

	<p>Environment Committee</p> <p>10 November 2015</p>
<p style="text-align: right;">Title</p>	<p>Footway Parking Update</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Review of 71 prioritised roads backlog and recommended actions Appendix B – List of 71 roads</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Mario Lecordier, Interim Lead Commissioner, Environment Paul Millard, Project Manager, Commissioning Group</p>

<p>Summary</p>
<p>Following the approval of the Parking Policy in November 2014 and specifically Appendix 12 of the Parking Policy, this report provides an update on the progress made in dealing with the backlog of 71 roads prioritised for review as previously noted to this committee.</p>

Recommendations

1. That the Environment Committee notes the contents of this report and appendices.
2. That the Environment Committee consider and approve the recommended options listed in Appendix A of this report in relation to the 71 prioritised roads, subject to consultation and Equality Impact Assessments (EQIA) at an estimated total one off cost of £57k to be met from reserves.
3. That subject to no objections being received during the consultation process, and no adverse impacts being identified in the EQIAs, officers are authorised to proceed with implementation, otherwise to refer these back to Environment Committee or the Commissioning Director (Environment) for consideration and decision.
4. That the Environment Committee approves the process for considering new requests for footway parking as detailed in Paragraph 4 of this report.
5. That the Committee notes that the review and design work was completed on only 62 of the 71 roads.
6. That the Environment Committee agrees to give authority and therefore delegated to the Commissioning Director Environment to:
 - (i) Agree, in consultation with the chairperson of the Environment Committee, the outcome and implementation measures following investigation and review of the remaining 9 roads listed in Appendix A;
 - (ii) Agree, in consultation with the chairperson of the Environment Committee, the outcome of all future footway parking reviews subject to the process detailed in paragraph 4 of this report.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee approved the Council's new Parking Policy in November 2014 and an action plan detailing a work plan to implement this Policy was approved in January 2015. This report provides an update to the progress of the implementation of that action plan.
- 1.2 There are a number of elements to the action plan which include:
 - An update to the progress made with regard to reviewing the previously agreed priority backlog of 71 roads where footway parking has historically been allowed to take place;
 - Process for dealing with new requests for permitted footway parking in addition to the 71 roads identified.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are required to allow officers to implement the measures detailed in Appendix A of this report which will formalise footway parking arrangement in some of the 71 roads and allow enforcement to take place in line with the Council's Parking Policy. The recommendations also request approval for the one off expenditure of a total of £57k to be funded from reserves.

3. Methodology Used in reviewing the backlog of 71 prioritised roads.

- 3.1 A review of existing parking provision in 62 of the 71 roads listed in Appendix B using the agreed criteria in the Council's Parking Policy was used to develop a parking design solution that formalises the parking provision in each road giving due regard to the need for pedestrian movements. A schedule of work will be developed where footway parking is permissible and does not impact on pedestrians or cause prohibitive cost damage to the existing paved areas. Review and design work on the remaining 9 roads (indicated as TBC in Appendix A) continues and the outcome of the investigations will be reported to the Commissioning Director Environment for decision, in consultation with the chairperson of the Environment Committee (if such a delegation is approved by the Committee), and subject to funding being available.
- 3.2 The review took place between August and October 2015 and consisted of the following activities:
- Site survey
 - Developing detailed design solution to allow footway parking (where possible and legal) by the introduction of relevant bay markings and signs.
 - Identifying locations where footway parking will not be allowed as the road does not meet the Policy criteria to allow footway parking.
 - Identifying an alternative parking solution for the roads that do not meet the criteria, such as, for example the need for waiting and loading restrictions to prevent obstructive on-street parking
 - Providing estimated costs to include:
 - Costs for signs and lines works(Capital)
 - Fees (staffing costs) to oversee the works (Revenue)
- 3.3 The outcome of the survey and design work resulted in four types of recommendations being made. These are:
- **Option A** – Roads where the introduction of yellow lines in part of the road can accommodate on-street parking spaces at the cheapest cost and within available budget.

- **Option B** – Roads where footway parking can be implemented and maximises parking spaces at additional cost e.g. where the footway needs strengthening.
- **Option C** – Roads where no further action is required
- **Option D** – Roads where further investigation is required e.g. where an alternative solution could be provided with further detailed investigations.

