



Hendon Area Committee

17 September 2019

Title

**Ellesmere Avenue NW7 Area –
Parking Surveys**

Report of

Executive Director, Environment

Wards

Hale

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A – Drawing No. BC/001494-03-04
Appendix B – Summary of parking survey

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Summary

This report details the findings of the parking surveys undertaken in Ellesmere Avenue NW7 and neighbouring roads.

Officers Recommendations

1. That the Committee noted the findings of the parking survey carried out in the area shown in Appendix A – drawing no. BC/001494-03-04.

- 2. That the Committee instruct the Executive Director, Environment to design, in consultation with the Hale Ward Councillors, 'at any time' waiting restrictions at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, NW7.**
- 3. That the Committee, instruct the Executive Director, Environment to carry out a statutory consultation in respect of the 'at any time' waiting restrictions mentioned in 2. above.**
- 4. That if no objections are received to the statutory consultation mentioned in 3. above the Committee, instruct the Executive Director, Environment to introduce the 'at any time' waiting restrictions; or**
- 5. If objections are received to the statutory consultation mentioned in 3. above, the Committee instruct the Executive Director, Environment to consider those objections using the powers delegated unto him, and make a decision on whether the proposed 'at any time' restrictions should be introduced or not, and if so, with or without modification.**
- 6. That if the Executive Director, Environment makes a decision to introduce waiting restrictions, having considered the objections received, that the Committee instruct the Executive Director, Environment to introduce the agreed measures.**
- 7. That the Hendon Area Committee agree to allocate the funding of £3,000 from the Area Committee (CIL) budget for progressing the agreed 'at any time' waiting restrictions and introduce the approved measures.**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 27 June 2018 Hendon Area Committee, the Committee considered a report outlining the findings of a feasibility study carried out in respect of parking and traffic issues in the vicinity of The Fairway and Northway Schools. The Committee approved a 'point of no entry' scheme being progressed on The Fairway at its junction with Ellesmere Avenue and on Westmere Drive at its junction with the eastern arm of Ellesmere Avenue.
- 1.2 The Committee also decided that Officers should carry out a parking survey in order to assess parking capacity in the area, in acknowledgement of the receipt of a petition entitled "Westmere Drive, NW7, Mill Hill, CPZ", which was reported to the Hendon Residents Forum in January 2018. This petition raised concern about the number of establishments and commercial developments in the area which has resulted in a number of non-resident vehicles being parked in the area.
- 1.3 It was decided that the findings of the survey were to be reported back to the Hendon Area Committee for consideration.

2. REASONS FOR RECOMMENDATIONS

Survey area and methodology

- 2.1 Two sets of parking beat surveys were undertaken on a Tuesday and a Saturday, two weeks apart, in the area outlined in drawing no. BC/001494-03-04.
- 2.2 The area surveyed lies west of the A1 Barnet-By-Pass just north of the Northway Circus (Apex Corner) roundabout, and includes The Fairway, Ellesmere Avenue, Fernside Avenue, Laleham Avenue, Westmere Drive, North Dene, Middle Dene, South Dene and Laurel Gardens.
- 2.3 For the purposes of analysis, the survey area was broken down as follows:
 - Area A
The Fairway (between A1 Barnet-by-Pass and Laleham Avenue); Laleham Avenue; Fernside Avenue (between The Fairway and Laleham Avenue/North Dene); North Dene.
 - Area B
Westmere Drive; Fernside Avenue (between Laleham Avenue/North Dene and Ellesmere Avenue); Middle Dene; South Dene.
 - Area C1
The Fairway (between Laleham Avenue and Ellesmere Avenue/Westmere Drive); Ellesmere Avenue (between The Fairway/Westmere Drive and No 70 Ellesmere Avenue); Ellesmere Avenue Slip to Westmere Drive.
 - Area C2
Ellesmere Avenue (between No. 70 Ellesmere Avenue and A1); Laurel Gardens.
- 2.4 The breakdown of the area should allow Officers to determine whether there are particular areas/roads/sections of road within the survey area subject to higher or lower parking demand.
- 2.5 The surveys were undertaken at 6am, 8am, 10am, 2pm and 7pm, and full-vehicle registration details were taken, which allowed vehicles to be “tracked” throughout the survey periods. This methodology allowed Officers to analyse which vehicles belong to ‘residents’ (based on the industry assumption that vehicles parked during the early morning hours belong to residents) across the survey periods.
- 2.6 Other details such as whether the vehicle surveyed is a car/motorcycle/van etc or a commercial vehicle/liveried vehicle/flatback etc was also noted– essentially to help Officers determine whether the vehicle is more “residential” or “commercial”.
- 2.7 Furthermore, the survey also noted whether vehicles were parked with 2 wheels on the footway, 4 wheels on the footway or on a parking restriction.
- 2.8 Prior to undertaking the survey, the capacity of each road or section of road, as appropriate was determined, by determining how many vehicles can be reasonably parked, albeit within the standards that Officers would apply if they were designing a Controlled Parking Zone (CPZ) in the relevant streets.

