

## MUNICIPAL YEAR 2018/2019 REPORT NO.

**MEETING TITLE AND DATE:**

**REPORT OF:**

Director – Environment &  
Operational Services

Agenda – Part:	Item:
<b>Subject:</b> Rationalisation of Parking Restrictions in Wynchgate and Queen Elizabeth's Drive	
<b>Wards:</b> Southgate	
<b>Key Decision No:</b> N/A	
<b>Cabinet Member consulted:</b> Cabinet Member for Environment	

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### 1. EXECUTIVE SUMMARY

- 1.1 There are currently a range of waiting restrictions in operation in Wynchgate, Queen Elizabeth's Drive and Raleigh Way. This is confusing for motorists and a scheme to rationalise these restrictions has been developed which seeks to balance the needs of residents (some of whom have petitioned for double yellow lines) and other road users.
- 1.2 The proposed changes to the existing waiting restrictions require the making of a traffic management order to bring them into effect. The report considers the various representations received as part of the recent statutory consultation.

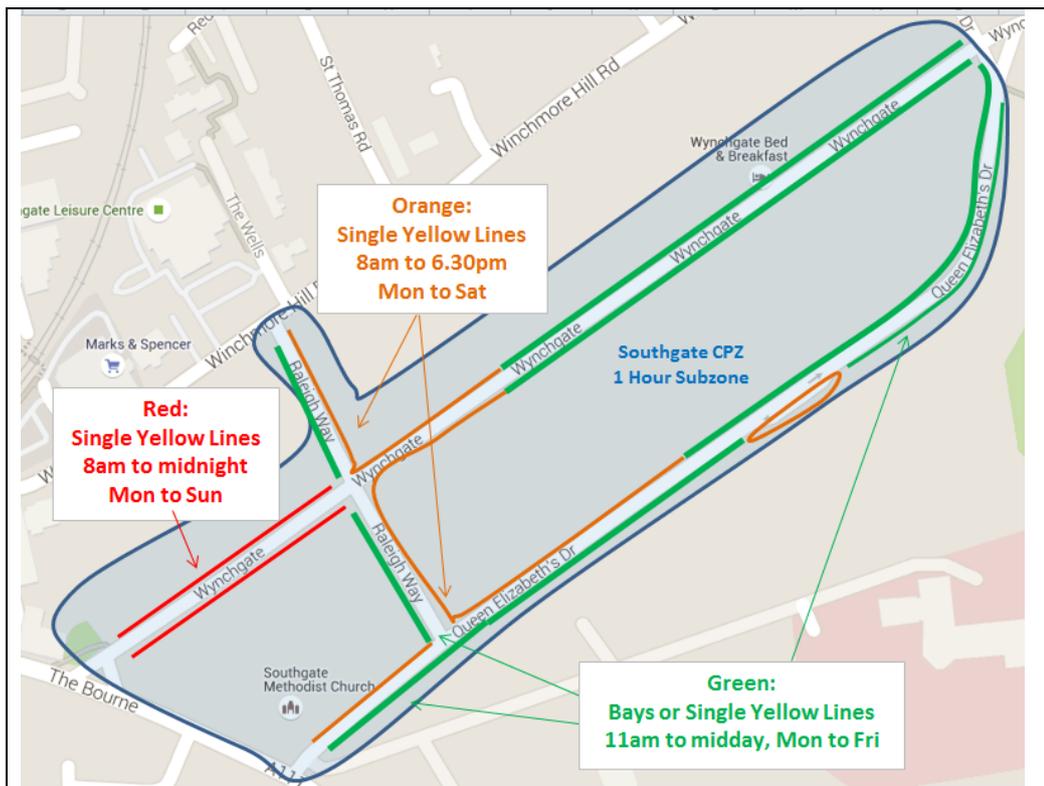
### 2. RECOMMENDATIONS

**It is recommended that the Director of Environment and Operational Services approves:**

- 2.1 To make the traffic management order as advertised and implement the changes to the waiting restrictions illustrated on the drawing attached as Appendix 1.
- 2.2 To fund the estimated £5,000 cost of implementing the changed waiting restrictions from the 2018/19 Corridors and Neighbourhoods LIP allocation.
- 2.3 To monitor the impact of the amended restrictions.

