

	<p>Environment Committee</p> <p>14 July 2016</p>
<p style="text-align: center;">Title</p>	<p>Footway Parking Review Update</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Review of 71 prioritised roads and recommended actions Appendix B – List of 71 roads Appendix C – Ward Members comments Appendix D – Section 8.10 & 8.11 and Appendix 12 of Parking Policy Appendix E – Examples of requests for Footway Parking Enforcement</p>
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<p>Summary</p>
<p>This report details the outcome of the review of footway parking in the 71 roads prioritised for review as previously noted to this committee, together with suggested officer recommendations. It also contains Ward Member comments on the proposals / recommendations as detailed in Appendix C of this report.</p>

Recommendations

1. That Environment Committee notes the contents of this report and appendices.
2. That the Environment Committee resolves to authorise the parking of vehicles completely on or part of the footway in Barnet in accordance with Section 15(4) and 15(5) of the GLC General Powers Act 1974, beginning with the 71 roads listed in Appendix B of this report where identified.
3. That the Environment Committee resolves to authorise the enforcement of footway parking by the Parking Enforcement Contractor in roads where footway parking is not permitted in line with the Council's Parking Policy following the actions set out in Paragraph 3.
4. That the Environment Committee considers and approves the recommended options listed in Appendix A of this report in relation to the proposed measures to regulate footway parking in the 71 prioritised roads, subject to consultation and Equality Impact Assessments (EQIA) at an estimated total one off cost of £244,417.11 to be met from the special parking Account reserves.
5. That subject to no objections being received from residents and businesses during the consultation process, and no adverse impacts being identified in the EQIAs, the Commissioning Director is authorised to proceed with implementation in consultation with Ward Members.
6. That the Environment Committee notes and considers the legal implications and risk to the Council given in Paragraphs 9 of this report if a resolution not to enforce footway parking is passed.
7. That the Environment Committee approves the process for considering new requests for footway parking as detailed in Paragraph 4 of this report.
8. That authority is delegated to the Commissioning Director Environment to agree and implement, in consultation with the chair 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 By virtue of section 15(1) of the Greater London Council (General Powers) Act 1974, ("the 1974 Act") it is an offence for a person to park a vehicle with one or more wheels on a footway in London except for certain vehicles, for example the emergency services. Section 15(4) of the 1974 Act enables a highway authority to authorise the parking of vehicles on such footway by resolution from a specified date. Section 15(5) of the 1974 Act requires the highway authority to place traffic signs to indicate where footway parking is permitted in accordance with current design standards. Barnet Council is such a highways authority.

- 1.2 Barnet Council has an informal footway parking enforcement amnesty in 71 roads as listed in Appendix B of this report. These roads have not been formally exempted from the London Wide footway parking ban and this report details the review undertaken together with the necessary measures and recommendations to formally exempt these roads to meet the requirements of the Council's agreed Parking Policy.
- 1.3 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. Section 8.2 of the Policy states that the Council's Parking Enforcement contractor will enforce footway parking across the borough. Sections 8.10 and 8.11 specifically states why footway parking enforcement is needed. An extract of these sections and Appendix 12 of the Parking Policy is attached as Appendix D of this report. This report provides an update to the progress of the implementation of that action plan.
- 1.4 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 the Council to undertake footway parking enforcement in roads where footway parking is not permitted.
- 2.2 The recommendations are also 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.
- 2.3 The Council regularly receives requests for footway parking enforcement from residents who are forced to walk in a live carriageway because of cars parked either wholly or partially on the footway. Examples of requests for enforcement are given in Appendix E. Footway parking obstructs the safe passage of pedestrians in particular for the blind or the partially sighted, the disabled, the elderly and those in wheelchairs as well as mothers with buggies and pushchairs.
- 2.4 The Council has a duty to ensure the safety of all road users including pedestrians. In addition, the Council must also have regard to the Public Sector Equality Duty in Section 149 of the Equality Act 2010 which requires that equality of opportunity is available for all.

- 2.5 Footway Parking often leads to damage to the footway fabric which in turn increases the maintenance burden and could become an insurance liability to the Council as a result of trips and falls.

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

- 3.1 A review of existing parking provision in 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, subject to the approval of this report, will be developed where footway parking is permissible and does not impact on pedestrians or cause prohibitive cost damage to the existing paved areas.
- 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.
 - **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.
- 3.4 The review was completed in October 2015 and It was originally proposed to report the outcome of this review to the November 2015 Environment Committee. The report was however withdrawn to allow Members whose

Ward were affected by the review to comment on the outcome and recommended actions before a decision is taken. Comments received from individual Ward Members are given in Appendix C of this report.

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 for footway parking to be permitted will be as follows:
 - Reported unauthorised footway parking 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 introduce parking restrictions, yellow lines or strengthen the footway or alternative solutions considered.
 - Ward members will be consulted on the proposals in the first instance.
 - Once agreed with Ward Members all frontages in the road will be consulted on the proposals.
 - Any objections received from residents / businesses during the consultation stage will be reported to the Commissioning Director Environment for resolution in consultation with Ward Members.
 - Funding for footway strengthening to accommodate footway parking will need to be referred to the relevant Area Committees or the Environment Committee. Where footway strengthening is deemed necessary officers will coordinate this work with the annual footway relay programme to avoid abortive work. Schemes consisting of only lines and signs will be funded from the Special Parking Account (SPA).

- Where it is considered that the criteria is not met to implement footway parking, residents (of 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 residents with frontages advising of enforcement actions should unauthorised footway parking continue. All residents with 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 The implementation of the agreed measures for the initial 71 roads will be, 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 the Council achieves value for money by grouping the work into parcels of work which is more efficient to plan and manage. The grouping of works also ensures that the works are 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 £244,417.11

detailed in Appendix A of this report. These will be funded through the Special Parking Account reserve set aside for parking related work. The costs could vary from £0.021m to £0.652m depending on which option is chosen (the lower amount being the cheapest option and the higher amount being the most expensive). Some options remain without costs

- 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 Special Parking Account reserve.
- 7.3 Future maintenance following implementation of the measures will be contained within existing budgets within the Special Parking Account (SPA). Any income generated through the issuing of PCNs for parking non – compliance would also be attributable to the SPA.

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 This report requests that resolutions be passed to enforce unauthorised footway parking and further pursuant to section 15(4) of the 1974 Act, acting as Highways Authority, to authorise the parking of vehicles on a footway or part of a footway from a date specified in such a resolution. If such authorisations are given, then the highway authority must place traffic signs located near the footway in question to indicate the exemption. The request is further to a resolution of the Environment Committee in November 2015 as described above in this report.
- 9.2 In the making of such resolution the Council must also have regard to the public sector equality duty in section 149 of the Equality Act 2010 and must exercise its functions having regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (e.g. disability) and persons who do not share it.
- 9.3 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.
- 9.4 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.

