



Environment Committee

18 January 2021

Title	Controlled Parking Zones Programme
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	Non-Key
Enclosures	Appendix A Controlled Parking Zone Policy Principles Appendix B Current Controlled Parking Zone Controls
Officer Contact Details	Geoff Mee, Executive Director Environment 020 8359 3521 Geoff.mee@barnet.gov.uk Phillip Hoare, Head of Parking and Infrastructure Environment Directorate 020 8359 2308 phillip.hoare@barnet.gov.uk

Summary

This report sets out a systematic approach to delivering controlled parking zones (CPZs), which is aimed to address a number of issues including a backlog of existing CPZ requests from residents and area committees, borough-wide growth and the progress on regeneration sites, the expansion of the Ultra Low Emission Zone (ULEZ) and to ensure we continue to improve road safety.

This report is consistent with the objectives of the Long Term Transport Strategy and the aims of the Air Quality Action Plan.

The report proposes a structure for the implementation of controlled parking zone areas and a standardised approach to commission, consult and deliver proposals.

Officers Recommendations

1. That the Environment Committee approve the policy principles outlined within this paper and at **Appendix A**, with regard to the implementation of controlled parking zone schemes
2. That the Environment Committee approve the development of a three-year programme to create new and review existing controlled parking zone schemes by the Executive Director, Environment in consultation with the Chairman of the Environment Committee, Area Committee Chairs, and ward members. The first year of the programme is anticipated to be financial year 2021/22.
3. That the Environment Committee receives an annual update on the programme.

1. WHY THIS REPORT IS NEEDED

- 1.1. This report sets out a systematic approach to delivering controlled parking zones, which is aimed to address a number of issues including:
 - 1.1.1. A backlog of existing requests from Area Committees, Ward Councillors, and residents for controls to be introduced, or extended
 - 1.1.2. Expansion of the ULEZ up to the North Circular (A406) in October 2021
 - 1.1.3. Traffic and parking reaching capacity in some areas
 - 1.1.4. Air quality and road safety needs
 - 1.1.5. New developments and regeneration areas, which are likely to increase vehicle density in an area, and may have associated planning conditions which require parking controls to be introduced.
- 1.2. The borough adopted a Long-Term Transport Strategy (LTTS) which contains a number of proposals to encourage active travel, improve public transport and reduce the number of trips made by car. Proposal R5 of the strategy “Better management of parking” sets out an action plan from 2020 to 2025 to better utilise the limited kerbside parking space in the borough and looks at restricting new development parking and where appropriate introducing CPZs. This report is the first step to deliver the action plan.
- 1.3. The Council’s Growth Strategy identifies an objective to deliver thriving town centres to work towards more joined-up service delivery for healthy high streets - ensuring we provide more coordinated services, across the council, to address issues such as planning enforcement, anti-social behaviour, licensing, street cleansing, waste collection and parking, and to plan high streets to improve health and well-being. It is considered that a systematic approach, working with other parts of the council including the town centres team, and planning and regeneration services, will contribute to this objective.
- 1.4. The London Borough of Barnet (LBB) already has an extensive range of on street parking controls and moving traffic restrictions. These have grown piecemeal over time and the consideration of them is typically instigated on a reactive basis through requests from ward councillors or Area Committees. Residents in a road may approach the council, through the Area Committees

or Residents' Forum with a petition for controls in their road, or several roads near a new development.