### 3. BACKGROUND

- 3.1 Southgate Controlled Parking Zone (CPZ) was introduced in August 2005, operating from Monday to Saturday 9am to 6.30pm. A one hour subzone covering various roads to the east of the main zone was later added in July 2007, following requests from residents. The subzone, which includes Wynchgate and Queen Elizabeth's Drive, operates Monday to Friday 11am to noon.
- 3.2 One-hour zones are effective around stations and retail centres in deterring all-day parking by station users, office workers and similar. They allow greater parking opportunities for residents and their visitors across the rest of the day compared to an all-day zone. Outside of the restricted period some short-stay parking is to be expected. However, it should be noted that drivers making drop-in visits to the local centre will be less inclined to park a significant distance away and walk the remainder than drivers intending to leave their vehicles all day. Hence there is a limiting factor on this form of parking also.
- 3.3 The existing restrictions within the zone, excluding double yellow lines placed at junctions, are shown below:



- 3.4 The restrictions are denoted on the road by parking bays interspersed with yellow lines. Local post-mounted signs define the operational hours of each. The 11am to noon operational period applies to the parking bays and is consistent throughout the zone. The effect is that permit holders may park within the bays at any time, but others cannot

park there during the restricted hour. This keeps the bays clear of all-day visitors, like commuters or town centre workers.

- 3.5 It would be typical for the single yellow lines marking the remaining sections of kerbside to follow the same operational hours as the bays. Thus, the yellow lines would allow no driver to park within the restricted hour, but any driver to park at other times.
- 3.6 In the Wynchgate subzone not all the extant single yellow lines follow the operational hours of the zone. Instead they vary as per the mapping above. The signage for each non-standard section is correct and is necessary to indicate the effect of the traffic orders to which they relate. The overall result, however, is rather anomalous and may cause confusion to the visiting driver. The retention of the sections with the non-standard hours is believed to have been agreed, historically, to best match the wishes of the fronting residents. However, this has resulted in an overall lack of clarity.
- 3.7 A petition was received from residents of the western section of Wynchgate, predating the Council's proposals. This was signed by 27 residents and called for the replacement of the existing single yellow lines - effective Monday to Sunday, 8am to midnight - with double yellow lines. It is believed that the lead petitioner wishes to further deter parking within this section by non-residents.

#### 4. PUBLIC AND STATUTORY CONSULTATION

- 4.1 Consultation was undertaken with residents and statutory bodies in September 2017 setting out the Council's proposal to rationalise the restrictions. In particular, the following key changes are proposed, as illustrated in more detail on the plan attached at Appendix 1:

<b>Wynchgate, between The Bourne &amp; Raleigh Way</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>N side:</b> 8am to midnight Mon-Sun <b>S side:</b> 8am to midnight Mon-Sun	<b>Staggered sections:</b> At any time, one side, with 11am to midday Mon-Fri opposite
<b>Effect:</b> West of Raleigh Way parking can occur on one side of street (outside the zonal restriction period) but not on both.	

<b>Wynchgate, between No. 45 &amp; Raleigh Way</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>N side:</b> 8am to 6.30pm Mon-Sat <b>S side:</b> 8am to 6.30pm Mon-Sat	<b>N side:</b> 11am to midday Mon-Fri <b>S side:</b> 11am to midday Mon-Fri
<b>Effect:</b> East of Raleigh Way parking can continue to occur on either side of street, but the zonal restriction times now apply, as they do further east.	

