



Hendon Area Committee

17 September 2019

Title	Edgwarebury Lane – Outcome of preliminary study to improve traffic flow
Report of	Executive Director, Environment
Wards	Edgware
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Gavin Woolery-Allen, Senior Engineer, Traffic and Development Section gavin.woolery-allen@barnet.gov.uk

Summary

This report details the preliminary findings of the study undertaken in respect of improving traffic flow along Edgwarebury Lane, between Station Road/Hale Lane and Fairview Way.

Officers Recommendations

1. That the Committee noted the findings of the preliminary study and Officer observations carried out in Edgwarebury Lane.

- 2. That the Committee instruct the Executive Director, Environment to finalise a design to amend the parking layout in Edgwarebury Lane as described in this report, in consultation with the Edgware Ward Councillors.**
- 3. That the Committee, instruct the Executive Director, Environment to carry out a statutory consultation in respect of the agreed revised parking layout 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 note that the recommended measures will be funded by the S106 agreement arising from the development at No. 25 Edgwarebury Lane (H/00823/12).**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 19th March 2019 Hendon Area Committee, the Committee considered a Member's Item in the name of Councillor Sarah Wardle, where she requested a study to be undertaken to identify ways to improve traffic flow along Edgwarebury Lane, between the junction of Fairview Way and Station Road/Hale Lane.
- 1.2 The Committee agreed to the request and determined that a study should take place.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Edgwarebury Lane falls within the Edgware Ward and the section in question runs in a generally north to south direction between its junction with the A41 Edgware Way and its junction with Hale Lane and Station Road.
- 2.2 This section of Edgwarebury Lane serves 8 bus routes, so is of local importance as it takes traffic to and from the Edgware Town Centre.
- 2.3 Edgwarebury Lane falls within the wider Edgware 'J' Controlled Parking Zone (CPZ) which operates between 10am and 11am, Mondays to Fridays.
- 2.4 The 'J' CPZ in Edgwarebury Lane extends from its junction with Station Road and Hale Lane to near its junction with A41 Edgware Way, and the CPZ is made up of various parking places and yellow lines, and these measures make up the majority of the kerbside space in the area.
- 2.5 Although the CPZ operates only for only one-hour, there are parts of the road that operate for longer, namely:

- between Hale Lane/Station Road and Edgwarebury Gardens (southern junction) - 'at any time' waiting restrictions (double yellow lines) and Pay by Phone parking operating Monday to Saturday 8am to 6.30pm.
 - between Edgwarebury Gardens (southern junction) and No. 40 Edgwarebury Lane – east side, Monday to Saturday 8am to 6.30pm waiting restrictions
 - at its junctions with Purcells Avenue and Mowbray Road - Monday to Saturday 8am to 6.30pm waiting restrictions
- 2.6 There remain significant lengths of kerbside space, particularly yellow-lined areas which are restricted only between 10am and 11am, Mondays to Fridays.
- 2.7 This has the resultant effect that outside of that hour, between Mondays and Fridays, and at any time on weekends, motorists can take advantage of the kerbside space to park in relatively close proximity to the Town Centre, for no charge.
- 2.8 However, this has resulted in indiscriminate parking taking place to the detriment of traffic flow, resulting in congestion, driver frustration and concern about pollution from static or slow-moving vehicles.
- 2.9 In addition, Officers have observed that the positioning of some existing parking places may be contributing to the issues raised.
- 2.10 For example, the resident permit parking place outside Nos. 52 and 54 Edgwarebury Lane is situated opposite a bus stop, so if vehicles are parked in this parking place and a bus is at the bus stop, a situation is created where only smaller vehicles can be driven past, or larger vehicles will be held up until the bus departs from the stop.
- 2.11 In addition, the aforementioned parking place, as well as the parking place outside No. 48 Edgwarebury Lane is situated on the inside of a bend, resulting in passing southbound motorists straddling the centre line, and potentially into oncoming traffic.
- 2.12 Furthermore, parking bays situated outside Nos. 47 and 49 Edgwarebury Lane are situated opposite a southbound bus stop, with the resultant impact as described in paragraph 2.10 above.
- 2.13 Officers consider that the traffic flow situation can be improved through the introduction of more stringent restrictions – double yellow lines at certain lengths of Edgwarebury Lane, as well as the potential removal of some parking places, where it is considered the parked vehicles contributes to the concerns raised, with a view to replacing them with double yellow lines.
- 2.14 Officers are mindful that the introduction of more stringent restrictions and removal of parking places may have the following impacts:
- Displacement of parking by motorists onto other roads;
 - Reduction of parking opportunity for residents and their visitors;
 - Increase in vehicle speeds.