- 1.5. This approach is inevitably reactive. It can lead to many incremental changes to CPZs which are very expensive to implement. It can be slow and due to inconclusive consultation results does not always lead to the most effective outcomes from a parking controls perspective.
- 1.6. A more strategic, co-ordinated approach would be expected to enable the fulfilment of more requests for controls and reviews of existing controls at lower cost. It would allow issues such as the impact of change on neighbouring streets to be addressed by reviewing wider areas. It also provides an opportunity for a more easily understood set of parking controls to be implemented.
- 1.7. There are 59 controlled parking zones in the borough at present, 22 of which have one hour controls and these operate at varying time periods during the day. Current CPZ operational hours are shown at **Appendix B**. One hour zones have limitations in terms of providing effective enforcement, and in a world which may see people travelling more locally and a reduction in commuting the one hour CPZ's may no longer achieve the range of traffic management aims as when they were introduced.
- 1.8. Access to parking throughout the day and weekends in our town centres and High Street areas should be recognised as a factor for their success. Reviewing existing controls within established zones will enable officers to assess the demands on kerb space and provide suitable schemes that will better serve the High Streets and town centres and balance the needs for all road users.
- 1.9. In 2020, the impact of COVID-19 has seen increased pressure on parking with changing patterns of commuting and daily life. This has resulted in some resident requests for review of controls due to increased home working as many residents are experiencing greater competition for on street parking spaces outside of controlled hours. Whilst the trend this year has been towards more time spent at home with increased personal car use, and decreased public transport use, the longer-term trends are uncertain.
- 1.10. There are requests for reviews of existing CPZ controls and good practice would be to review existing CPZs regularly. A proposed schedule for such reviews is being prepared following consultation with ward councillors.
- 1.11. A more systematic approach would be expected to enable the fulfilment of more requests for parking controls and reviews of existing controls at a lower cost. It would allow issues such as the impact of change on neighbouring streets to be addressed by reviewing wider areas. It also provides the opportunity for a more easily understood set of parking controls to be implemented.
- 1.12. To help aid the cost-effective review of schemes and ensure a more consistent approach, adoption of a CPZ policy is recommended.

- 1.13. The CPZ Policy Principles are attached at **Appendix A**, and include controls which are harmonised, can be enforced more effectively, but which retain responsiveness to the needs and characteristics of each area.
- 1.14. There is a wider parking policy review underway which will report back to Environment Committee in 2021. This will include proposals around:
 - 1.14.1. Parking Schemes policies and arrangements including a report of the impact of emissions based charging.
 - 1.14.2. The approach to major and minor development schemes in the borough and how to address permit allocation fairly (in part triggered by the planning conditions for the Grahame Park Estate regeneration).
 - 1.14.3. A review of special arrangements, including for example keyworker parking arrangements, free (time limited) on street parking and free car parks.
 - 1.14.4. A coordination of approach to the borough's Housing Land parking.
- 1.15. It is proposed that a revised CPZ policy will be brought back to the Environment Committee from 2022, once the effectiveness of the policy principles have been assessed following implementation of the first phases of the programme. This allows for review and changes to take place taking account of feedback of residents, businesses and ward councillors.

2. Proposed Programme

- 2.1. A CPZ programme will be developed, in consultation with the Chair of Environment Committee, Area Committee Chairs and Ward Councillors. The programme will initially have three phases covering the financial years 2021/22, 2022/23, 2023/24 and will be formulated based on identification and analysis of a number of characteristics for review and/or introduction of controls as detailed below.
- 2.2. Analysis and evidence gathering will be carried out as below:
 - 2.2.1. Analysis of the backlog of existing requests for controls to be introduced, or extended. These are often seen in same areas or in the form of repeated complaints, and as a result of vehicle displacement from neighbouring streets. A wider area review approach is proposed as it is not cost effective to introduce controls for one or two streets at a time. This only pushes the problem onto neighbouring streets.
 - 2.2.2. The expansion of the ULEZ (Ultra Low Emission Zone) up to the north circular (A406) road, which will see non-compliant vehicles required to pay a daily charge to enter that zone. This will be implemented by Transport for London on 25 October 2021, and is likely to see a significant increase in commuter parking in the areas immediately north of the A406, especially near transport nodes.
 - 2.2.3. Traffic and parking reaching capacity in some areas of the borough, and a number of proposals within the LTTS seek to mitigate this, including improved signage and wayfinding, seeking healthier routes to schools, investment in

walking, cycling and public transport infrastructure, and behaviour change. The Council is currently producing a Strategic Transport Assessment which will inform the development of the draft Local Plan. The Strategic Transport Assessment will be completed in early 2021 and will be used to inform the CPZ programme.

