

## DELEGATED POWERS REPORT NO.

1867

## SUBJECT: Montagu Road area parking and traffic investigations

## Control sheet

**All of the following actions MUST be completed at each stage of the process and the signed and dated report MUST be passed to the Governance Service for publishing**

All reports		
1. Governance Service receive draft report	Name of GSO Date	Paul Frost 05/11/12
2. Governance Service cleared draft report as being constitutionally appropriate	Name of GSO Date	Paul Frost 05/11/12
3. Finance clearance obtained ( <i>report author to complete</i> )	Name of Fin. officer Date	Gary Hussein 15/11/12
4. Staff and other resources issues clearance obtained ( <i>report author to complete</i> )	Name of Res. officer Date	N/A N/A
5. Strategic Procurement clearance obtained ( <i>report author to complete</i> )	Name of SPO Date	N/A N/A
6. Legal clearance obtained from ( <i>report author to complete</i> )	Name of Legal officer Date	Poonam Rajput 20/11/12
7. Policy & Partnerships clearance obtained ( <i>report author to complete</i> )	Name of P&P officer Date	Andrew Nathan 05/11/12
8. Equalities & Diversity clearance obtained ( <i>report author to complete</i> )	Name of officer Date	Andrew Nathan 05/11/12
9. The above process has been checked and verified by Director, Head of Service or Deputy	Name Date	Pam Wharfe 26/11/12
10. Signed & dated report, scanned or hard copy received by Governance Service for publishing	Name of GSO Date	Paul Frost 27/11/12
11. Report published by Governance Service to website	Name of GSO Date	Paul Frost 27/11/12
12. Head of Service informed report is published	Name of GSO Date	Paul Frost 27/11/12
13. Expiry of call-in period	Date	N/A
14. Report circulated for call-in purposes to Business Management OSC members & copied to Cabinet Members & Head of Service	Name of GSO Date	N/A

## **ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER IN CONSULTATION WITH CABINET MEMBER(S) (EXECUTIVE FUNCTION)**

<b>Subject</b>	<b>Montagu Road area parking and traffic investigations</b>
<b>Officer taking decision</b>	Interim Director of Environment, Planning and Regeneration
<b>Date of decision</b>	26 November 2012
<b>Summary</b>	The purpose of this report is to detail the findings of parking and traffic investigations, including parking and traffic surveys, and advise on a way forward for proposed improvements, and details the intention to proceed to statutory consultation
<b>Officer Contributors</b>	Karen Grinter, Engineer
<b>Status (public or exempt)</b>	Public
<b>Wards affected</b>	West Hendon Ward
<b>Enclosures</b>	Appendix A – 1: issues, 2: possible solutions, 3: survey findings Drawing Number 14817_81
<b>Reason for exemption from call-in (if appropriate)</b>	Not applicable
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## **1. RELEVANT PREVIOUS DECISIONS**

1.1 None.

## **2. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

2.1 Improving parking and traffic conditions in the vicinity of the local residents and the school in Montagu Road and effectively managing the traffic movement throughout the local road network will contribute to the Sustainable Community Strategy and Corporate Plan priority “A Successful London Suburb” by improving quality of life for residents through affording them better parking protection, improving safety for the school by improving the traffic and parking conditions and help to keep traffic moving by improving safety at junctions and other lengths of road.

2.2 Council priorities as set out in the Corporate Plan is to ensure every school is a good school, promoting strong, safe communities for everyone and investing in children, and amending parking layout and working with the school and local residents to promote improved local habits supports these objectives.

## **3. RISK MANAGEMENT ISSUES**

3.1 I do not consider the issues involved are likely to give rise to policy considerations as the waiting restrictions would improve safety and traffic flow, and the provision of school ‘drop off’ areas and amendments to parking bays would help improve the parking provision for residents and parents/carers of children attending the school, and improve the traffic flow by helping to disperse local traffic by absorbing it into the wider network of local roads.

3.2 I consider the issues involved may lead to some level of public concern from motorists who may well be used to parking on the yellow lines when they are not in operation. However, the ‘at any time’ waiting restrictions have been proposed in locations where it is considered that safety is an issue and in order to deter obstructive parking and improve sightlines and safety, parking should not take place.

3.3 I consider the issues involved may also lead to some level of public concern from local residents who feel they are losing too many resident permit holder parking spaces. However, it is considered that there would still be enough resident spaces within the area to accommodate local needs, and that the revision of the parking layout would lead to increased safety which would result from more appropriate traffic management.