- 9.2 It is an offence under section 15(1) of the 1974 Act for a person to park an unauthorised vehicle with one or more wheels on a footway except for certain vehicles, subsection 15(30) of the 1974 Act provides for a number of exemptions for particular circumstances such as an emergency. A local authority may prosecute in respect of any such offence which is committed in its area.
- 9.5 The implications of no such resolution and not enforcing the legislative requirements of unauthorised footway parking are;
- a) the possibility that a private action may be brought against the Council in respect of an accident, of particular concern are parents walking child buggies, older persons and/ or young children placed in the position of walking on the road due to a car obstructing the footway; and / or
 - b) a potential Judicial Review in relation to the Council's decision to take no action.
- 9.6 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."
- 9.7 The Council's Constitution, at 15B – Delegated Authority to Officers, sets out circumstances and the manner in which delegated powers can be exercised.
- 9.9 In order to introduce these measures the Committee must pass a resolution that the parking of vehicles on, or on part of the footway, grass verge, garden, space or land and as referred to in section 15(1) of the 1974 Act be authorised in the areas shown on the attached plans pursuant to Section 15(4) of the 1974 Act.
- 9.10 Pursuant to the 1974 Act, one month before the measures take effect, the Council is required to publish:
- a) a notice of the passing of the above resolution; and
 - b) an explanation of the general effect of the provisions of section 15 of the 1974 Act that will be coming into effect by the introduction of the footway parking scheme;
 - c) in a newspaper circulating throughout the whole of Greater London (The London Gazette) one month prior to the resolution coming into effect.
- 9.11 The legislation makes no statutory provision for objections to such an intended resolution

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

APPENDIX A

Review of footway parking in the agreed list of 71 roads

	Road	Ward	OPTION A			OPTION B			Recommendation	Comments
			Type of scheme for option A	Number of kerbside car spaces option A	Estimated cost of option A	Type of scheme for option B	Number of kerbside car spaces option B	Estimated Cost of option B		
1	Arlington Road N14	Brunswick Park	Double yellow lines on one side of the road	60	£644.00	Footway parking bays	51	£15,010.00	Option A	
2	Brunswick Grove N11	Brunswick Park	N/A	0	£0.00	N/A	0	£0.00	Option D - No action recommended	No footway parking issue was apparent on site visits
3	Burlington Rise EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	30	£428.00	Footway parking bays	31	£6,223.70	Option A	
4	Cecil Road N14 (Referred to as Cecil Park on original	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£291.00	Footway parking bays	38	£9,147.79	Option B	

	list.									
5	Chase Way N14	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£615.00	Footway parking bays	18	£20,854.30 (Footway Strengthening costs included)	Option A	
6	Dene Road N11	Brunswick Park	Alternating double yellow lines on one side of the road.	27	£339.00	Footway parking bays	39	£7,752.00	Option B	
7	Derwent Avenue EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	53	£777.00	Footway parking bays	41	£36,640.22 (Footway Strengthening costs included)	Option A	
8	Linden Road N11	Brunswick Park	Double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	14	£291.00	Footway parking bays	14	£1,745.00	Option A	Cost of reinforcing footway
9	Marlborough Avenue N14	Brunswick Park	Double yellow lines on one side of the road.	19	£276.00	N/A	0	£0.00	Option A	

1 0	Summit Way N14	Brunswick Park	Double yellow lines on one side of the road	44	£714.00	Footway parking bays	48	£32,667.35 (Footway Strengthening costs included)	Option B	
1 1	The Woodlands N14	Brunswick Park	Alternating double yellow lines on one side of the road.	42	£657.00	Footway parking bays	36	£16,245.43 (Footway Strengthening costs included)	Option A	
1 2	Avondale Avenue EN4	Brunswick Park	Double yellow lines on one side of the road	46	£784.00	Footway parking bays	55	£13,073.90 (Footway Strengthening costs included)	Option B	
1 3	Gallants Farm Road EN4	Brunswick Park/East Barnet	Double yellow lines on one side of the road.	98	£1,490.00	Footway parking bays	78	£88,317.30 (Footway Strengthening costs included)	Option A	
1 4	Angus Gardens NW9	Burnt Oak	Double yellow lines on one side of the road.	21	£254.00	Footway parking bays	12	£ 5,956.90 (Footway Strengthening costs included)	Option A	
1 5	Blundell Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	91	£1,172.00	Footway parking bays	0	£0.00	Option A	
1 6	Cressingham Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	21	£301.00	N/A	0	£0.00	Option A	

1 7	Edwin Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	15	£306.00	Footway parking bays	15	£1,583.00	Option A	
1 8	Fortescue Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	58	£507.00	N/A	0	£0.00	Option A	
1 9	Kirton Walk HA8	Burnt Oak	Double yellow lines on both side of the road	0	£153.00	N/A	2	£0.00	Option E - Investigate alternative option	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide on street parking. However there are sections off street along Kirton Walk where vehicles can park. . There is also an opportunity to convert the grassed areas managed by housing allow parking with the aid of grass Crete.
2 0	Colin Close NW9	Colindale	Double yellow lines on one side of the road.	7	£110.00	N/A	0	£0.00	Option A	
2 1	Hillfield Avenue NW9 (Referred to as Hillfield Road NW9	Colindale	Double yellow lines on side of the Road	23	£332.00	Footway parking bay signs	13	£2,002.32	Option A	

	which does not exist)								
2 2	Orchard Gate NW9	Colindale	Double yellow lines on one side of the road and a section of double yellow lines on both side of the road.	10	£205.00	Proposed parking bays on reinforced greenspace using Grasscrete.	4	£2,725.50	Option A
2 3	Silkfield Road NW9	Colindale	Alternating double yellow lines on one side of the road.	22	£422.40	Footway parking bays	21	£3,223.92	Option A TBC by client
2 4	Southbourne Crescent NW4	Colindale	No further action	0					Option D - No action recommended
2 5	Woodfield Avenue NW9	Colindale	Alternating double yellow lines on one side of the road.	28	£384.00	Footway parking bays	39	£12,104.17 (Footway Strengthening costs included)	Option B
2 6	Colney Hatch Lane N11 Colney Hatch Lane - Between Woodhouse Road and	Coppetts	Double yellow lines on side of the Road	42	£380.00	Footway parking bays	45	£7,697.26	Option A

	Asher Loftus Way.									
27	Crescent Road N11	Coppetts	N/A	0	£0.00		0	£0.00	Option D - No action recommended	No footway parking issue was apparent on site visits
28	Elm Way N11	Coppetts	Double yellow lines on one side of the road and a section of double yellow lines on both sides of the road.	8	£202.00	N/A	0	£0.00	Option A	
29	Brookhill Road EN4	East Barnet	Double yellow lines on one side of the road.	23	£281.72	N/A	N/A	N/A	Option A	At present vehicles are allowed to park 4 wheels on the footway on street between No 67 Brookhill Road and BrookHill Close. However there are no regulatory bay markings and associated signs to advise motorists that they are allowed to park on the footway at this location. Therefore it is recommended that bays and signs are introduced on street as part of option A at a cost of £936