- 2.15 Due to these potential impacts, it is considered that the lengths of restrictions should be carefully considered and consultation undertaken with the Ward Councillors before any statutory consultation undertaken, so to ensure the minimum possible impact on nearby roads.
- 2.16 Officers are seeking to finalise the design, post summer-holidays and would seek to consult with Ward Councillors on their design later this Autumn, with a view to carrying out a statutory consultation shortly thereafter.
- 2.17 There is a historical Highways Improvement Contribution of £20,000 received under Section 106 (of the Town and Country Planning Act 1990) funding) for feasibility studies and review of existing Controlled Parking Zone (CPZ) and to implement the outcome of the feasibility studies to mitigate any adverse impact on the existing Controlled Parking Zone (CPZ) arising from the development at No. 25 Edgwarebury Lane.
- 2.18 Officers have liaised with colleagues in the Planning Section and have established that the funding can be used for this purpose, and will engage with the Ward Councillors to establish whether there are additional CPZ-related measures they would like to see locally.
- 2.19 Furthermore, if the recommendation is agreed, liaison with Ward Councillors takes place, statutory consultation is undertaken and measures implemented, consideration could be made to monitor vehicle speeds post-implementation with this funding with a view to potentially reviewing whether a measure such as a Vehicle Activated Sign(s) (VAS) should be introduced.

Conclusions and Recommendations

- 2.20 Observations on site give a good indication of the parking issues in the area, and the current parking layout, both in terms of parking bay positioning and in terms of the lack of stringency of parking restrictions in certain lengths, are certainly contributory factors in the problems encountered by motorists.
- 2.21 Edgwarebury Lane falls within the one-hour 'J' CPZ, and the parking layout currently represents a typical residential road parking layout (which it is), as opposed to a busy bus route, entering/exiting a town centre.
- 2.22 Officers consider that traffic flow would benefit from the removal of some parking places, and the introduction of double yellow lines along certain lengths.
- 2.23 This will have an impact on residents' and their visitors' ability to park, however it is considered that, following observations, there is sufficient alternative space in Edgwarebury Lane to accommodate any displaced motorists by the green.
- 2.24 In any case, many properties in the area have off-street parking facilities, and therefore their inhabitants may not be compelled the park all their vehicles on the highway.
- 2.25 It is recommended that Officers seek to finalise the design, in consultation with the Edgware Ward Councillors, utilising the Section 106 funding outlined elsewhere in this report.

2.26 Subject to the agreement of the Ward Councillors in relation to the parking layout, a statutory consultation would be undertaken, with any objections being considered by the Executive Director, Environment, on whether the proposal should be introduced or not, and if so, with or without modification.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative options are not being considered in light of the findings of the feasibility study/observations 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 The costs of finalising the design and liaising with Ward Councillors can be met from the remainder of the £3,000 approved by the Committee in March 2019.

5.2.2 The costs carrying out a statutory consultation and subsequently amending the parking layout by removing certain parking places and introducing new double yellow lines, subject to the outcome of the consultation, is estimated to be in the region of £5,000.

5.2.3 The statutory consultation, consideration of comments/objections and introduction of any measures can be met from the Section 106 (of the Town and Country Planning Act 1990)

funding) for feasibility studies and review of existing Controlled Parking Zone (CPZ) and to implement the outcome of the feasibility studies to mitigate any adverse impact on the existing Controlled Parking Zone (CPZ) arising from the development at No. 25 Edgwarebury Lane (H/00823/12).

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.

5.4.5 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, 19th March 2019 – Agenda Item 10 Members' Items – Area Committee Funding Applications (if any)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9532&Ver=4>