## **4. EQUALITIES AND DIVERSITY ISSUES**

4.1 The improved safety elements and traffic movements will benefit all road users equally as they will improve safety and traffic flow at those locations. However, it may disadvantage motorists who are customarily used to parking in these locations.

4.2 The introduction of dedicated school pick up and drop off points will benefit both residents and visitors to the school by better managing the traffic through the area at the busy school and madrassa pick up and drop off times, thereby improving the safety of the area.

4.3 The extension of the operational hours of the Controlled Parking Zone (CPZ) in certain roads will benefit local residents as will increase parking protection.

## **5. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for money, Staffing, IT, Property, Sustainability)**

5.1 The change to the usage of parking bays would require amendments to Traffic Management Orders after carrying out procedures requiring a statutory consultation to take place. Estimated costs for the necessary statutory process, including advertising, printing and all officer time, including consideration of any comments received and report writing are estimated to be £11,000 the costs of which can be met from existing EPR Capital budgets

5.2 In addition, the estimated cost for the implementation including making Traffic Management Orders, officer time and public notification of any agreed measures is approximately £16,000. However, this figure could be reduced with the use of placing stickers on existing signs rather than their complete replacement.

5.3 The lines and signs require periodic on going routine maintenance.

## **6. LEGAL ISSUES**

6.1 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 the duty.

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

## **7. CONSTITUTIONAL POWERS**

7.1 The Council's constitution, in Part 3, Responsibility for Functions, paragraph 6.1 provides for Chief Officers to take decisions in consultation with the Cabinet Member concerned to discharge the functions allocated to them or dealt with by them or their staff.

## **8. BACKGROUND INFORMATION**

8.1 The council is aware that there have been ongoing issues being suffered in the Montagu Road area in relation to traffic and parking in the vicinity of the educational establishment in Montagu Road.

8.2 Following the extension of the West Hendon Controlled Parking Zone operational hours in some of the roads in and around Montagu Road in 2009, the council carried out a satisfaction survey in the area to ascertain local residents views on parking once the extended hours had been in operation for a few months. The survey showed the council that residents in Montagu Road felt they were still experiencing parking problems in their road. It was considered that overall the changes to the scheme had met its objectives and therefore no further changes were made at the time. However it was noted that changes had been made to the

use of the old Barnet College site in Montagu Road after the satisfaction survey had taken place and the issues may have been revisited in the future.

- 8.3 In July 2010 council Officers met as part of a Community Liaison Group with local residents, Ayesha Community Education School (established in the site of the old Barnet College in Montagu Road), Ward Councillors and local police to discuss the concerns that had been raised in relation to parking and traffic in the area, and a further meeting was held in January 2011. The meetings were intended as a way to best gauge the current nature and level of concern from the point of view of both residents and the school, and discuss possible solutions. Local community liaison police officers were previously involved in communications and interactions, but unfortunately were unable to attend the January 2011 meeting.
- 8.4 Common themes running through the Issues raised by residents include, traffic congestion and noise pollution occurring during drop-off and pick-up times for the school and the Madrassa, parking problems during drop-off and pick-up times for the school and the Madrassa due to conflicting parking demands.
- 8.5 Concerns raised by the school include, the access to the school being compromised and the safety of its children.
- 8.6 For details of the concerns raised please see Appendix A

#### Public Drop-in Session

- 8.7 It was considered that in order to get a wider perspective on the views of the local people, it would be beneficial to hold a public 'drop in' session. This would enable members of the public to liaise directly with council officers, offer their views and experiences, peruse possible options for area parking and traffic improvements exhibited by the Council.
- 8.8 A letter was hand delivered to approximately 600 properties in the Montagu Road area inviting local residents and other interested parties to attend.
- 8.9 The public 'drop in' session took place at the Multicultural Centre on Algernon Road between 5pm and 9pm on Tuesday 19<sup>th</sup> July 2011, and was attended by 125 local residents and other interested parties.
- 8.10 Various options for possible traffic and parking improvements were exhibited for people to comment on should they wish to.
- 8.11 Option 1: School Keep Clear Markings and 'drop off' yellow line on Montagu Road.  
Option 2: Provision of double yellow lines at the Montagu Road/Algernon Road junction and along Algernon Road.  
Option 3: A focussed area for park and stride/drop off – Vicarage Road (between Algernon Road and Dartmouth Road) and Algernon Road (by Vicarage Road).  
Option 4: 'At any time' waiting restrictions at the junctions of Montagu Road and Dartmouth Road and Montagu Road and Bertram Road

For further details on the options put forward and the reasoning behind them please see Appendix A.