3 0	Daneland EN4	East Barnet	Alternating double yellow lines on one side of the road.	73	£1,120.00	Footway parking bays	58	£26,367.87 (Footway Strengthening costs included)	Option A	
3 1	Linthorpe Road EN4	East Barnet	Alternating double yellow lines on one side of the road.	34	£560.00	Footway parking bays	31	£32,800.42 (Footway Strengthening costs included)	Option A	
3 2	Mansfield Avenue EN4	East Barnet	Alternating double yellow lines on one side of the road	60	£768.00	Footway parking bays	47	£52,617.16 (Footway Strengthening costs included)	Option A	
3 3	Vernon Crescent EN4	East Barnet	Alternating double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	26	£698.00	Footway parking bays and double yellow lines	54	£52,292.00 (Footway Strengthening costs included)	Option B	
3 4	Victoria Road EN4	East Barnet	Double yellow lines on both sides of the road.	14	£631.00	N/A	0	£0.00	Option A	

3 5	Brim Hill N2	East Finchley	N/A	0	£0.00	N/A	0	£0.00	Option D - No action recommended	This road falls within the East Finchley 'M' Controlled Parking Zone, part of which operates Monday to Friday 2pm to 3pm, and part operates Monday to Saturday 10am to 6.30pm. Parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations
3 6	Broadfields Avenue HA8 (South of A41)	Edgware	N/A	0	£0.00	N/A	0	£0.00	Option D - No action recommended	This road is being investigated for possible waiting restrictions or CPZ extension)
3 7	Bushfield Crescent HA8	Edgware	Alternating double yellow lines on one side of the road.	74	£383.00	Footway parking bays	67	£10,206.00 (of which £4,100 id for footway strengthening)	Option A	
3 8	Parkside Drive HA8	Edgware	Alternating double yellow lines on one side of the road.	34	£597.00	N/A	0	£0.00	Option A	
3 9	Manor View N3	Finchley Church End	Refresh existing double yellow line on Manor View	9	£100.00		4		Option A	

4 0	Eastholm NW11	Garden Suburb	Double yellow lines on one side of the road.	19	£412.00	N/A	0	£0.00	Option A	
4 1	Westholm NW11	Garden Suburb	Double yellow lines on one side of the road.	16	£328.00	N/A	0	£0.00	Option A	
4 2	Edrick Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£364.00	N/A	0	£0.00	Option E - Investigate alternative option	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide parking on street parking. However there are sections off street along Walter Walk where vehicles can park. There is also an opportunity for the grassed areas managed by housing to allow parking with the aid of Grass Crete.
4 3	Laleham Avenue NW7	Hale	Double yellow lines on one side of the road.	29	£310.00	Footway parking bays (Grasscrete)	57	£6,866.00	Option B	
4 4	Rudyard Grove NW7	Hale	Alternating double yellow lines on one side of the road	25	£281.38	Footway parking bays	22	£5,650.20	Option A	

4 5	The Meads HA8	Hale	Double yellow lines on one side or both side of the road.	6	£1,914.00	Footway parking bays	55	£6,215.00	Option B	
4 6	Walter Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£458.00	N/A	0	£0.00	Option A	
4 7	Selvage Lane HA8	Hale/Mill Hill	Alternating double yellow lines on one side of the road.	31	£800.00	Footway parking bays	29	£12,300.12	Option A	
4 8	Sunny Gardens Road NW4	Hendon	Proposal to amend existing time plate situated alongside existing footway parking bays on street at Sunny Gardens Road between Sunningfield Crescent and Nursery Walk NW4	0	£750.00	N/A	0	£750.00	Only signs need to be changed	

49	Westthorpe Gardens NW4	Hendon	Double yellow lines on one side of the road.	21	£250.00	N/A	0	£0.00	Option A	
50	Bulwer Road EN5	High Barnet	Alternating double yellow lines on one side of the road.	25	£273.00	Footway parking bays	34	£48,788.47 (Footway Strengthening costs included)	Option B	
51	Calvert Road EN5 High Barnet		Officers are currently developing proposals to pilot a Shared Space scheme aimed at retaining and at maximising existing parking provision. The proposals will be discussed and agreed with Ward Members prior to consulting residents.							
52	Puller Road EN5 High Barnet									
53	Seabright Road EN5 High Barnet									
54	Rockways EN5	High Barnet	Alternating double yellow lines on one side of the road.	35	£548.00	N/A	0	£0.00	Option A	
55	St Marks Close EN4	High Barnet	Double yellow lines on one side of the road.	12	£179.00	N/A	0	£0.00	Option A	

5 6	Colenso Drive NW7	Mill Hill	Alternating double yellow lines on one side of the road.	25	£553.00	N/A	0	£0.00	Option A	
5 7	High Street NW7	Mill Hill	Double yellow lines on one side of the road.	22	£194.00	N/A	0	£0.00	Option A	
5 8	Hammers Lane NW7	Mill Hill	Double yellow lines on one side of the road	75	£1,306.00	N/A	N/A	N/A	Option A	
5 9	Daws Lane NW7	Mill Hill	N/A	0	£0.00	N/A	0	N/A	Option D - No action recommended	No footway parking issue was apparent on site visits
6 0	Brookfield Avenue NW7	Mill Hill	Alternating double yellow lines on one side of the road.	30	£592.00	Footway parking bays	38	£23,567.33 (Footway Strengthening costs included)	Option B	
6 1	Lullington Garth N12	Mill Hill/Totteridge	Double yellow lines on one side of the road.	46	£818.00	Footway parking bays	48	£14,448.00 (Footway Strengthening costs included)	Option A	
6 2	Wycherley Crescent EN4	Oakleigh	Double yellow lines on one side of the road.	21	£441.00	Footway parking bays	26	£7,071.00	Option B	
6 3	Pyecombe Corner N12	Totteridge	Double yellow lines on both side of the	4	£338.00	N/A	0	£0.00	Option A	

		road.								
6 4	Twineham Green N12	Totteridge	Footway parking bays and double yellow lines.	9	2,196.00	See option A	0		Option A	
6 5	Hillside Gardens EN5	Underhill	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	Option D - No action recommended	Part of this road falls within the Chipping Barnet 'C' Controlled Parking Zone, which operates Monday to Saturday 8am to 6.30pm. In the CPZ parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations. Outside of the CPZ, although some vehicles were seen to be parked partially on the footway, it is considered that there is no need for motorists to do this and that traffic can flow even if parked fully in the road.
6 6	Sellwood Drive EN5	Underhill	Alternating double yellow lines on one side of the road.	26	£624.00	Proposal to amendment existing footway parking bay layout. Furthermore	22 (14 new bays plus 8 existing bays)	£4,074.00	Option A	

					formal existing parking bay layout with regulatory footway parking signage					
6 7	Vyse Close EN5	Underhill	Double yellow lines on both sides of the road.	2	£242.00	N/A	0	£0.00	Option A TBC by client	
6 8	Hendon Wood Lane NW7	Underhill/ Hale	N/A	0	£3,509.00	N/A	0	£0.00	Option D - No action recommended	This road is rural in nature, with existing white lines on both sides along the length of the road. No footway parking issues were noted upon Officer investigations. No action is considered necessary.
6 9	Courthouse Gardens N3	West Finchley	Double yellow lines on one side of the road	20	£265.00	Footway parking bays	19	£5,206.60 (Footway Strengthening costs included)	Option A	
7 0	Courthouse Road N3	West Finchley	Double yellow lines on one side of the road	33	£473.00	Footway parking bays	21	£23,606.75 (Footway Strengthening costs included)	Option A	