- 2.9 Accordingly, in determining the capacity, there is usually a reduction in what residents consider to be usual kerb side space that can be used for parking vehicles. This is because when designing CPZs there are requirements for parking bays to be a certain minimum distance and specific distances from driveways and junctions. Also, certain roads may only be wide enough for parking on one side, whereas at present motorists may be parking illegally on the footway to maximise the number of vehicles that can be parked. In the current situation vehicles are likely to be parked in locations that would not be available if formal parking bays and lines were to be introduced.

Summary of survey findings

- 2.10 The findings of the survey are summarised in Appendix B.
- 2.11 From analysing the survey data, it appears that in terms of overall capacity, there appears to be sufficient kerbside space to accommodate the number of motorists wishing to park. In all survey periods, the available kerbside space in the area exceeded the number of vehicles parked.
- 2.12 However, when broken down in an area by area basis, as described in paragraph 2.3 above, it appears that Areas A and C1 on occasion, did reach 100% capacity or above. In the case of Area A, the 'at-or-over capacity' state occurred at every 6am slot on the days surveyed, and in the case of area C1, at the 6am slot of 3 or the 4 days the area was surveyed.
- 2.13 In fact, with the exception of 2 roads/sections of roads, the 6am slot saw the highest total of cars parked in every road/section of road surveyed, over any other timeslot surveyed.
- 2.14 This indicates that generally there was a reduction of vehicles/per road/section of road from the 6am total, as the day passed, which appeared to indicate that the number of vehicles leaving the area from 6am was more than the number of vehicles arriving.
- 2.15 On a basic level, this appears to not support the need for a CPZ, as there appears to be less total demand for kerbside space throughout the day, than there is in the early morning (potentially from the night before).
- 2.16 Furthermore, it should be noted that roads such as Laleham Avenue, North Dene, Westmere Drive, Middle Dene, South Dene and The Fairway (Laleham Avenue to Ellesmere Avenue) were regularly at-or-over capacity throughout the days.
- 2.17 In the case of Laleham Avenue and Westmere Drive and The Fairway (Laleham Avenue to Ellesmere Avenue), this was certainly due to the way that capacity has been calculated, and that motorists park in ways or areas that would not be provided for if a CPZ was considered.
- 2.18 In the case of North Dene, Middle Dene and South Dene, these are all relatively short, narrow cul-de-sacs and again, motorists park in ways which would not be considered as appropriate.
- 2.19 It should be acknowledged that motorists appear to have become accustomed to parking in certain ways and positions, which is not considered appropriate by the Council.

- 2.20 Officers are aware, through previous petitions and discussions with local residents and Ward Councillors that there is discontent about the number of commercial vehicles parked locally by various repair businesses operating near the junction of Ellesmere Avenue and The Fairway.
- 2.21 Accordingly, the survey also noted the vehicle type in order to inform how many commercial vehicles were parked, and where they were parked. For the purposes of the survey, the surveyor had to make a judgement about whether a vehicle was commercial or not, based on its typed and whether it was liveried or not.
- 2.22 It should be noted that any vehicle used by a resident that met the criteria (e.g. a company vehicle) would have been assumed to be a commercial vehicle.
- 2.23 The findings were that Tuesday 1 has a total of 55 commercial vehicles parked in the area, Saturday 1 – 49, Tuesday 2 – 50 and Saturday 2 – 62. This ranges from 8% to 11% of the total vehicles parked throughout the day.
- 2.24 The most prevalent roads within which commercial vehicles were parked were in The Fairway (A1 to Laleham Avenue), Laleham Avenue, Westmere Drive, Fernside Avenue (Laleham Avenue to Ellesmere Avenue), Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue) and Laurel Gardens.
- 2.25 Despite this there appears to be no particular trend in respect of duration of stay and location of these commercial vehicles, except for the fact that it is common for commercial vehicles to be parked at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, and around the green area at the junction.
- 2.26 These vehicles (and any other vehicles which may be parked) can be parked in a manner which obstructs sightlines and is obstructive to traffic flow, and accordingly it is considered that ‘at any time’ waiting restrictions (double yellow lines) should be proposed at this location.