- 2.2.4. The impact of traffic congestion on air quality is highlighted as an area of concern within the LTTS, and in the borough's Air Quality Action Plan. The LTTS contains a number of proposals as outlined at 2.2.3 which are aimed at improving travel choices and improving air quality. The LTTS evidence base, local Plan and Growth Strategy will inform the development of the programme proposals.
- 2.2.5. The impact of new developments and population growth in the borough will be assessed and specific sites will inform the development of the CPZ programme. Closer working relationships have been established with the planning department to ensure a more joined-up approach in accordance with the Council's Growth Strategy objective. Known development sites will be fed into the CPZ programme going forward, and where planning conditions stipulate the introduction or review of parking controls in the area these will be included within the programme.
- 2.2.6. The rollout of CPZs programmes in neighbouring boroughs has seen a marked increase in displacement and parking congestion into uncontrolled areas particularly around stations and transport hubs. The programme proposals will be formulated to anticipate changes to parking controls in neighbouring boroughs wherever possible, and closer working relationships with our neighbours are being fostered to inform the programme.
- 2.2.7. The CPZ programme will seek to make a strong use of data sources and objective analysis, by using parking occupancy surveys to give a parking stress level, Public Transport Accessibility Levels (PTAL), accident data and where available congestion and air quality information. The wider policy statements planned for development for future committees will develop further these areas of information and the potential responses to the insights they find.

3. REASONS FOR RECOMMENDATIONS

- 3.1. The Borough has an unmet demand for new areas covered by CPZ controls and best practice review of existing controls. The approach in recent years has seen a backlog of areas for consideration. The recommendation is offering a new approach with dedicated programme management to streamline delivery and review.
- 3.2. The improvement to residents' and businesses' ability to park as well as the safe management of the highway will provide long term benefits and aids the Borough in fulfilling various statutory duties and strategic ambitions.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1. Increase the budget and capacity for present method of reviews

- 4.1.1. It would be possible for the existing approach of dealing mostly with small schemes in a responsive way to be retained, with more work done by increasing the capacity. The cost of this is likely to be prohibitive and many of the expected benefits of better co-ordination and collective review may not be achieved. It is also unlikely that sufficient capacity could be put in place quickly enough to unblock the present backlog of schemes, and this approach if continued would perpetuate the current situation of silo working and would see schemes developed which are responding to the strategic issues as outlined in section 2 of this report. Therefore, this option is not recommended.

4.2. Take no action

- 4.2.1. To do nothing is likely to continue the slow progress through the existing issues identified and future parking and traffic control schemes. There are existing frustrations by residents from the time taken to conduct reviews and implement schemes. These are likely to grow. There is the potential that ongoing slower progress will see an increase in vehicle congestion, reduction in quality of life, increase in poor air quality and potentially even a risk of injury to pedestrians or motorists. Public transport may be impacted with bus journey times increasing and becoming less reliable. The Council may fail to meet its requirements to implement agreed planning decisions and the LTTS. Those staff who are presently working on this are likely to become increasingly demoralised and there is a risk that the already stretched workforce is lost.

5. POST DECISION IMPLEMENTATION

- 5.1. Resourcing requirements will be confirmed and commissioned through the appropriate channel.
- 5.2. Programme proposals will be drawn up in consultation with the Chair of the Environment Committee and ward members, and thereafter the phase 1 proposals would proceed to design and statutory consultation in accordance with the statutory process for traffic management orders, and the Controlled Parking Zone Policy Principles at **Appendix A**.

6. IMPLICATIONS OF DECISION

6.1. Corporate Priorities and Performance

This scheme, if approved, will contribute to the Councils corporate plan by:

- 6.1.1. Promoting the principles of fairness to those who live within existing CPZs and areas outside CPZs which have become under increasing pressure by managing the demand for parking.
- 6.1.2. Enabling early intervention in managing the demand for parking and encourage and promote community participation and engagement in the process.
- 6.1.3. Implementing positive schemes which contribute towards tackling air quality

and reducing congestion.

- 6.1.4. Improve the process by which requests for parking controls are considered, consulted upon and implemented, ensuring that services are delivered efficiently and achieve value for money.
- 6.1.5. Reflecting an engagement with communities and help to build stronger relationships by demonstrating that concerns are being considered and acted upon in a timely way, and that the Council's policy and decision making regarding traffic management is lawful and consistent.
- 6.1.6. The programme will also contribute towards the Council's LTTS, Growth Strategy, Air Quality Action Plan, and Children's Strategy, through the adoption and implementation of the policy principles and resulting CPZ programme.