7 1	Cardrew Avenue N12	Woodhouse	Alternating double yellow lines on one side of the road.	18	£148.00	N/A	0	£0.00	Option A	
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Appendix B

List of 71 Roads

Backlog of Roads Footway Parking		
Ref	Street name	Post Code
1	Angus Gardens	NW9
2	Arlington Road	N14
3	Avondale Ave	EN4
4	Blundell Road	HA8
5	Brim Hill	N2
6	Broadfields Avenue	HA8
7	Brookhill Road	EN4
8	Brunswick Grove	N20
9	Bulwer Road	EN5
10	Burlington Rise	EN4
11	Bushfield Crescent	HA8
12	Calvert Road	EN5
13	Cardrew Ave	N12
14	Cecil Park	
15	Chase way	N14
16	Colenso Drive	NW7
17	Colin Close	NW9
18	Colny Hatch Lane	N11
19	Courthouse Gardens	N3
20	Courthouse Road	N3
21	Crescent Road	N11

22	CRESSINGHAM ROAD	HA8
23	Daneland	EN4
24	Dene Road	N11
25	Derwent Avenue	EN4
26	Eastholm	NW11
27	Edrick Walk	HA8
28	EDWIN ROAD	HA8
29	Elm Way	N11
30	Fortescue Road	HA8
31	Gallants Farm Road	EN4
32	Hendon Wood Lane	NW7
33	High Street	NW7
34	Hillfield Road	NW9
35	Hillside gardens OS CPZ	EN5
36	Kirton Walk	HA8
37	Laleham Avenue	NW7
38	Linden Road	N11
39	Linthorpe Road.	EN4
40	Lullington Garth	N12
41	Manor View	N3
42	Mansfield Avenue	EN4
43	Marlborough Avenue	N14
44	Orchard Gate	NW9
45	Parkside Drive	HA8
46	Puller Road	EN5

47	Pyecombe Corner	N12
48	Rockways	EN5
49	Rudyard Grove	NW7
50	Sebright Road	EN5
51	Sellwood drive	EN5
52	Selvage Lane	HA8
53	Silkfield Road	NW9
54	Southbourne Crescent	NW4
55	St Marks Close	EN4
56	Summit Way	N14
57	Sunny Gardens Road (out of CPZ)	NW4
58	The Meads	HA8
59	The Woodland	N14
60	Twineham Green	N12
61	Vernon Crescent	EN4
62	Victoria Road	EN4
63	Vyse Close	EN5
64	Walter Walk	HA8
65	Westholm	NW11
66	Westhorpe Gardens	NW4
67	Woodfield Avenue	NW9
68	Wycherely Crescent	EN4

Reviews of Footway parking from Consultation Comments

69	Hammers Lane	NW7
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70	Daws Lane	NW7
71	Brookfield Avenue	NW7
72	Edgeworth Close	

Appendix C

Ward Member Consultation

Ward Consulted	Ward Members Comments	Officer Response
Brunswick Park	<p>Received on 11th April 2016</p> <p>Would you please let me know when Whitehouse Way will be considered as the Chipping Barnet Area Committee agreed to add this to the list. Thank you,</p> <p>Received on 11th April 2016</p> <p>It was agreed at the environment committee that once the the first batch of 71 roads have been dealt with these roads will be considered.</p> <p>Would you please let me know when Whitehouse Way will be considered as the Chipping Barnet Area Committee agreed to add this to the list. Thank you,</p> <p>Response received on 11th April.</p> <p>Residents of Whitehouse Way are not in favour of Footway parking enforcement as the road is not wide enough.</p>	Response provided on 11 April 2016.

	<p>I also hope that residents on all the roads provided on the list have been consulted by letter. I would be grateful for confirmation of this please.</p> <p>Kind regards Sent from my iPad</p> <p>Received on 11th April 2016</p> <p>Dear Mr Lecordier,</p> <p>I completely concur with Cllr Levine's comments below re Whitehouse Way. This was agreed at the January meeting of the Chipping Barnet Area committee. You may wish to refer to the minutes of this meeting for clarification and/or speak to Lisa Wright.</p> <p>Regards,</p> <p>Received on 23rd April 2016</p> <p>I would want to see residents consulted on these proposals in Brunswick Park.</p> <p>I believe there will be concern over options which result in a significant loss of parking spaces.</p>	
Burnt Oak	No response received	
Colindale	No response received	
	<p>Received on 11th April 2016</p> <p>I am surprised by the list having been a councillor for 18 years during which time pavement parking has been allowed also on:</p>	

Coppetts	<p>The Vale George Crescent both N10</p> <p>Lyndhurst Road Woodleigh Hollickwood Thurlestone Ferrestone all N12</p> <p>The roads off Balmoral Avenue N12 – although this is subject to a parking review anyway.</p>	Officers have only reviewed the 71 roads listed in Appendix B as agreed at a previous meeting of the Environment Committee.
East Barnet	No response received	
East Finchley	No response received	
Edgware	<p>Received on 15th April 2016</p> <p>Dear Mario,</p> <p>Further to our telephone conversation and as requested by you this is to confirm the following with regard to the proposals you have sent us.</p> <ol style="list-style-type: none"> 1. I am assuming that it is Broadfields Avenue leading onto Hale Lane and Station Road Edgware to which you are referring. I also note that as yet there are no proposals on which you require comment from us. 2. I would appreciate more information as to the specific safety issues with regard to Bushfield Crescent which have engendered this proposal before commenting on it. 	The response is noted and officers will fully consult with Ward Members and residents before any final decision is made,.

	<p>3. I am completely opposed to the proposals for Parkside Drive which I feel would cause unnecessary upset and inconvenience to local residents.</p> <p>Many thanks,</p>	
Finchley Church End	<p>Received on 17th April 2016</p> <p>Dear Mario</p> <p>We only have one footway parking scheme in Finchley Church End Ward and on the whole this has worked very well.</p> <p>If I understand the Appendix correctly you are proposing to end this. Please do not change the current situation – the prime purpose of the parking is to secure greater safety for children entering and leaving Akiva and St Theresa’s schools. Even with the parking area there is still a reasonably wide footpath between the parked cars and the boundaries of the properties. There is absolutely no reason to change.</p> <p>If we do stop the footway parking there will be a huge outcry from the schoolchildren’s parents and the local residents.</p> <p>Thanks and regards</p>	<p>Footway parking is not legally permitted in this road. The risk and implications of not enforcing footway parking are given in paragraph 9 of this report.</p>
Garden Suburb	<p>Received on 11th of April 2016</p> <p>These are very narrow roads . I would be reluctant to see the elimination of some parking places John</p>	<p>It is intended to maximise or retain the same amount of available parking spaces where possible.</p>
Hale	No response received	

