

LONDON BOROUGH OF BARNET

Item No.

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<u>SUB-COMMITTEE</u>	HENDON AREA ENVIRONMENT
<u>DATE</u>	25 October 2001
<u>SUBJECT</u>	REVIEW OF THE EDGWARE CONTROLLED PARKING ZONE
<u>CONTRIBUTORS</u>	Acting Head of Planning, Highways and Design
<u>STATUS</u>	Public
<u>WARDS</u>	Edgware
<u>ENCLOSURES</u>	Appendix A – Summary of consultation results Appendix B – Table of comments to the questionnaire for the proposed extension Appendix C – Table of objections to the traffic orders Drawing No: 16276/60a and 16276/32e

1. SUMMARY

- 1.1 This report details the review of the existing Edgware Controlled Parking Zone. It seeks Sub-Committee approval to progress this scheme with a view to introducing new parking controls and extending/ amending existing controls on various roads in and around the existing Edgware Controlled Parking Zone.

2. RECOMMENDATION/CONCLUSIONS (for Decision by the Sub-Committee)

- 2.1 (1) That the Acting Head of Planning, Highways and Design be instructed to:
- (i) Amend the proposed changes to the Edgware Controlled Parking Zone to reflect the results of the consultation exercise and objections made to the Traffic Orders.
 - (ii) Inform all objectors of the Committee's decision and the reason therefore;
 - (iii) Implement the scheme and deal with any unresolved objections using delegated powers in consultation with the Cabinet Member for Environment, the Chair of this Sub-Committee and the Edgware Ward Councillors.

- iv) Advise petitioners and the affected parts of the Edgware community of the Sub-Committee's decision.**

3. RELEVANT PREVIOUS DECISIONS

- 3.1 Hendon Area Environment Sub-Committee 12 December 2000 – where the Sub-Committee instructed that proposals to amend and extend the Edgware Controlled Parking Zone be subject to public consultation and that the Sub-Committee be advised of the outcome.

4. POLICY CONSIDERATIONS

- 4.1 The council's Corporate Plan 2001-2004 confirms the council's commitment to assist local people in remaining healthy.
- 4.2 The Borough's Unitary Development Plan states that the council will introduce effective on-street parking controls where necessary, to improve traffic movement and increase road safety, subject to full and appropriate local consultation (policy M2.2). It further states that the council will seek to improve facilities for pedestrians and the pedestrian environment, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. (Policy M6.2).
- 4.3 The council's Transport Strategy recognises the importance of a successful parking policy to an overall transport strategy, and confirms that the council will provide and enforce waiting restrictions to restrict the danger and nuisance caused by parked vehicles. It also notes that the increasing number of cars owned and used in the borough is leading to greater pressure for on-street parking space, particularly around town centres and stations. The Transport Strategy states that the control of such on-street parking will continue to be important, with appropriate solutions being found in areas suffering particular parking stress, while balancing the need to allow town centres to maintain their viability and vitality (paragraph 12.6). It also confirms that in deciding and implementing its policies the council will ensure that all those affected are appropriately consulted (paragraph 12.7).

5. RESOURCE IMPLICATIONS

- 5.1 The approved policy is that in revenue terms Controlled Parking Zones should be at least self-financing and that the one-off implementation cost should be funded from the ring-fenced net income from the on-street parking enforcement operations (the Statutory Special Parking Account (SPA)).
- 5.2 The costs of works, consultation and fees can be funded from the ring fenced parking revenue account.

Capital costs

Existing zone

Changes to bay position	£4,000
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Proposed zone extension

Lines and signs £20,000

TOTAL £24,000

Revenue Costs

One off Costs

Consultation and traffic order

Advertising costs inclusive of fees £7,000

Additional Ongoing Costs

Maintenance costs £ 500 per annum

Enforcement costs £2,000 per annum

TOTAL £2,500 per annum

Additional Income

Resident permits (100) £2,000 per annum

Penalty charge income £6,000 per annum

Visitor parking concession £ 500 per annum

TOTAL £ 8,500 per annum

Summary

The net estimated revenue surplus resulting from the proposals are:

Expenditure £ 2,500

Income £ 8,500

Net surplus £ 6,000

It is estimated that the revenue excess of income over expenditure will be £6,000 per annum, which will be a contribution to the Special Parking Account. The above calculations are based on assumed income projections and will be subject to variation. The overall position will be closely monitored.