4. New footway parking requests and investigations

- 4.1 Following the review of the initial 71 roads, the council will consider new requests for footway parking and deal with any referrals from the Parking Enforcement Contractor, NSL, of all instances of unauthorised footway parking to the Council for investigation. These will be considered after the 71 prioritised roads review has been completed and will be logged as new sites for investigations.
- 4.2 If a new request is made for footway parking, until the investigation is completed and a decision made whether to permit footway parking in a given road, footway parking will not be permitted and the applicant will be informed accordingly.
- 4.3 The process for dealing with new requests (or referrals from NSL) will be as follows:
 - Unauthorised footway parking referrals from NSL and requests for footway parking from residents will be forwarded to the Council for investigations.
 - These will be logged as new sites for investigation.
 - Officers will assess the location against agreed Policy criteria and make recommendations to the Commissioning Director on whether footway parking should be permitted and whether complimentary measures will be required e.g. the need to strengthen the footway or alternative solutions considered.
 - Ward members and all frontages in the road will be consulted on proposals
 - Funding for the scheme will need to be identified by application to the relevant Area Committees or the Environment Committee.
 - Where it is considered that the criteria is not met to implement footway parking, residents (on that road) will be informed and advised that footway parking will be actively enforced.
- 4.4 Once a solution is agreed and implemented, particularly in roads where parking enforcement has not previously taken place, the Council will write to all frontages advising of enforcement actions should unauthorised

footway parking continue. All frontages and ward members will receive a warning letter two weeks prior to enforcement starting.

5. POST DECISION IMPLEMENTATION

- 5.1 Officers will develop a register of where footway parking will be permitted and continue to monitor progress on both the 71 priority roads and any new requests received to ensure that all subsequent signs, lines and pavements works are carried out within budgets, design standards and the Council's Parking Policy. All new requests will be batched and periodically reported to the relevant Area Committees for information.
- 5.2 It is expected that the implementation of the agreed measures for the initial 71 roads will be completed by the end of March 2016, subject to the outcome of any required statutory consultation and equality impact assessments for the introduction of yellow lines and the resolution of any objections received, inclement weather and whether any additional works will be required due to the presence of utility services in the footway.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

- 5.1 The Council will work with local, regional and national partners and strive to ensure that Barnet is the place:
 - Of opportunity, where people can further their quality of life
 - Where people are helped to help themselves
 - Where responsibility is shared, fairly
 - Where services are delivered efficiently to get value for money for the taxpayer
- 5.2 The implementation of the agreed Footway Parking options detailed in Appendix A will ensure that value for money is achieved by grouping the work into parcels of work which is more efficient to plan and manage. It will also ensure that the works is joined up with any existing planned pavement works so that both sets of work can be carried out at the same time. This will also ensure that residents are least impacted and best value is achieved.

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

- 7.1 The one off costs of the recommended options is estimated at £57K detailed in Appendix A of this report.
- 7.2 Estimated costs of the recommended option for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and

report-writing will be met from reserves.

7.3 Future maintenance following implementation of the measures will be contained within existing budgets.

8 Social Value

8.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

9 Legal and Constitutional References

9.1 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.

9.2 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.

9.3 Under the Council's Constitution, 15A - Responsibility for Functions, the Environment Committee has specific responsibility in relation to parking provision and enforcement. The committee can also "(8) Authorise procurement activity within the remit of the Committee and any acceptance of variations or extensions if within budget in accordance with the responsibilities and thresholds set out in Contract Procedure Rules."

9.4 The Council's Constitution, at 15B – Delegated Authority to Officers, sets out circumstances and the manner in which delegated powers can be exercised.

10 Risk Management

8.1 A risk management exercise on each scheme will be undertaken to ensure the safety of all road users is safeguarded prior to implementation.

9. Equalities and Diversity

9.1 Section 149 of the Equality Act 2010 sets out the Public Sector Equality duty which requires public authorities to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

9.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.

9.3 Where officers make a recommendation to allow footway parking, in addition to consultation on the proposed scheme, an Equality Impact Assessment will be carried out to consider any potential adverse impacts on any of the protected groups. The outcome of this will be taken into account and adjustments made as appropriate in order to make a final decision on the proposal. The Council's Parking Policy seeks to ensure that where footway parking is permitted, adequate footway width is available for use by pedestrians, wheelchair users, the less able and mothers with push chairs and buggies.

10. Consultation and Engagement

12.1 Consultation and engagement with residents and Ward Councillors will be undertaken following approval of a preferred option by the Committee or Commissioning Director. Where objections are received these will be reported to this committee or Commissioning Director for consideration and resolution.

13. Insight

13.1 Site survey data has been used to inform the development of the proposals.

14. BACKGROUND PAPERS

14.1 PARKING POLICY 2014 - www.barnet.gov.uk/parking