Hendon	No response received	
High Barnet	<p>Received 11th April 2016</p> <p>We have already stated that footway Parking in puller, sebright and calvert Roads in high barnet is the only safe Way for traffic to be managed on ths One-way system. I have lived in sebright Road since 1988 and I can assure you This is the only solution to this old Problem which rears its ugly head From time to time dependent on the 'New boys' in administration. Leave Well alone. Kind regards</p> <p>Received on 18th April 2016</p> <p>Dear Mario Lecordier,</p> <p>Thank you for your email.</p> <p>As nothing has been done since 1974 I suggest that should continue. The one-size-fits-all-one approach of 1974 doesn't fit these roads. The law allows for exemption if expressly permitted by the local authority - which they have.</p> <p>The residents have not asked for anything. Introducing yellow lines will reduce parking availability and seriously irritate residents. It will probably affect house prices and hinder residents in their day-to-day lives.</p> <p>If there was a busy health clinic on Calvert with many people moving up and down Sebright and Puller to get to it then I could see the needs for measures. But not many push a pram or a wheelchair down the road. The only complaints I've had is when the wheelie bins are left on the pavement, rather than being returned to the house entrance.</p>	<p>Footway parking is not legally permitted in these roads. The risk and implications of not enforcing footway parking are given in paragraph 9 of this report.</p>

There are far more important matters in need of finance - a vast amount of road and pavement maintenance, line painting, removing unnecessary double yellow lines and pot hole filling to name a few. Please leave this lose-lose exercise alone until everything else in Barnet is perfect.

Regards,

Received on 22nd April 2016

Dear Mr Lecordier

This may look very nice on what is obviously parking on one side of the road with a wide width and a park on the other side. Puller, Calvert and Sebright Roads are on a narrow one-way system, heavily built up on both sides, and nobody wants a car parked outside their window. Are you and your officers in cloud cuckoo land, what part of "leave these streets alone" do you not understand. The way it is now is the only way it works until such time as it is not Viable any longer. These are heavily congested roads, very much in demand because of the nature of the small cottages and the proximity to two/four of the Most outstanding schools in Barnet. Things are not going to change, it is already a one-way system.

Kind regards

Received on 22nd April 2016

I would back this completely, we, as ward councillors, have said many times, one size does not fit all. Please leave these roads, and Wentworth alone

Sent from my iPad

On 22 Apr 2016, at 16:45,

	<p>Dear Mr Lecordier</p> <p>This may look very nice on what is obviously parking on one side of the road with a wide width and a park on the other side. Puller, Calvert and Sebright Roads are on a narrow one-way system, heavily built up on both sides, and nobody wants a car parked outside their window. Are you and your officers in cloud cuckoo land, what part of "leave these streets alone" do you not understand. The way it is now is the only way it works until such time as it is not Viable any longer. These are heavily congested roads, very much in demand because of the nature of the small cottages and the proximity to two/four of the Most outstanding schools in Barnet. Things are not going to change, it is already a one-way system.</p> <p>Kind regards</p>	
<p>Mill Hill</p>	<p>Received 24th May 2016</p> <p>Dear Mario</p> <p>Further to below</p> <p>I was passing Burnt Oak and reminded me that the road Barnfield Rd, Edgware, Greater London HA8 0AY has pavement parking bays marked but is not on the list of 71 roads. Hence my request that my feeling is that there may be many such others. Hope helpful.</p> <p>Received 16th May 2016</p> <p>Dear Mario</p> <p>Apologies for delay.</p> <p>I have managed to get some time to have a quick look at this.</p> <p>My Initial thoughts:</p> <p>I note the streets listed for Mill Hill Ward in Appendix 2.</p> <p>However I wonder whether previously agreed are all in the list as I recall e.g.</p>	

	<p>Stanhope Gardens (off Flowers Lane, NW7) being a narrow road and had asked for dispensation. Also I am sure that in this review there are Roads in the Saracens CPZ may have been missed e.g. Bunns Lane (where there are Bays marked on the pavement for parking) is not shown on the list.</p> <p>So question is how many more have been missed from this review / list which should have been on the list provide. <u>Before we rush on suggest that we take stock and check.</u></p> <p>Early this year I had also asked for The Reddings, NW7 to be similarly added to the list following representation by Cllr Scannell who lives in The Reddings, NW7 and had raised this issue with me after her neighbour who contacted her because her son has received TWO parking tickets for parking on the pavement outside their home. As this road is so narrow people have to park with two wheels on the pavement so that other people can drive and traffic can flow through, including ambulances and fire engines. She thought that this road was exempt from ticketing because of this.... If the road isn't exempt then it should be!! I added my support to this request.</p> <p>I am generally supportive of this and did speak in favour as I have done so previously and had before advised highways that the subject of Footway Parking was discussed in the February 2011 meeting of the Hendon Area Environment Committee and which was then fully supported by Committee members. Many roads in Barnet are very narrow that it is impossible for normal traffic to flow (let alone Utility Vehicles etc.) if we keep insisting on parking on street level only - just defies common sense. All such roads by default should be on this list unless with agreement with Ward Councillors to Enforce.</p> <p>Hope above clear and happy to discuss further.</p>	<p>Officers have only reviewed the 71 roads listed in Appendix B as agreed at a previous meeting of the Environment Committee.</p>
	<p>Received on 12th April 2016</p> <p>Can I please have a comprehensive list of all the roads in Oakleigh Ward, where in the past elected members have instructed the parking service NOT to issue tickets to cars</p>	

Oakleigh

parked on the pavement.

Given that you want a response to Jamie Blake's letter by 22nd April, I trust this information can be supplied without delay.

Received on 17th May 2016

Can I respectfully suggest that you try harder. The list does exist. Try asking the parking enforcement officers..... Not very long ago I spoke with a member of the parking enforcement team in the street about why he had not ticketed a car in a particular road....not in my ward.. He said that it was on the list of exempted roads.... I expressed surprise so whilst we stood chatting he checked with his superiors who confirmed the status of the road in question.

Having represented the area for over 30 years....you will understand that the vast majority of the roads are covered by the arrangements were made decades ago....long before computersand not even I have kept such correspondence.

The lists do exist, and I would like an up to date copy.

Received on 4th June 2016

Mr Lecordier,
One of the assets of being a very long standing Councillor is that we often know more about these sorts of matters than officers who do not have that length of experience

With the greatest of respect the lists do exist and should be shared with all Councillors and made available to members of the public.

There are probably 71 or more roads in my ward alone.....and hundreds in all across the Borough where elected Members have in the past been consulted and agreed that pavement parking is to be allowed in the public interest...even without the roads being formally marked as such..

Officers are not aware of the list of roads requested.