6. MONITORING OFFICER'S OBSERVATIONS

6.1

7. HEAD OF PAID SERVICES' OBSERVATIONS

7.1

8. BACKGROUND INFORMATION/OFFICERS' COMMENTS

8.1 The Edgware Controlled Parking Zone came into operation in April 1999. The objectives of the Controlled Parking Zone were to introduce turnover of parking space in the commercial areas, to assist retail trade and protect residential roads from all day commuter parking thus improving parking opportunity for local residents.

- 8.2 A number of requests for changes to the Edgware Controlled Parking Zone have been received since its introduction. Requests have also been received for the extension of the Edgware Controlled Parking Zone northwards as some residential roads are suffering from parking problems caused by commuter-type parking displaced by the introduction of parking controls.
- 8.3 The parking situation in Edgware was subject to a detailed review that included consultation with the local traders and the Sub-Committee considered the results of the review at its meeting on 12 December 2000. The Sub-Committee instructed officers to consult the Edgware community on proposals to extend the area and on proposals to amend the existing parking arrangements.

RESULTS OF CONSULTATION

- 8.4 In July 2001, consultation leaflets, plans and questionnaires were circulated to residents and traders within and adjacent to the proposed extension. The questionnaire sought the views of the residents and traders on whether they wished to be included in the proposed extension to the Edgware Controlled Parking Zone.
- 8.5 Similar consultation materials were also sent to residents and traders near to the proposed changes to the layout of the existing Edgware Controlled Parking Zone. The questionnaires sought the views of the residents and traders on whether they agreed to the proposed changes.
- 8.6 Approximately 660 questionnaires were delivered to addresses within the proposed extension and 239 were returned. This figure represents 36%, which is a good response rate for consultations of this type. A number of petitions were circulated at the same time as the consultation and this may have prompted such a high rate of return. 127 of the responses were against the proposal to extend the parking controls, 106 were in favour of the proposal to extend the scheme, 6 responses did not express a preference. The views on the proposed extension tended to be in favour near to the existing Edgware Controlled Parking Zone and against further away.
- 8.7 Approximately 2700 questionnaires were delivered to addresses outside the proposed extension and less than 200 were returned. This low response is not surprising given the large number of deliveries to areas where there was little demand and therefore interest in parking controls. A summary of the responses to the consultation together with a summary of the comments received up until the date that this report was drafted are shown in Appendices A and B to this report.
- 8.8 A number of petitions were received as a result of the review and these were reported to the Edgware and Mill Hill Area Forum of 4 September 2001. The petitions are mentioned in more detail later in this report.
- 8.9 The results of the consultation and the petitions received were discussed in detail with the Ward Councillors. The boundary of the proposed extension was

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amended in keeping with the responses to the consultation to reflect the majority of the residents. The revised boundary includes those roads in which the majority of residents were in favour of the introduction of parking controls and excludes those roads in which the majority of residents were against the introduction of parking controls.

A Petition from various Roads

8.10 A petition was received from the following:

- 38 residents of Orchard Drive
- 20 residents of Hillersdon Avenue
- 22 residents of Park Grove (this will be mentioned later in this report)
- 23 residents of Kings Drive
- 20 residents of Oakleigh Gardens
- 24 residents of Green Lane (this will be mentioned later in this report)
- 20 residents of Stone Grove

The above petitioners request that their roads or sections of roads are not included in the proposed extension to the Edgware Controlled Parking Zone. There are, however, some significant inconsistencies with the views expressed in the returned questionnaires. Indeed, officers have received complaints from residents who are in favour of joining the Edgware Controlled Parking Zone that the petitioner mislead or cajoled some residents into signing the petition. Ward Councillors considered this issue and the boundary of the proposed extension has been revised to exclude those roads where the petition is consistent with the views expressed by the returned questionnaires. In Green Lane and Park Grove, however, there is some support for the proposal to extend the parking controls.

