



Hendon Area Committee

15 September 2020

Title	Poets Corner – Results of Informal Parking Consultation
Report of	Executive Director, Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Consultation area
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Summary

This report details the results of informal parking consultation carried out in Poets Corner, Daws Lane and Hammers Lane NW7. The report considers the results and views from the local community and asks the Committee to determine the way forward.

Recommendations

That the Hendon Area Committee considers the feedback to the informal consultation undertaken in Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road, Daws Lane and Hammers Lane, as outlined in this report and :-

- 1. notes the results of the consultation;**
- 2. agrees not to proceed with a proposed CPZ at this time;**
- 3. instructs the Executive Director, Environment to:**
 - (a) carry out another informal consultation, with the timing of such to be agreed with Ward Councillors; and**
 - (b) report the results of the consultation referred to in (a) above to a future meeting of this Committee**

- 4. Instructs the Executive Director, Environment to:**
- (a) investigate and design the provision of waiting restrictions in the area local to Daws Lane and Poets Corner**
 - (b) obtain agreement with Ward Councillors regarding the designs mentioned in (a) above**
 - (c) subject to the Ward Councillor agreement mentioned in (b) above, carry out a statutory consultation on agreed proposals**
 - (d) obtain agreement with Ward Councillors regarding the timing of the statutory consultation mentioned in (c) above**
 - (e) consider any objections to the statutory consultation outlined in (c) above using his Delegated Powers, and decide whether to introduce the proposals or not, and if so, with or without modification**
 - (f) implement the proposed measures, if any are required following the decision made in accordance with (e) above, with the timing of such agreed with Ward Councillors**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report presents the Committee with the outcome of the informal consultation carried out with the residents and businesses of the roads known as “Poets Corner” (Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road), as well as Daws Lane and Hammers Lane between 2nd December 2019 and 17th January 2020, seeking their views on whether they would like a Controlled Parking Zone introduced in their roads.
- 1.2 The report asks the Committee to consider the consultation results and the recommendations and seeks a decision of the Committee on how to proceed.

2. REASONS FOR RECOMMENDATIONS

Background

- 2.1 Part of Daws Lane NW7 (the westernmost end) falls within the Mill Hill ‘E’ Controlled Parking Zone (CPZ) which operates between 11am and 12midday, Mondays to Fridays, and part (the easternmost end) falls outside the CPZ.
- 2.2 A petition signed by 33 residents of Daws Lane NW7, requesting a “resident parking zone for Daws Lane” was reported to the Hendon Residents Forum on 23rd January 2018, and having considered the content and the lead petitioner’s verbal representation, the Chairman of the Forum referred the matter to the next available Hendon Area Committee.
- 2.3 Accordingly, the matter was considered by the Hendon Area Committee meeting on 8th March 2018 and the Committee approved funding of £5,000 for an informal consultation to be undertaken.

- 2.4 Officers' notes and subsequent discussion with Ward Councillors determined that the consultation should include Hammers Lane and the Poets Corner set of roads, as well as Daws Lane.
- 2.5 This report considers the results of the informal parking consultation carried out.

Consultation Process

- 2.6 An informal consultation was carried out between 2nd December 2019 and 17 January 2020 with the residents and businesses in the consultation area agreed by the Ward Councillors as shown in Appendix A.
- 2.7 The informal consultation intentionally coincided with a formal proposal to introduce a charging regime in the nearby free-to-use Daws Lane Car Park, managed by the Council's Greenspaces Section.
- 2.8 The car park is attached to Mill Hill Park, and is used by visitors to the park, and due to its relative close proximity to Mill Hill Town Centre and Mill Hill Railway Station, it is suspected that local workers and commuters also utilise the car park.
- 2.9 521 consultation packs consisting of letters and a plan of the consultation area were hand delivered to properties in Daws Lane (those falling outside of the existing Mill Hill CPZ), Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road, and Hammers Lane (between Daws Lane and the Chalet Estate properties). The letter asked the recipients to complete an online questionnaire accessed via the Council's Engage Portal. It also gave the opportunity for the recipient to request a paper copy of the questionnaire.
- 2.10 The local Ward Members were sent copies of the consultation documentation prior to consulting the residents and businesses.
- 2.11 The questionnaire asked a range of questions concerning parking in the area. This included whether the respondent would like their road to be included in a CPZ. The questionnaire also asked what operational hours and days if a CPZ were to be introduced.
- 2.12 Respondents were also given the opportunity to make any additional suggestions.
- 2.13 The consultation letter also gave details of the Council's intention to introduce charging into the Daws Lane Car Park.
- 2.14 The deadline of the informal consultation was 17 January 2020.