	<p>As I have said before.... Not only did I have a copy....I am deeply sorry that I can not now put my hand on it.....but I have in the past waved it around at meetings of the old Area Forum... when other councillors claimed not to know anything about the list.</p> <p>Further it was not that long ago that I stopped a traffic warden.....enforcement officer.....and asked him why certain cars were not being booked in a part of a road which I thought would not have been included,....He spoke to someone in his control room who confirmed that the road was on the list....and that whilst parts of the road are wide enough officers had agreed not to issue notices to part of the road thus avoiding any arguments about whether or not the road had been exempted. (The road in question is not one of your 71.</p> <p>Can I respectfully suggest that you need to take another look .</p> <p>I look forward to receiving the list without further delay.</p>	
Totteridge	No response received	
Underhill	No response received	
West Finchley	<p>Received on 27th April 2016</p> <p>Mario</p> <p>Many thanks for extending the deadline. These proposals have generated a considerable amount of comment and concern from residents - more so than any recent issue in West Finchley.</p> <p>The local West Finchley Residents Association and it's members have shown a great deal of interest as well. The RA has arranged a public meeting for residents for next Tuesday 3rd May at the Gordon Hall, Huntley Drive N3 1NX, next to West Finchley</p>	Officers attended an evening meeting on 3 rd May

	<p>tube station, at 8.30pm to allow residents to discuss the proposals ahead of the deadline. This was the only time that the local hall was available.</p> <p>The RA have asked if a council officer would be able to attend. Given the sensitivities it would be really good if representative of the council could be there to help explain the options. Everyone wants to come up with a solution that makes the situation better for residents and not worse and the meeting could be useful in helping to identify a scheme that has the maximum local support.</p> <p>I'd be grateful if you could consider this request.</p> <p>Many thanks</p>	<p>2016 with ward Members and residents which was chaired by the resident's association to discuss the proposed measures in Courthouse Gardens and Courthouse Road in West Finchley ward.</p> <p>Officers were asked to consider the following:</p> <ul style="list-style-type: none"> • Speeding – Request for 20mph Zone • Request for parking controls to remove commuter parking (possible CPZ) • Maintain the current level of on-street parking • The double yellow lines proposals were not supported except at junctions. • Parking and speeding enforcement required to improve safety
Woodhouse	No response received	

APPENDIX D - Extract from Parking Policy

8.10 Footway Parking Enforcement

Footpaths must be kept safe for pedestrians to use. Unauthorised footway parking creates an obstruction hazard for pedestrians and can make it difficult for a pushchair or wheelchair to pass safely without needing to divert into the road. Vehicles parked on the footway, can also cause particular problems for blind, disabled and older people.

8.11 Footway Parking

Many complaints are received from pedestrians, wheelchair users and those using pushchairs about inconsiderate car drivers who are parked on our footways, causing them to use the carriageway to get past.

In 1974 it became an offence to park a vehicle with 'one or more wheels on any part of an urban road other than a carriageway' in London (i.e. footway, grass verge, garden, space or land). The offence subsequently became decriminalised under the Road Traffic Act 1991 when local authorities were given powers to enforce footway-parking contraventions.

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Unauthorised footway parking also causes increased maintenance costs and additional risks to the public. Damage to paving and grass verges caused by parked vehicles costs the Council thousands of pounds each year and such damage can create trip hazards resulting in injury. It is therefore important that those vehicles which are parked on the footway are enforced appropriately through the issue of a PCN.

The Council have provided some designated footway parking in certain roads. These are clearly defined as bays and marked on the footway with white lines. It is usual in these situations for the footway to have been strengthened to ensure that no damage is caused by the weight of parked vehicles. Where vehicles are parked in such bays they are considered to be parked compliantly. However, where vehicles are not parked properly within a marked bay, i.e. where one or more wheels outside of the bay markings this is considered to be non-compliant and a PCN will be issued.

The Council will ensure footway parking only happens where it can be undertaken safely. In addition, these proposals will ensure that parking places are properly signed and marked where necessary to ensure that cars do not park in such a way as to cause an obstruction and that there is clarity on enforcement See Appendix 13 for further information.

Appendix 12 – Parking on footways and verges

Legal position

Parking on footways and verges whether wholly or partly is banned throughout London, unless signs are placed to allow parking.



667 – Vehicles permitted to park partly on the Footway



668- vehicles permitted to park wholly on the Footway

The ban requires that each road be reviewed on an individual basis to determine whether or not footway parking should be permitted, and a Council resolution passed in respect of any roads that are to be exempted from the general footway parking ban. The ban is specified in Section 15 of the Greater London Council (General Powers) Act, 1974.

Reasons for the footway parking ban

Many of Barnet's streets were laid out in the 1920's and 30's when there were many less cars than today and therefore parking on footways and verges has been a serious and growing problem. There are a number of reasons why the ban was introduced including:

- **Preventing obstruction to pedestrians.**
Cars and other vehicles parked on footways can make life difficult and dangerous for pedestrians. In particular causing obstructions for the partially sighted, parents pushing buggies, the elderly and disabled people in wheel chairs and electric carts; forcing them off the footway and requiring them to use the carriageway.
- **Preventing danger to other road users.**
Parking on footways especially near to junctions is a specific hazard for other road users. Not only can it block vehicular movement but there is potential for impairing the view of other drivers navigating the carriageway. Many junctions have double yellow lines and loading restrictions for this reason.
- **Preventing damage to the footway.**
Unlike road surfaces, footways and verges are not designed to take the weight of cars or other motor vehicles. Much of the damage to Barnet's footways (cracked or sunken paving slabs etc.) is caused by vehicles driving over or parking illegally on the footway. Repairs cost Barnet taxpayers millions of pounds each year, and tripping on damaged footways is the cause of many pedestrian injuries.
- **Maintaining footways as an amenity.**
The presence of cars and other vehicles parked on footways, verges and other pedestrian areas is detrimental to the urban environment. The pavement surface is often soiled by oil stains leading to an unpleasant walking environment.

How the Council controls footway parking

Footway parking is prohibited in Barnet with the exception of locations where either

- (a) Parking bays have been formally introduced (and backed by a Traffic Management Order) or
- (b) An informal amnesty applies.

When formally exempting roads from the footway parking ban, the Council will take into account the following criteria:

- The width of the road and the appropriate clearance widths required (this will vary on the type of road and its usage).
- The volume and nature of traffic using the road.
- Access requirements for emergency vehicles.
- The width of the pavement.
- Safety considerations for pedestrians and other drivers.
- The implications of any exemption for footway parking in terms of traffic and pedestrian movement.
- Whether or not there is off-street or alternative parking available nearby.
- Whether alternative measures can be introduced, such as –
 - Banning parking on one side of the street while permitting it on the other.
 - Introducing one-way working and permitting carriageway parking on both kerbs.

The desirability of allowing footway parking (both formal and informal) will be reviewed commencing during 2015/16 and formal signed parking arrangements put in place where required. This will ensure that all drivers and pedestrians are clear where parking on footways and verges is allowed. Details of the review methodology are given below.

Pending the review of footway parking within the Borough; which will result in clearly showing where vehicles can or cannot park via signage or bay markings, Civil Enforcement Officers will enforce against footway parking:-

- In any roads where the vehicle is seen to be seriously impeding the movement of pedestrians
- In roads where footway parking is prohibited
- In roads where signage or bays do not permit footway parking
- In roads with a wide carriageway where there is no objective reason why the motorist should have chosen to park on the footway

Footway Parking Review Methodology

A review of footway parking needs to operate within the context of the Council's wider approach to waiting restrictions and traffic management. The requirement for parking has to be balanced against the Council's Network Management Duty, which requires us to expedite the movement of traffic including pedestrians. Other policies and legislative requirements (e.g. Equality Act 2010) are applicable. The following sections lay out how the review will be implemented however as the changes would require funding the progress of the changes proposed will be planned over time.