Green Lane

8.11 A separate petition was been received from approximately 33 of the residents of Green Lane requesting that the whole of their road be included within the Edgware Controlled Parking Zone. At present part of Green Lane is included within the existing Edgware Controlled Parking Zone and the consultation proposal was to include an additional section of the road. Ward Members agreed that the boundary should be drawn at the junction with Kings Drive.

Park Grove

8.12 In Park Grove, the views expressed by some households who have signed the petition contradict the views expressed via the questionnaire responses. The petition was against the proposal to introduce parking controls.

8.13 Some residents of Park Grove have expressed doubt at the validity of the petition reported that they were pressurised or mislead into signing the petition.

8.14 At present Park Grove is outside the Edgware Controlled Parking Zone and there is a potential for the road to suffer parking problems from commuter parking displaced as a result of the proposed extension. It is particularly important, therefore, to have a clear view of residents' wishes at this moment in time.

- 8.15 In order to clarify residents' views, officers have carried out a series of doorstep interviews with those households whose views may be in doubt. These interviews indicated that the original questionnaire results were valid and it is recommended that Park Grove is included within the extended zone boundary.

Glendale Avenue

- 8.16 A petition was received from approximately 21 residents of Glendale Avenue requesting that their section of the road is not included in the proposed extension to the Edgware Controlled Parking Zone. The questionnaire responses indicate that those residents in the southern part of Glendale Avenue, which is nearer to Edgware town centre, wish to be included in the Edgware Controlled Parking Zone whilst those residents further north do not wish to be included. The revised boundary of the parking scheme takes the views of the residents into account by only including the section of Glendale where the majority of responses are in favour.

Garratt Road Area - St Anthony's RC Church

- 8.17 A petition was received from the congregation of St Anthony's RC Church containing 501 signatures. The petition requested that the times of operation of part of the Edgware Controlled Parking Zone be changed from a single hour in the weekday mornings to a single hour in the weekday afternoons so that the parking controls do not affect the congregation's parking during morning services. Residents in the roads near to the St Anthony's RC Church in Garratt Road were asked to provide their views on a proposal to change the times that the parking controls operate.
- 8.18 Of the responses received, 48 wished the times of operation to remain as they are, 16 preferred the times to change to the afternoon. It is recommended, therefore, that the times that the parking controls operate remain unchanged in this area.

Mowbray Parade Zone

- 8.19 Officers also consulted on a proposal to extend the Mowbray Parade Sub-Zone. This is a small area north of the Edgware Way. 43 questionnaires were delivered to residents and 12 were returned giving a response rate of approximately 21%. 9 of the responses were in favour and 3 were against.
- 8.20 Whilst the majority of responses were in favour and the rate of response was reasonable, it is difficult to be certain of the community's views when considering such a small number of responses. It is therefore recommended that further consultation is carried out with the residents in this area and that parking controls are introduced only with the agreement of the majority of residents.

Programme for Future Reviews

- 8.21 It is often the case following the introduction of controls in nearby roads that residents who have declined the introduction of parking controls in their road do

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suffer from displaced parking and request a further extension of the parking scheme.

- 8.22 The council's Cabinet has recently approved a programme for the introduction of new controlled parking zones and reviews of existing controlled parking zones until 2004. Such a programme is essential in ensuring residents who are experiencing parking difficulties are provided the opportunity to have parking controls introduced in their road. A minor review of the Cinema Zone may be appropriate, however, the programme does not allow for further reviews of the whole of the Edgware Controlled Parking Zone.