Summary of consultation results

- 2.15 The consultation resulted in a total of 84 online and paper responses. This represents a response rate of 16%. A road by road summary of the response is shown in Table 1 below.

Table 1: Summary of consultation response

Road Name	No. of properties	Response	Response Rate
Birkbeck Road	121	16	13.2%
Byron Road	51	10	19.6%
Daws Lane	61	8	13.1%
Hammers Lane	64	10	15.6%
Marion Road	49	6	12.2%
Milton Road	49	10	20.4%
Shakespeare Road	78	20	25.6%
Tennyson Road	46	4	8.7%
Total	519	84	16.2%

2.16 The questionnaire asked whether the respondent would like their road to be included in a CPZ. In response 58.3% of respondents said they would like a CPZ to be introduced. 33.3% of respondents said they would not like a CPZ, while 8.3% did not know, was not sure or did not respond. The results are summarised in Table 2 below.

Table 2: Do you wish for your road to be included in a CPZ?

Road Name	Do you wish for your road to be included in a CPZ?					
	Yes		No		Don't know/Not Sure/No response	
Birkbeck Road	11	68.7%	3	18.8%	2	12.5%
Byron Road	9	90.0%	1	10.0%	0	0.0%
Daws Lane	6	75.0%	1	12.5%	1	12.5%
Hammers Lane	4	40.0%	6	60.0%	0	0.0%
Marion Road	2	33.3%	4	66.7%	0	0.0%
Milton Road	4	40.0%	4	40.0%	2	20.0%
Shakespeare Road	11	55.0%	7	35.0%	2	10.0%
Tennyson Road	2	50.0%	2	50.0%	0	0.0%
Total	49	58.3%	28	33.3%	7	8.3%

2.17 The questionnaire then asked about the respondent's preferred hours of CPZ operation, giving a choice between 11am to 12midday (as this matches the nearby CPZ's operational periods), or "other" while allowing the respondent to offer a suggested operational period. A summary to the response is shown in Table 3 below.

Table 3: If the CPZ were to be introduced, what hours of operation would you prefer?

Road Name	If the CPZ were to be introduced, what hours of operation would you prefer?					
	11am to 12midday		Other		Don't know/Not Sure/No response	
Birkbeck Road	7	43.8%	4	25%	5	31.2%
Byron Road	2	20.0%	6	60.0%	2	20.0%
Daws Lane	5	62.5%	2	25.0%	1	12.5%
Hammers Lane	4	40.0%	2	20.0%	4	40.0%
Marion Road	5	83.3%	1	16.7%	0	0.0%
Milton Road	5	50.0%	1	10.0%	4	40.0%
Shakespeare Road	11	55.0%	7	35.0%	2	10.0%
Tennyson Road	1	25.0%	2	50.0%	1	25.0%
Total	40	47.6%	25	29.8%	19	22.6%

2.18 47.6% of respondents preferred the 11am to 12midday option. Where "other" was chosen (29.8%), there appeared to be no real consensus; respondents suggested varying CPZ periods, ranging from alternative one-hour restrictions to school drop-off/pick up periods to 24 hour a day restrictions.

2.19 Similar to the question about operational hours, the questionnaire also asked what the respondents preferred CPZ days of operation were. The questionnaire offered a choice of "Monday to Friday" (as this matches the nearby CPZ's operational periods) or "other", allowing the respondent to offer a suggested operational period. A summary to the response is shown in Table 4 below.

Table 4: If the CPZ were to be introduced, what hours of operation would you prefer?