This review therefore sets out an approach to easing parking problems in conjunction with ensuring traffic movement (including pedestrians) is given sufficient priority. The approach will involve the following steps:

- Establish criteria that a street must meet if footway parking is to be formally permitted, the criteria should allow the majority of cases to be assessed without additional work being required.
- Any street identified (either by the Council or residents) as potentially suitable for footway parking should be assessed against the criteria. This will include a preliminary bay layout design.
- Once a street has been confirmed to be suitable for exemption from the footway parking ban, residents are consulted on whether they would like bays to be marked out or whether they would prefer for the ban to be enforced.
- If the consultation outcome is positive the process for implementing bays will proceed. If not, residents will be informed that footway parking enforcement will commence.

Potential benefits of the approach

Establishing consensus amongst residents will allow positive action to be taken. Maintaining sufficient road width will help to reduce congestion and improve safety – this will be particularly beneficial on roads with bus services and where emergency service vehicles are at risk of delay. Clearly marked bays and enforcement will result in better management of parking and less obstruction of footways. Resolving the current uncertainty will make it easier for Civil Enforcement Officers to know where to enforce and for residents to know where they can and cannot park.

Practical considerations

The primary reason for considering footway parking would be where there is a demand for on-street parking and the road isn't wide enough to permit parking on one or both sides of the carriageway without traffic movement being obstructed. It therefore follows that the review of footway parking, as with other parking restrictions, needs to be based on an assessment of carriageway width for different types of road. Busier roads will require a greater width of clear carriageway to reduce the risk of vehicles being unable to pass each other without having to stop. On quieter roads, where residential amenity may be more important than through movement of traffic, reduced carriageway widths may be acceptable as long as they are still accessible to vehicles such as dustcarts and emergency services.

The following table sets out the minimum clear carriageway widths – these are widths which will be sought as minimums when considering the introduction of parking controls (including footway parking) on existing streets and are not intended to be used for any other purpose.

Table 1 – Minimum clear carriageway width (two-lane roads only*)

Road types	Type 1	Type 2	Type 3	Type 4
Road class	All 'A' roads including those included within the Strategic Road Network (SRN). Also 'B' roads and unclassified roads with higher volumes of traffic, including a high proportion of larger vehicles.		Other 'B' roads and unclassified roads, especially those providing access to other residential areas.	Other roads.
Typical examples	SRN Most bus routes	Busy urban roads with substantial volume of non-residential traffic. Low frequency bus routes.	Busier residential roads	Low traffic volume Cul-de-sacs Serves less than 100 dwellings if not a cul-de-sac
Minimum clear carriageway width	6.0m	6.2	4.8	3.7
Notes	Suitable for high volumes of larger vehicles.	Enables the larger vehicles to pass each other.	Allows 2-way residential traffic.	A sufficient number of passing places (min width 5.5m) must also be available.
*Roads with more than two lanes are likely to require the additional capacity to cater for the volume of traffic or traffic control measures (e.g. traffic signals, bus lanes). Special consideration will be required.				

Where the minimum clear carriageway width shown in table 1 cannot be achieved with on-street parking, consideration will be given to the introduction of footway parking and/or parking controls. A standard width of 1.8m to be allowed for parked vehicles (3.6m where parking will be on both sides of the road).

Footway parking will only be considered in areas where this is an appropriate solution. It will normally be necessary for the following conditions to apply:

- Vehicles parked on the footway would not cause undue problems for pedestrians
- There is a history of significant levels of parking on the footway
- Parking demand cannot be met by on-carriageway parking (while maintaining the required minimum clear width)
- There is insufficient private off-street parking space available.
- There is insufficient spare on-street parking capacity on immediately adjacent roads.

In addition, where parking demand is lower, but on-carriageway parking may obstruct access by the emergency services or impede movement of buses and larger vehicles, footway parking will be considered even if the other conditions are not met.

Consideration also needs to be given to achieving consistency with surrounding roads to avoid confusing residents. Although footway parking areas will be clearly signed, some drivers may not understand why footway parking is allowed on one road, but not another. The application of this policy using agreed criteria will help to address this issue.

Design considerations

Where a street has met the conditions for footway parking to be considered as an option, the following design criteria will need to be met.

Footway requirements:

Footway type	High footfall	Medium/Low footfall
Location	Town centres or within 200m of a station entrance	All other locations
Normal minimum footway width to be maintained	2.0m	1.5m
Exceptional minimum footway width (to overcome obstacles or pinch points – max length 6m)	Not appropriate	1.0m*

*Where the footway width is less than 1.2m the passage of wheelchairs and prams/pushchairs requires special consideration. Some users may need to enter the carriageway to pass parked vehicles – the appropriateness of this should be assessed on a case by case basis with particular consideration for safety issues. Any sections of footway less than 1.2m wide should start and end with a section of dropped kerb in order to allow affected users to leave and re-join the footway.

Parking bay requirements:

Bays must be marked and signed in accordance with the Traffic Signs Regulations and General Directions.



- Bays must be no less than 1.8m wide
- No part of the bay may be more than 30m from a sign (i.e. the maximum distance between signs is 60m)
- Kerb face height shall be 75mm or less
- Bay layouts will need to protect existing accesses, trees and street furniture

- Where the road is marked with a centre line, this may need to be moved to reflect the centre of the clear carriageway

In addition, the footway construction type and materials will need assessment to confirm whether they can sustain loads resulting from footway parking. Where this is not the case, strengthening of the footway may be necessary. Footways which are not designed to take vehicle loadings may be more prone to damage. However, in many roads, unauthorised parking on the footway has been taking place for a number of years, often with little or no damage to the footway. Therefore, on roads where footway parking already occurs, or in locations where the footway is unlikely to need strengthening work, formalised footway parking may be introduced without strengthening work being carried out at first, but the footway must be inspected after one month (and thereafter in accordance with the cyclic inspection regime) to confirm that footway parking is not resulting in damage. Full or potential reconstruction of the footway should also be considered where work is required to achieve the maximum 75mm kerb height.

Enforcement requirements:

Footway parking requires signage which may be visually intrusive. Bay layouts should consider the need to reduce signage wherever possible. Mixing footway parking and on-carriageway parking along a length of road may lead to an unattractive street scene and confusion of motorists. If isolated sections of the carriageway on a street are wide enough to permit on-carriageway parking, consideration should be given to whether continuing the footway parking would be appropriate to maintain consistency. If all or part of the road is in a conservation area additional design and layout considerations may apply. Liaison with the Council's Design and Heritage Group may be necessary as part of the initial process.

Parking on one or two sides:

Where the combined footway and carriageway width does not permit parking on both sides of the road an assessment must be made on which side the parking should be placed. This assessment will depend on footway widths, off-street parking (crossovers) and maximising the availability of parking. The decision will depend on the individual circumstances of each case. Waiting restrictions will usually be required on the opposite side of the road. Alternating parking from one side to the other should generally be avoided.