- 8.12 Residents also put forward suggestions for a one way system to be introduced in Algernon Road, in addition to the existing one way system operational in Montagu Road, which was originally introduced as a result of traffic issues occurring related to the previous tenant Barnet College.
- 8.13 Officer's initial thoughts on this suggestion were that it may not necessarily be a simple and inexpensive solution which could in theory just displace the traffic problems elsewhere within the local area road network rather than solve the problems. Therefore, this option would have to be assessed on a basis over the wider local area (detailed in Appendix A).
- 8.14 It was also suggested that the CPZ hours of control should be extended to operate in the evenings in order to deter parents/guardians from parking in Montagu Road and waiting for their children to exit the Madrassa, thereby protecting parking for residents on their return home from work.
- 8.15 This suggestion does have some merit. Although, it must be noted that this may not necessarily deter vehicles from parking should the driver remain in the vehicle, as they could simply drive away when approached by a Civil Enforcement Officer. As with option 2 it would also require a degree of co-operation and a change in current mindset of parents/guardians. However, given the issues in the road, the possibility of extending the hours of the CPZ is considered viable and therefore could be considered, especially as events do take place in the area outside the current operational hours of the CPZ.
- 8.16 Feedback from residents, representatives of the school and other interested parties who attended the meeting was very positive, and overall it seems that people were interested in working together to improve the area.
- 8.17 The most favourable options were for the traffic management measures suggested in option 2 for Algernon Road and for the provision of drop off areas further away from the school to deter vehicles from travelling along Montagu Road in option 3. The majority of residents who commented in relation to the parking in the westernmost section of Montagu Road were in favour of a extension of the CPZ operational hours. However, some residents, who live slightly further away and who may not experience the problems to the same degree, were either wary or against the idea of extending the hours.
- 8.18 The representatives and users of the school were very keen to have the measures for improving pedestrian safety in Montagu Road in place and were amenable to promoting 'park and stride', and 'kiss and drop' systems. There was some concern amongst local residents regarding the possible loss of parking places in Montagu Road which would result from the introduction of measures in option 1.

### **Surveys**

- 8.19 The parking surveys were carried out in October 2011, and the traffic surveys which included junction counts and origin and destination data, were carried out at the end of January 2012.
- 8.20 The parking surveys took place on Tuesday, Wednesday, Thursday, Saturday and Sunday. Counts were taken at 6am, 8am, 10am, 1pm, 3pm and 7pm.

- 8.21 The junction count surveys and the origin and destination surveys took place at the same time on Wednesday and Thursday between 7am to 10am and 2pm to 8pm, (a total of 9 hours a day) and on Saturday between 8am to 1pm, (a total of 5 hours). Results were collated in 1 hour periods.
- 8.22 Further information on the surveys and our findings are detailed in Appendix A.

### **Survey Summaries**

#### 8.23 Parking Survey

- 8.23.1 The results show that the number of possible resident parking places in the area is much higher than the number of valid resident permit holders, therefore showing that overall there are more than enough spaces to cover the resident parking demand. However, it is noted that the results indicate that resident parking may be concentrated more heavily in certain places than in others, for example in Montagu Road.
- 8.23.2 The parking surveys show that there is a steady demand for resident parking throughout the day, with obvious higher demands in the mornings and late afternoon/early evenings when a higher majority of residents are at home.

#### 8.24 Junction Count Survey

- 8.24.1 Analysis shows that generally the preferred traffic route from Montagu Road is vehicles turning right into Algernon Road, to travel towards Station Road. The results have identified periods when traffic flow is heavier, supporting claims of possible traffic problems occurring at this location, and indicates that the increased levels may indeed be attributed to the school and Madrassa drop-off and pick-up times. However, it is noted that the busier morning and evening times may also include resident vehicles as these times are also conducive to typical times when people may leave and return home.
- 8.24.2 The levels of vehicles travelling through Algernon Road indicates that this road may be used by motorists as a main thoroughfare through the local road network as an alternative route to using the main direct through routes, such as Station Road, Vivian Avenue or the A5 Edgware Road
- 8.24.3 The results show that Saturday has a significantly lower traffic flow to that of the identified busier periods during the week, supporting the suggestion that the local road network is utilised by commuters and other non resident motorists during the week.
- 8.24.4 Results also indicated that a high level of travel along Audley Road on a weekday, with a significant portion turning from Audley Road into Montagu Road. Figures show that potentially traffic flow along Audley Road could double if Algernon Road was to become one way only which would significantly have an impact on road safety.