Road Name	If the CPZ were to be introduced, what days of operation would you prefer?					
	Monday to Friday		Other		Don't know/Not Sure/No response	
Birkbeck Road	10	62.5%	1	6.3%	5	31.2%
Byron Road	7	70.0%	2	20.0%	1	10.0%
Daws Lane	6	75.0%	2	25.0%	0	0.0%
Hammers Lane	8	80.0%	0	0.0%	2	20.0%
Marion Road	4	66.7%	2	33.3%	0	0.0%
Milton Road	5	50.0%	1	10.0%	4	40.0%
Shakespeare Road	15	75.0%	3	15.0%	2	10.0%
Tennyson Road	3	75.0%	0	0.0%	1	25.0%
Total	58	69.0%	11	13.1%%	15	17.9%

2.20 69% of respondents preferred the Monday to Friday option, with the other suggested periods ranging from one day a week, to Monday to Saturday, to every day.

2.21 The questionnaire also asked the respondent to make suggestions/comments regarding parking in their road or area. The most prevalent issues appear to be as follows:

- That the school run traffic and parking have a significant impact on traffic/congestion/parking/parking on yellow lines/parking across driveways/request for enforcement (19 mentions)
- Requests for double yellow lines in the area (Milton Road/Birkbeck Road, Milton Road/Hammers Lane, Daws Lane/Wise Lane. Daws Lane near the petrol station and along Wise Lane (9 mentions)
- That any potential charging in the car park would definitely require a CPZ to be introduced in local roads (6 mentions)
- Concern about the associated permit/voucher costs of a CPZ (6 mentions)
- Concern about congestion in the area (3 mentions)

Officer Comments and Conclusion

2.22 The consultation was carried out following initial representations made by residents of Daws Lane wishing for the CPZ which covers part of the road to be extended to incorporate the uncontrolled section of the road.

- 2.23 Subsequent to the Hendon Area Committee deciding that the issue should be investigated by way of an informal consultation, the Council's Greenspaces Team advised that were intending to introduce a charging regime into the Daws Lane Car Park, and from the outset, it was considered important to ensure that the parking situation in local roads were considered as part of that process.
- 2.24 Accordingly, it was agreed that any informal consultation would include the Poets Corner roads, as well as Daws Lane and Hammers Lane, and that any consultation process relating to charging in the car park would run concurrent with the informal parking consultation relating to the on-street situation.
- 2.25 The consultations relating to the Daws Lane car park charging started in late November 2019 and lasted for 3 weeks, whereas the informal parking consultation commenced in early December 2019, and lasted 6 weeks.
- 2.26 It is understood that the Daws Lane Car Park proposals are now on hold, pending further review.
- 2.27 The responses to this consultation generally indicate an overall preference for a CPZ to be introduced.
- 2.28 It is noted that the response rate for the consultation was particularly low, which may indicate a lack of interest in the consultation by the community at this time.
- 2.29 For a consultation of this nature, given the layout of the roads and given the proposal to introduce parking charges in the nearby car park, a higher overall response rate was expected, particularly from the initiating road, Daws Lane, where the overall response was 13%.
- 2.30 Of the respondents, overall support exists for a CPZ, with 58% wanting a CPZ to be introduced in their roads, although notably the respondents in Hammers Lane, Marion Road (not in favour), and Milton Road and Tennyson Road (no clear majority) appear to be not so keen, with Byron Road, Daws Lane and Shakespeare Road respondents favouring a CPZ.
- 2.31 It therefore appears that, when analysing at the feedback on a road by road basis, there is no clear view across the roads on whether a CPZ is needed/wanted.
- 2.32 It is noted that the respondents in favour of a CPZ make up approximately 9% of the population who were originally consulted.
- 2.33 Of those who responded to the questions about preferred hours and days of CPZ operation, it appears that the 11am-12midday restriction was favoured, over and above any other short time period or "all day" choice.
- 2.34 Similarly, Monday to Friday was the favoured choice of CPZ days of operation.
- 2.35 Despite these responses, it appears that the existence of schools in the area – Etz Chaim School on Daws Lane and Goodwyn School on Hammers Lane, are contributing factors on the reported traffic congestion and parking issues in the area.