Cinema Zone

- 8.23 The Cinema Zone operates for every day between 8am and 1am the following morning. Residents in this area had suffered from parking problems throughout the night due to customers of a local cinema which had late-night opening as well other customers of public houses and leisure venues in the town centre.
- 8.24 Requests have been made for the times that the Cinema Zone operates to be reduced. These requests have largely come from traders or other non-residents. Officers are not aware of significant support from the residents in the Cinema Zone for such a change. Recently the cinema has closed and will be redeveloped over the coming year. It is possible that the need for such extensive times of controls may reduce following the closure of the cinema, however, it may be difficult for residents to consider this matter until the development has taken place.
- 8.25 It would therefore be appropriate to delay making any changes to the operational times of the Cinema zone until the redevelopment of the cinema site is completed and its effects on the surrounding roads can be assessed.

Minor changes to the existing Edgware Controlled Parking Zone

- 8.26 The consultation included a number of proposed changes to the existing layout of the Edgware Controlled Parking Zone. These changes typically involve changing the type of parking bay or reposition the bay or introducing new bays. The changes do not alter the parking situation in Edgware significantly, however, they may be significant to those residents or traders who made the request or who are located nearby.

Enforcement

- 8.27 Comments have been received on the levels of enforcement throughout the process of the review of the Edgware Controlled Parking Zone. There is a borough-wide problem in the enforcement levels that the council can offer. This problem is a direct result of difficulties in recruitment and retention of parking attendant staff resources. The council's Parking Control office has an ongoing recruitment campaign.

Objections to Traffic Orders

- 8.26 The traffic orders for the scheme were advertised in August 2001 and a number of letters of objections were received. These objections are detailed in

Appendix C to this report. On considering the objections this Council, as Order making authority, must decide the appropriate action to deal with them.

The options for dealing with the objections are as follows:

- a. To overrule all of the objections having given them due consideration;

If this option is chosen the objectors must be given notice in writing that their objections have been overruled and the reason why. If the objections are overruled the Order can be made and the proposals implemented.

- b. Amend the proposals to take into account some of the objections and overrule the rest;

If this option is chosen, the Objectors must be informed of the proposed changes and how it is considered they will resolve the objections. Those whose objections are overruled must also be told of the Sub-Committee's decision.

If the amendments do not affect the character of the Orders or make them more restrictive, the Orders can be made and the proposals implemented with the changes.

If the amendments are more restrictive, or the character of the Orders are changed, the amended proposals will have to be re-advertised in draft Order form, which will result in a delay of around 4-6 months in the implementation of the scheme. If any objections are received to the second draft Orders, then the same review process will have to be repeated.

- c. Under the provisions of the Local Authorities' Traffic Orders (procedure) (England and Wales) Regulations 1996, this council may cause a Public Inquiry to be held to consider the objection. The Council must, in these circumstances, appoint as the person to hold the Public Inquiry a person selected by them from a panel of persons chosen by the Secretary of State for the purpose of holding Public Inquiries.

This council must give notice of the holding of a public Inquiry 42 days before the Inquiry is due to begin. The notice would be in the form of advertisements in the local press and London Gazette as well as street notices.

Given the necessary preparation required to hold a Public Inquiry (i.e. hiring of halls etc) it is considered that an inquiry could not be held before April 2002. Assuming a favourable outcome it is considered that the proposals could be implemented approximately 6 months after the announcement of the outcome of the Inquiry.

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- d. The final option would be to abandon some or all of the proposals completely.

8.27 It is recommended to this committee that the objections made to the traffic orders be either overruled or accepted as set out in Appendix C to this report. It is also recommended those changes arising from the consultation exercise and as shown on drawing No. 16276/32e are approved by this Sub-Committee.

Timetable

8.28 In order to avoid introducing the extension near to Christmas when some residents may be on holiday, it is recommended that works commence in November and the changes come into operation in mid-January 2002. This will allow the new parking arrangements to become established in advance of the spring.

9. LIST OF BACKGROUND PAPERS

- 9.1 Petitions and letters held on files in the Traffic and Transportation Section.
- 9.2 Any persons wishing to inspect the background papers listed should telephone 020 8359 4331.

10. AUTHOR

- 10.1 Planning, Highways and Design - Traffic and Transportation Section – [REDACTED]
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- 10.2 MO -
- 10.3 DO -