<b>Raleigh Way</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>W side:</b> zonal parking bays <b>E side:</b> 8am to 6.30pm Mon-Sat	<b>W side:</b> parking bays retained <b>E side:</b> 11am to midday Mon-Fri
<b>Effect:</b> Parking can continue to occur on either side of street, outside restricted period, but the zonal restriction times now apply.	

<b>Queen Elizabeth's Drive between The Bourne and Raleigh Way</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>N side:</b> 8am to 6.30pm Mon-Sat <b>S side:</b> zonal parking bays	<b>N side:</b> at any time <b>S side:</b> parking bays retained
<b>Effect:</b> West of Raleigh Way parking can occur on one side of street but not on both, similar to proposals for corresponding section of Wynchgate.	

<b>Queen Elizabeth's Drive between Raleigh Way &amp; No. 60</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>N side:</b> 8am to 6.30pm Mon-Sat <b>S side:</b> zonal parking bays	<b>N side:</b> 11am to midday, Mon-Fri <b>S side:</b> parking bays retained
<b>Effect:</b> East of Raleigh Way parking can continue to occur on either side of street, but the zonal restriction times now apply, as they do further east.	

<b>Queen Elizabeth's Drive Nos. 62-70</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>N side:</b> 11am to midday, Mon-Fri <b>S side:</b> 8am to 6.30pm Mon-Sat	<b>N side:</b> 11am to midday, Mon-Fri <b>S side:</b> at any time
<b>Effect:</b> Formalising the tendency for parking not to occur on the southern side of the traffic islands.	

<b>Junction of Wynchgate &amp; Raleigh Way</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
<b>W side:</b> 8am to midnight Mon-Sun <b>E side:</b> 8am to 6.30pm Mon-Sat	<b>W side:</b> at any time <b>E side:</b> at any time
<b>Effect:</b> Reinforcing the direction within the Highway Code to avoid parking at junctions.	

<b>Mouth of junction of Queen Elizabeth's Drive &amp; Raleigh Way</b>	
<b>Existing Restriction</b>	<b>Proposed Restriction</b>
8am to 6.30pm Mon-Sat	At any time
<b>Effect:</b> Reinforcing the direction within the Highway Code to avoid parking at junctions.	

4.2 Letters and plans were distributed to all the residential premises within the area where changes would result; 85 homes in total within the area shown below. Ward councillors were also informed.



4.3 A formal notice was published as part of the traffic order making process advertising the Council's intention to introduce the changes to the existing waiting restrictions. In addition to being sent to the prescribed consultees (including the emergency services), the notices were published in the Enfield Independent, the London Gazette and by way of notices erected in each of the affected streets.

### Consultation Outcome

4.4 No responses were received from the any of the statutory consultees or from the local ward councillors serving at the time. Cllr Ioannou, whose representation of the ward commenced in May 2018, has since contacted the department querying the proposals and intimating support for the views of those residents who have objected to the changes.

4.5 A petition was submitted bearing signatures from 42 households at the western end of Wynchgate. This represents the vast majority of households west of 48 Wynchgate. The petition is interpreted as an objection to the changes proposed in Wynchgate and Raleigh Way and as a request for 24/7 parking restrictions in the relevant section of Wynchgate.

4.6 A total of 24 written responses were received from householders. Each of these raised objections to the proposals. The spread of individually submitted objections is as tabulated below, with the greatest concentration of opposition being found in the western part of Wynchgate. There is overlap between this group and the petitioners.

Section	Homes Consulted Directly	Objections Received	Percentage
Wynchgate (west)	32	14	44%
Wynchgate (east)	15	2	13%
Queen Elizabeth's Drive	36	4	11%
Winchmore Hill Road	2	0	0%
Beyond consultation boundary	0	4	NA
		24	