- 2.36 Associated with the congestion issues, requests for yellow lines have been received in the area, specifically at the Milton Road/Birkbeck Road, Milton Road/Hammers Lane, Daws Lane/Wise Lane junctions, as well as at Daws Lane near the petrol station (which falls within the existing CPZ) and along Wise Lane.
- 2.37 Officers consider that these issues should be investigated, although the provision of mitigating measures, for example, yellow lines, in isolation would reduce available kerbside space further to the detriment of the overall parking opportunity in the area.
- 2.38 In some cases, for example where reports are that parents/carers park on yellow lines and across driveways, this can be followed up by the Parking Enforcement Team, although stopping for reasonable periods to enable boarding and alighting is permitted on yellow lines under the terms of the governing Traffic Management Order.
- 2.39 Regarding a CPZ, Officers are not convinced that the feedback to this informal consultation suggests that a CPZ should be introduced, and therefore recommend that no CPZ is pursued at this time.
- 2.40 However, it is believed that there is scope to consider the situation again in the future at an appropriate time - perhaps if and when the car park charging proposal recommences, as it is still considered that any charging in the Daws Lane car park would displace motorists onto local streets.
- 2.41 In addition, there would appear to be merit in investigating the provision of yellow lines locally to improve safety and traffic flow, in locations outlined in this report, although the timing of any consultation and implementation would be discussed with Ward Councillors beforehand.
- 2.42 Accordingly, it is recommended that the content of this report and the results of the informal consultation be noted, and that the Committee agree the following:
- That another informal consultation relating to a CPZ is undertaken, with the timing of the consultation to be agreed with Ward Councillors
 - That investigations into the provision of yellow lines in the area be progressed, designed and consulted upon, by way of a statutory consultation, with the timing of any implementation, subject to the outcome of the consultation, agreed with Ward Councillors.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider proposing a CPZ in the relevant area. However, to do so, given the relatively low response, and in some roads with no support for changes to be made it is considered not viable, and would contradict the response from some roads within the local area.

4. POST DECISION IMPLEMENTATION

- 4.1 Those previously consulted will be advised of the Council's decision, and the Council's Engage Portal updated.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation sought 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.

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

- 5.2.1 £5,000 was originally committed in March 2018 from the Hendon Area Committee CIL budget in respect of carrying out a consultation and reporting the results back to this Committee.

- 5.2.2 In order to carry out a subsequent informal consultation, as well as carry out the investigation, design statutory consultation and implementation of yellow lines it is considered that the unused amount of the £5,000 previously committed in addition to an additional £5,000 which can be met from the Area Committee CIL budget, would be required

5.3 Social Value

- 5.3.1 None in relation to this report.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing this duty.

- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

5.4.3 The terms of reference for the Hendon Area Committee under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward councillors and determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.

5.5 Risk Management

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the informal consultation, the feedback of which has been considered within this report.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 outlines the provisions of the public-sector equalities duty which requires public bodies to have due regard to the need to:

- (i) Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010
- (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2. The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

5.6.3 The proposal is not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group and any person with no access to online facilities can request paper copies of the questionnaires.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

5.8.1 An informal consultation (or a preliminary consultation) has been carried out with the local community.

5.8.2 The acceptance to whether a new CPZ should be introduced relies on the support of the local community. The questions are designed to establish whether there are issues or parking pressures encountered by the community.

5.8.3 Barnet Council's policy is to primarily offer online questionnaires as opposed to paper copy questionnaires, although paper copies are made available upon request.

5.8.4 Letters outlining the details of the consultation and of how to access online questionnaires were distributed to the properties in the consultation area.

5.8.5 The relevant details of the consultation were published on the Council's Engage Portal.

5.9 **Insight**

5.9.1 Based on the consultation feedback, officers have made recommendations on whether to proceed with proposing a new CPZ and other measures set out in paragraph 2.42 of this Report.

6. **BACKGROUND PAPERS**

6.1 Agenda Item 6 Matters referred from the Hendon Area Residents Forum (if any) - Hendon Area Committee 8th March 2018.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9325&Ver=4>

6.2 Agenda Item 4 Resident parking zone for Daws Lane, NW7 Mill Hill - Hendon Residents Forum 23rd January 2018

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9264&Ver=4>