Where circumstances would permit parking on both sides of the road an assessment should be made of the best distribution of space across the width of the road. For example, having partial footway parking bays on both sides of the road may give a more balanced appearance and be less disruptive for footway users than having full-footway bays on one side of the road and on-carriageway parking on the other.

If unacceptable levels of displaced parking would result from removing parking on one side of the street, this may constitute an exceptional circumstance (see below). Alternatively, enforcement (and/or waiting restrictions on both sides) may be the only option.

Exceptional circumstances

Where a street does not meet the criteria for footway parking but where any enforcement action would create a situation where access for emergency vehicles is obstructed and/or the capacity of

the highway is reduced below its functioning level then other options may need to be considered. In very exceptional circumstances it is possible that a 'shared surface' approach may be considered.

Review delivery

The following actions will be required to deliver the review of footway parking. A programme will be drawn up setting out the roads to be considered and in which order:

- The first roads will be those currently on the informal 'do not enforce' list drawn up following complaints from residents and members.
- The second priority will be roads where 'legal' footway parking already exists, but where markings, signs and bay layouts need amending.
- The third priority will be roads identified following consultation with the emergency services, parking enforcement and refuse, as well as locations identified as pinch points.

The programme will take into account the footway resurfacing programme wherever possible, to avoid any duplication of works. A formal process will be required to consult residents and for a formal decision to be made on whether or not to proceed with any scheme.

Where physical works are required to implement a scheme, an appropriate funding source will be identified. In order to control overall costs, an annual budget for schemes will be established from existing highways expenditure and schemes will then be prioritised for implementation within this budget as part of the annual programme.

Environmental issues

In some locations it may be deemed appropriate or necessary to utilise grass verges to facilitate parking where it would not be desirable to convert these verges to hard surface areas. Wherever possible, grass verges in the borough should be preserved to maintain the character of Barnet roads. However, where off-carriageway parking is necessary, consideration needs to be given to maintaining rain permeable areas and green areas within the street scene. The most appropriate solution will depend on the circumstances at each location. However, solutions may include the use of 'hardened' grass surfaces, or establishing grassed areas that are currently paved. In developing any solution, it will be important to give due consideration to the on-going maintenance obligations and physical appearance of any such conversion to ensure minimal future costs are incurred. Footway parking bay layout will be designed to ensure the protection of street trees.

APPENDIX E – Examples of requests for Footway Parking Enforcement

From:
Sent: 05 June 2016 22:55
To: Hooton, John
Cc: Law, Lucy
Subject: Vehicle parking obstructions at Greenway Close NW95AZ

Dear John,

I am a resident at greenway close colindale nw95az. There have been a massive increase in numbers of vehicles parking outside the driveway (including on the pavement) on this greenway close which is blocking the pedestrian walk/pavement and residential cars entering in and out. This is having a serious impact on our everyday lives including having visitors coming to us which includes the disabled/elders or children on buggies. In an emergency if our vehicles are blocked this could mean we are unable to drive to the nearest hospital or obstruction of the fire brigade or ambulance to the rescue inside each house. The safety and peace of the environment is currently under threat therefore could you please address this by ensuring a yellow line parking restriction is present in order to avoid any unnecessary danger to the public.

From: Rutter, Cllr Lisa
Sent: 11 December 2015 02:00
To: Members Enquiries; Wild, John
Subject: Oxford Avenue

I was called today to visit Oxford Avenue by a resident;
When I attended, I was met by several other residents who informed me of the following complaints;

1. Vehicles (cars and vans) are parking daily on the foot way causing problems for pedestrians and mothers with prams and disabled people in wheel chairs. These vehicles are non residents parking to catch train for work. I have taken 3 photos which shows the problems.
2. One of the photos (photo 3) shows a bay where cars are parked. These bays are passing bays but non residents are parking there all day as they think it is a parking bay.
3. There are double yellow lines which are faded and need to be re painted. Residents would also like some time restrictions if possible.

* I would be grateful if this matter can be looked into please as soon as possible especially the white van in photo 1 which is parked every day at number 1 Oxford Avenue.

* Can we please start putting some warning penalty tickets on all the vehicles which are parked on the footway in Oxford Avenue.

* I would also be grateful if the double yellow lines can be repainted

* Can we please consider a sign in the bays to stop vehicles from using it as a parking bay

* Can we also consider some parking restrictions

Kind regards

Cllr. Lisa Rutter
Brunswick Park Ward
London Borough of Barnet

From:
Sent: 19 March 2016 12:34
To: cllr.z.zubairi@barnet.gov.uk
Subject: This morning's meeting

Dear Councillor Zubairi

It was a pleasure meeting with you today to discuss the pavement parking issue in Kestrel Close.

I have attached photos to this email. The photos show cars parked on the pavement of Kestrel Close which prevents pedestrians, especially those of us with push chairs from exiting by the pavement.

the two main dangers and hazards that the cars parking on the pavement cause are:

1. Monday to Friday non residents are parking their cars on the pavement which leads to pedestrians not being able to exit via the pavement. this creates a hazardous and unsafe exit for the residents. push chairs are not able to pass through as the width between the cars and the fence is too small for a pushchair or wheelchair to exit. This means that pedestrians must exit via the road or cross over to the other side which in itself is dangerous because there is a bend which cars turn into.

2. On a number of occasions, refuse lorries have been unable to maneuver their vehicles into the close to collect the refuse because the cars parked on the pavement prevent the truck from entering. this has lead to extra work and time for the refuse collectors because they have to wheel the bins from further away to the lorry which is stuck at the opening of the close.

If there is anything else that you need from us, please do not hesitate to contact me directly.

Kindest regards

From: Sowerby, Cllr Stephen
Sent: 28 May 2016 07:10
To: parking clientteam
Cc: Salinger, Cllr Brian; Rajput, Cllr Sachin; Members Enquiries
Subject: Re: Footway parking on Langton Avenue, N20 Your Ref: 101000792474

Dear Mr Moorwood,

Please can you inform me how often the CEOs will be visiting Langton Avenue to check for footway parking and issue tickets? I assume at least once a day.

Regards,

Cllr Stephen Sowerby
Member for Oakleigh Ward
London Borough of Barnet

From: REYNOLDS, Katherine [mailto:reynoldsk@parliament.uk]

Sent: 23 May 2016 12:36

To: Members Enquiries

Subject: -----Babington Road, London, NW4 4LD

Dear Sir/Madam,

Matthew Offord MP has been contacted by the above named constituent regarding parking in Babington Road.

As I understand it, Mr ----- alleges that his neighbour parks on the pavement outside his house, making it very difficult for Mr ----- and his wife to pass the car on the pavement. Mr ----- alleges that he has made repeated attempts to contact the council but to no avail, and is now concerned as his wife, who uses a wheelchair, is struggling to pass the car on the safety of the pavement.

In order for Dr Offord to respond to his constituent, I would be grateful for any comments you may have on the matter.

Kind regards,

Katherine Reynolds

Caseworker

Office of Matthew Offord

Member of Parliament for Hendon

House of Commons, London, SW1A 0AA

T: 020 7219 7083 | E: katherine.reynolds@parliament.uk