## 8.25 Origin and Destination Survey

- 8.25.1 The results indicate that on average, the most common route taken through the local road network in this area is from Mount Road to Station Road, via Vicarage Road and Algernon Road, and vice versa. The data indicates that the nature of the journeys vary from motorists who pass through the area, motorists who are visiting residents or amenities within the area, or residents themselves going about their daily lives, coming and going to work etc.
- 8.25.2 The number of journeys through the area may be higher than an average residential area, due to other contributing factors such as the number of local amenities within the residential area, i.e, school, community centre, places of worship, doctor's surgery, and the areas close proximity to larger major road networks, such as the A41, A5 and their main connecting roads. All of which are supported when looking at the data relating to time periods during the day
- 8.25.3 The varying durations of journey times indicate that it may be difficult at times for traffic to move through the road network with ease, possibly encountering problems due to parked vehicles reducing the width of the roads and therefore causing obstruction and congestion. The greater the level of vehicles travelling through, the higher the congestion build up and the longer the journeys will take. The data also indicates that some of the longer journey periods recorded show that vehicles do stop for various lengths of time in the area. While it is difficult to ascertain the exact reasons for doing so, it is concluded that it is either visitors to residents or the local amenities such as the school, suggesting that vehicles do wait for longer periods of time to pick up their children.

## **Recommendations**

- 8.26 The provision of dedicated 'pick up' and 'drop off' points to encourage parents/guardians to pick up and drop off their children in locations away from the immediate vicinity of the school, will go some way to alleviating the traffic congestion caused by vehicles using Montagu Road to 'drop off' and 'pick up' their children. This could be achieved with the introduction of limited 15 minute stay 'free' parking bays, which would encourage a turnover of parking and provide a place for parents to park in the short term, whilst still deterring parking from all day 'commuter type' motorists. The bays would operate between 8am and 7pm Monday to Friday and between 8am and 1pm Saturday, which would allow for longer stay parking when not in operation.
- 8.27 An increase in the operational hours of the CPZ would help to protect resident parking during conflicting times in the evenings when returning home from work and at the weekends, as it would deter other motorists from taking up parking spaces in Montagu Road when needed by residents, help promote the use of the designated 'pick up' and 'drop off' points, and reduce traffic flow and resulting congestion in Montagu Road, thereby improving overall safety for children and pedestrians. Although the worst problems do tend to occur in the most western half of Montagu Road, it is considered that the operational hours should be extended over a wider area so that the levels of any inevitable displaced parking is minimised. Therefore, it is recommended that the operational hours of the existing 10am to 5pm Monday to Friday section of the West Hendon CPZ are extended to operate between 10am to 7pm Monday to Friday and 8am to 1pm Saturday, and 'at any time' waiting

restrictions are introduced at the junction of Montagu Road with Bertram Road and Dartmouth Road, with a view to deterring parking and improving safety at these locations.

- 8.28 In addition to this, in order to help minimise any congestion which could still occur in Montagu Road, it is considered prudent to progress to consultation proposals to introduce a length of waiting restriction near the school on Montagu Road which would operate between 8am and 7pm Monday to Friday and 8am to 1pm Saturday, which would provide a place for vehicles to pull in to drop off and pick up and children who may not be able to walk longer distances; Thereby, helping to keep traffic moving through the road. It is also proposed to introduce the school keep clear road markings to improve pedestrian safety at the school entrance.
- 8.29 The survey data has shown that a high number of vehicles use Algernon Road throughout the day, and as such congestion can result during the busier periods.
- 8.30 If a section of Algernon Road was to be made one way, the most likely main alternative route for motorists would be via Audley Road. However, Audley Road already has a significant traffic flow and should a one way system be introduced traffic volume could potentially double which, with the high levels of parking that takes place in the road could have a significant impact on speed and safety in the road. This in turn could lead to increased pressures elsewhere resulting in the necessity of additional measures in roads further afield such as in Audley Road itself, and Sevington Road. This would also lead to an increased pressure on the junction of Station Road with Vivian Avenue. This junction already experiences extremely high levels of traffic as it is one of the main through roads between major roads and town centre and shopping locations. Therefore, if traffic flow was to significantly increase at the junction, the road layout and priorities may have to be changed as the current situation would not be able to accommodate significant changes at this time.
- 8.31 Investigations and surveys show that Algernon Road, although somewhat busy in relation to traffic, is a less populated road having a low number of properties on one side of the road only and a typically low parking demand. Therefore, it would be more capable of accommodating traffic flow if changes to parking were made, rather than displacing traffic in the higher densely populated roads such as Audley Road.
- 8.32 It is therefore, recommended to proceed to consultation the introduction of 'At any time' waiting and loading restrictions in Algernon Road, between Station Road and Montagu Road, with no further consideration of one way systems at this time.
- 8.33 In relation to the traffic movement through Montagu Road, although a lesser number of vehicles turn left into Algernon Road, there are still traffic levels travelling southbound along Algernon Road to consider. Therefore, in order to further aid the improvement of congestion at the junction it is considered prudent to shorten the length of the section of dual use bay proposed to be converted to resident permit holder only, and replace with the afore mentioned waiting and loading restriction in order to maximise traffic movement.
- 8.34 It is recognised that these measures would result in an overall loss of parking spaces for residents; although investigations have determined that there would still