- 4.7 A letter was received from the Chair of Grovelands Residents' Association objecting to the proposals. This reiterates most of the concerns stated in the individual objections and raises a number of local road safety issues beyond the limits of the proposals. The author queries the scope of the consultation, the detailing of the documents distributed and the absence of references to risk assessments or cost-benefit analysis.
- 4.8 The author predicts that reducing the control hours will encourage driving into the local area over other forms of transport and that the additional parked vehicles will then hinder traffic flow and access to private driveways and garages. Officers feel these concerns are overstated. Drivers in the locale tend to avoid parking in obstructive positions, even where parking restrictions do nothing to prohibit it. Were the levels of weekend and evening parking demand high enough for such problems to become customary you would see the evidence of it already on the nearby sections of road where the one-hour restriction currently applies, but this appears not to be the case.
- 4.9 Acknowledging the intent to rationalise parking restrictions within the zone, the author suggests removing the western end of Wynchgate from the CPZ, given that it accommodates no bays anyway, and leaving the all-day parking restrictions in place. This might be an attractive option if it resolved, by itself, all the unwanted variations across the area of interest. Given that it does not, officers favour the original proposal which is seeking to treat all sections of road equally and use retained street-side parking to help control vehicle speeds. The favoured option avoids the need to relocate the zone entry signs.
- 4.10 The most common points of objection related to fears of an increase in parking and, with it, congestion, noise and pollution.

*Officer Response – It is anticipated that some additional non-residential parking will occur where operational periods are reduced from all day to one-hour coverage. However, the one-hour restriction will continue to provide an effective deterrent against long-stay parking by station users and employees, which tends to be the dominant component of non-residential parking demand in this sort of context.*

*The prevalence of driveways provides a natural limitation on the total number of non-residential parking spaces that exist along the streets in question, regardless of other restrictions. Fears of an influx of vehicles making a significant impact on local noise and air quality can, therefore, tend to be overstated.*

*The roads will remain lightly trafficked with the main usage continuing to be for residential access. A modest increase in non-residential parking activity is not likely to pose a congestion problem.*

- 4.11 Some objectors feared, specifically, an increase in commuter parking.

*Officer Response – The one-hour restriction will continue to provide an effective deterrent against long-stay parking by station users and employees, which tends to be the dominant component of non-residential parking demand in this sort of context.*

- 4.12 Several respondents were unhappy with the prospect of more parking by strangers, feeling this would impose inconvenience upon residents and change the peaceful character of the streets.

*Officer Response – While it is anticipated that some additional non-residential parking will occur, the one-hour restriction will continue to provide an effective deterrent against long-stay parking by station users and employees, which tends to be the dominant component of non-residential parking demand in this sort of context.*

*The prevalence of driveways provides a natural limitation on the total number of non-residential parking spaces that exist along the streets in question and the large capacity these driveways provide buffers residents from any parking stress, i.e. from the need to compete with other drivers to find spaces near their homes. The previous submission of the petition seeking double yellow lines along the western section of Wynchgate illustrates how little need residents have for on-street parking space in this area.*

*The roads will remain lightly trafficked with the main usage continuing to be for residential access. A modest increase in non-residential parking activity is not likely to threaten the quiet character of the area. In any case, it remains the convention that any driver enjoys the freedom to park at the side of the public road. Typically*

*the Council seeks to limit that freedom only where the effects of such parking prove problematic, not merely where the presence of non-residential vehicles is unwelcome in the sight of adjacent householders.*

- 4.13 Some respondents interpret the proposals as an attempt by the Council to increase revenue.

*Officer Response – This is not correct. No change in revenues is anticipated. It is an attempt to rationalise parking restrictions so that should a driver park illegally the Council can undertake enforcement activity in confidence that the penalty charge notice will not be rejected by independent parking tribunal due to conflicting messages on the restriction period.*

*Simplifying the restrictions will provide greater clarity to the travelling public; will lessen the risk to the Council of successful challenges to parking tickets; and will likely allow the removal of some post-mounted signs across the subzone, helping minimise clutter and lower maintenance costs. These are all valid aims for the Council to pursue.*

- 4.14 Some respondents observe that certain sections of road are too narrow to accommodate parking both sides and still allow access for a fire engine or similar. They fear reducing the hours of the restriction will see obstructive parking occurring, where two drivers leave cars directly opposite each other, or at least very closely staggered, with larger vehicles left unable to pass.