Conclusions and officer comments

- 2.27 The survey gives a good indication of the parking characteristics in the area, and although not definitive, is useful alongside Officer observations and representations received from residents previously.
- 2.28 It is clear that some roads are heavily parked up, particularly in the early morning when it is assumed the majority of residents are at home. Many properties in the area do not have off-street parking facilities, and therefore they are compelled to park on the highway.
- 2.29 In certain roads, such as Westmere Drive and Laleham Avenue in particular, motorists park either partially (2 wheels) or fully (4 wheels) on the footway in order to maximise the number of vehicles that can be parked.
- 2.30 The fact that some roads are considered “over capacity” at 6am, indicates that motorists have become accustomed to parking in lengths which would not be considered as

appropriate by the Council if parking bays (noting that there has been CPZ requests in this area) were provided.

- 2.31 Unusually in locations where there is a CPZ request, generally the number of parked vehicles in this area reduces after 6am and stays under the 6am level for the day, which indicates that the number of vehicles entering the area to park is fewer than the number of vehicles driven away (e.g. those driving to go to work).
- 2.32 With these issues in mind, Officers consider that a CPZ would not be appropriate in this area – the area as a whole is under capacity, although it is noted that there are a few roads which are over capacity (although under the 6am total).
- 2.33 Given the self-contained layout of this area, Officers consider that motorists would mainly park in these roads if they had particular premises or properties to visit either as a resident, visitor or worker, as it is considered not attractive for any commuter to park here as they are not particularly near any reasonable transport link.
- 2.34 It is also acknowledged that a number of commercial vehicles that are parked which may impact on some residents of the area more than others.
- 2.35 This notwithstanding, the local businesses form part of the community and any CPZ would negatively impact on their operation, and given the self-contained layout of the roads, there would be no obvious alternative location for these vehicles to park, on the basis that they are parked locally because they need to be.
- 2.36 Officers have noted that there is a particular problematic location in the junction of Ellesmere Avenue/Westmere Drive/The Fairway where the introduction of double yellow lines would deter vehicles from being parked, hence being beneficial in keeping the junction clear and improving sightlines.
- 2.37 It is acknowledged that this would reduce the amount of kerbside space which motorists have become accustomed to parking their vehicles along, hence reducing opportunity and capacity, and likely encouraging displacement to other lengths of road.
- 2.38 However, on safety grounds it is considered appropriate to consider waiting restrictions at this location, although the lengths should be carefully designed and consultation undertaken with the Ward Councillors before any statutory consultation undertaken, so to ensure the minimum possible impact on nearby lengths of road.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered in light of the findings of the parking survey carried out.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals subject to the outcome of the consultation.

- 4.2 Subject to approval, 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 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 Area Committee funding of up to £4,000 was agreed at the 27 June 2018 committee meeting to funding a parking review. As further action is recommended at this time, a sum of £3,000 is required to carry out the statutory consultation and implementation of the 'at any time' waiting restrictions, the cost of which is requested from the Hendon Area CIL budget.
- 5.2.2 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £72k.

5.3 Social Value

- 5.3.1 None in the context of this report

5.4 Legal and Constitutional References

- 5.4.1 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 their duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council's Constitution, Article 7 – Committees, Forums, Workshops and Partnerships, outlines the terms of reference of the Area Committee which includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

5.6 Equalities and Diversity

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.7 Corporate Parenting

5.7.1 None in relation to this report

5.8 Consultation and Engagement

- 5.8.1 Consultation would be undertaken as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;
- sending an email to parking.consultations@barnet.gov.uk
 - by writing to the Design Team, Traffic and Development Section
 - by visiting the Barnet TraffWeb public consultation website at www.barnettraffweb.co.uk.

5.8 Insight

- 5.8.1 None in relation to this report

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee, 15th January 2019 – Agenda Item 12 “Ellesmere Avenue, Mill Hill – Speed Survey Results”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9531&Ver=4>
- 6.2 Hendon Area Committee, 27th June 2018 – Agenda Item 12 “Ellesmere Avenue/The Fairway NW7 – Feasibility Study”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9529&Ver=4>
- 6.3 Hendon Residents Forum, 23rd January 2018 - Agenda Item 1 “Petition: Westmere Drive, NW7, Mill Hill, CPZ.”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9264&Ver=4>
- 6.4 Hendon Area Committee, 4th December 2017 – Agenda Item 9 “Members’ Items” “Road Traffic Management around Ellesmere Avenue and the Fairway”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9324&Ver=4>