be sufficient resident parking provision within the area. However, to help mitigate the loss, it is proposed to convert a section of dual use bay in Algernon Road to resident permit holders only, as investigations show an under usage of the pay by phone facilities at this location and therefore would be able to afford the conversion.

- 8.35 We also considered the possibility of introducing a mini roundabout as a traffic management solution at the junction of Montagu Road and Algernon Road. However, it is considered that it would need a complete redesign of the junction. To change vehicle priority would involve extensive works being carried out to the junction and with little benefit to the area as it could just change the direction of the traffic congestion problems rather than improve the situation. Therefore, this would not be the most viable option for the area.
- 8.36 It must be noted, that what ever measures may be introduced they will not totally eradicate problems as there may still be some level of school traffic travelling through and parking in Montagu Road, however, with the combined recommendations, levels of congestion could be greatly reduced and parking availability for residents of the area significantly improved.

### Councillors

- 8.37 In anticipation of a statutory consultation for the above proposals, West Hendon Ward Members were consulted on the proposals. No response was received from one Ward Councillor but support was given from the other two. However, one of the Ward Councillors did make comment on the proposed operational hours of the CPZ in that later controls in the evenings may be needed as there are now social activities and class, and additional educational courses being conducted from the premises later on weekday evenings. As such it was requested for these issues to also be given due consideration in relation to the proposed operational hours of the CPZ in the westernmost end of Montagu Road. Officers subsequently carried out additional investigations to get update accurate details in relation to the potential parking demand for the area in the evenings, and confirmed the activities taking place regularly. It was also noted that the Madrassa does not finish until 2pm on a Saturday and as such the proposed operational hours should be amended accordingly with this.
- 8.38 Therefore, in light of the Ward Councillor comments and knowledge, it is considered that a later operational time would be of benefit to aid in the protection of resident parking and in the management of traffic in the area. As such, it is recommended that the CPZ operational hours be extended so that it operates between 10am and 9pm Monday to Friday and 8am to 2pm on Saturday. Although, the immediate concern in relation to the later evenings is with the most western section of Montagu Road, it is considered prudent to propose the later hours in all of the afore mentioned roads in order to minimise any displacement of traffic and parking..
- 8.39 In respect of the proposed later CPZ hours of operation, it must be noted that the finishing time of other associated changes will also be affected and as such, the operational hours of the proposed pick up and drop off bays, the new single yellow line waiting restriction outside the school and the existing dual use 'pay by phone/permit holder bays will also be amended accordingly to co-inside with the new later proposed operational times.

**9. LIST OF BACKGROUND PAPERS**

9.1 None

**10. CONSULTATION WITH CABINET MEMBER(S)**

10.1 The Cabinet Member for Environment has been consulted and has given his agreement to the actions outlined in 11 below on the 2 November 2012

**11. OFFICER DECISION**

**I authorise the following actions:**

**11.1 That a statutory consultation be carried out on the proposals as detailed in accordance with drawing no. 14817\_81 and**

**11.2 Subject to no objections being received the measures are introduced through the making of the relevant Traffic Management Orders; with**

**11.3 Any unresolved material objections are dealt with by the Interim Director of Environment, Planning and Regeneration under delegated powers, in consultation with the Cabinet Member for Environment.**

**Signed**            Interim Director of Environment, Planning and Regeneration

**Date**             26 November 2012