6.2. **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 6.2.1. It is not possible at this stage to present projected income levels associated with permit or other parking products as these will be subject to individual schemes which may be identified for prioritisation, and then subject to survey and consultation prior to being implemented.
- 6.2.2. The programme is expected to be self-funding, with the potential to generate a surplus as the programme develops, which would be fed into future budget planning forecasts.
- 6.2.3. An agreed budget is in place to develop the programme, which is to provide dedicated programme resources, and the programme is then planned to be self-funding.
- 6.2.4. As outlined at 6.1.4, it is anticipated that the programme will provide value for money in terms of managing requests for parking controls in a more efficient way than the current process which is considered to be piecemeal and not providing best value by incurring avoidable cost.
- 6.2.5. There may be procurement implications depending on the resourcing proposals identified to take the programme forward.
- 6.2.6. Once the programme has begun to deliver new CPZ areas, there will be a need for increased resources associated with enhanced contractor management and monitoring, and complaint and correspondence management functions to manage the associated permit and Penalty Charge Notices. These increased resource requirements are expected to be offset by additional revenue.
- 6.2.7. There are no identified IT or property implications associated with the scheme.
- 6.2.8. The scheme will at a strategic level contribute to wider corporate Growth Strategy objectives, the LTTS, and Conservative manifesto commitments to improve air quality in the borough. The introduction of new schemes in priority

locations will reduce congestion and idling time on the part of motorists seeking parking spaces.

6.3. Legal and Constitutional References

6.3.1. The Council as the Highway and Traffic Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

6.3.2. Council Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's functions include: Responsibility for all borough-wide or cross-constituency matters relating to the street scene which includes, parking and road safety

6.4. Insight

6.4.1. The borough's adopted Long Term Transport Strategy documents form the background papers to this report.

6.4.2. Data and statistics contained within the report have been sought from a number of existing reports or data sources including known traffic management pressures, member requests and petitions.

6.5. Social Value

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders. This scheme, if implemented would meet several objectives including the Corporate priorities and Public-Sector Equalities Objective as outlined in section 6.7. Should there be any procurement activity associated with implementing the scheme or surveys, this would be carried out in accordance with the Public Services (Social Value) Act 2013 as advised by the Council's procurement team.

6.6. Risk Management

6.6.1. The success of the programme relies on a relationship of trust and dialogue existing between the Council and its communities. For the programme to succeed there must be a clear and transparent overarching policy and programme put in place at the outset, and effective consultation carried out with residents and businesses.

6.6.2. Appropriately skilled and trained resources must be secured to carry out work on consultation, survey and the relevant statutory process namely the council's traffic management orders. This is essential to ensure work is compliant with all relevant legislation, and is carried out in a transparent and efficient manner which allows residents, businesses and other stakeholders to engage with

proposals.

6.7. Equalities and Diversity

6.7.1. Section 149 of the 2010 Equality Act outlines the provisions of the Public Sector Equality Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act;
- advance equality of opportunity between people who share a relevant protected characteristic and persons who do not;
- foster good relations between people who share a relevant protected characteristic and persons who do not;

6.7.2. Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristic that are connected to that characteristic (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it, (c) encourage persons who share a relevant protected characteristic to participate in public life in any other activity in which participation by such persons is disproportionately low.

6.7.3. 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.

6.7.4. Barnet Council is committed to improving the quality of life and wider participation for all the religious/faith, cultural, social and community life of the borough. The implementation of a clear process for the review of parking control requests will ensure that resulting traffic schemes are unambiguous and therefore contribute to the general wellbeing of citizens.

6.7.5. It is considered that whilst these proposals do not directly impact upon any persons of relevant protected characteristics to a greater degree than any persons who do not share these, the current situation in taking forward requests for parking controls will be improved as a result and therefore have benefit to all citizens.

6.7.6. There may be a benefit to persons of relevant protected characteristics in the future, after the programme has been implemented, in regard to reducing congestion and improving air quality, and putting in place parking controls which are unambiguous and will reduce anxiety for motorists, and therefore contribute to the general wellbeing of citizens. The potential for the management of parking to improve road safety for all users and air quality has strong potential to benefit some protected characteristics.

6.8. Corporate Parenting

6.8.1. In line with Children and Social Work Act 2017, the Council has a duty to

consider Corporate Parenting Principles in decision-making across the council. There are no Corporate Parenting implications in these proposals.

6.9. Consultation and Engagement

- 6.9.1. Subject to approval of this report's recommendations, the schemes identified for the first phase of the programme will proceed to formal consultation in accordance with the statutory process for traffic orders.

7. BACKGROUND PAPERS

- 7.1. The Council's LongTerm Transport Strategy forms the background papers to this report.