*Officer Response – The same parking patterns could occur currently outside the restricted period or within the sections of Wynchgate where one-hour restrictions already apply. They tend not to, however, with drivers using their common sense on where to park to avoid blocking traffic and putting their own vehicles at risk. The low demand for on street residential parking space and the continuing deterrent on all-day commuter parking makes it unlikely that the overall parking density will become high enough at any point in the day that such obstructive parking becomes commonplace. The Council has not received any recent reports from the fire brigade on restricted access and, in the worst case, each of the sections of road has more than one access point.*

- 4.15 The residents of the western part of Wynchgate have long campaigned for double yellow lines to replace the existing single yellow line. These proposals will have the opposite effect, allowing further parking by non-residents, rather than preventing it.

*The roads will remain lightly trafficked with the main usage continuing to be for residential access. A modest increase in non-residential parking activity is not likely to threaten the quiet character of the area.*

*In any case, it remains the convention that any driver enjoys the freedom to park at the side of the public road. Typically, the Council seeks to limit that freedom only where the effects of such parking prove problematic, not merely where the presence of non-residential vehicles are unwelcomed in the sight of adjacent householders.*

*The Council's usual approach is to install double yellow lines in such roads only at particular features (near junctions, for example) not along extended, straight sections. Purging an entire road of parked cars risks the speed of vehicles increasing. This outcome would be to the detriment of all road users, not just residents.*

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 **Do nothing** – the Council could maintain the status quo and not make any changes to the existing waiting restrictions. This is not recommended as it would not address the current confusion caused by the current array of parking controls.
- 5.2 **Introduce double yellow lines in Wynchgate** – the Council could introduce double yellow lines along the western section of Wynchgate, as requested by the petitioners. This is not recommended as the traffic benefits in terms of improved traffic flow are outweighed by the disadvantages, including loss of public parking and the risk of increased speeds. Similar points relate to the option of deleting the western section of Wynchgate from the CPZ and thus retaining all-day controls.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The scheme seeks to rationalise the existing waiting restrictions to reduce confusion for motorists. Other key design principles are to:
- Maintain access for emergency service vehicles and general traffic;
  - Not unnecessarily restrict public parking;
  - Prevent parking at junctions to help improve road safety;
  - Use parking to help control traffic speeds;
  - Maintain access for residents.
- 6.2 It is recognised that the proposed restrictions do not eliminate the possibility of vehicles parking on both sides of the road in some locations and obstructing traffic flow. In practice, there tends to be a high level of self-enforcement that prevents this occurring, with motorists recognising that it is an offence to obstruct the highway whether there are waiting restrictions or not. However, the impact of the new restrictions will be kept under review and adjustments made if necessary.

## **7. COMMENTS FROM OTHER DEPARTMENTS**

### **7.1 Financial Implications**

7.1.1 The estimated cost for implementing the amendments to the waiting restrictions is £5,000. The funding of the scheme will be met from the 2018/2019 Local Implementation Plan TfL allocation.

7.1.2 Permit income from the existing CPZ contributes to the maintenance of the existing signs and lines etc. However, this scheme doesn't affect the number of permit bays, it simply seeks to rationalise the yellow lines so there should be no negative impact on maintenance costs.

7.1.3 Once approved by Transport for London, expenditure will be fully funded by means of direct grant from TfL, hence no costs fall on the Council.

7.1.4 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

### **7.2 Legal Implications**

7.2.1 Section 122 of the Road Traffic Regulation Act 1984 places a duty on the Council to secure, as far as reasonably practicable, the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The proposed changes to the waiting restrictions are in accordance with the discharge of this duty.

7.2.2 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making a traffic management order and require consultation with specific persons, publication of proposals in the local press and the giving of adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the order. Any written objections or representations received as a result of these notifications must be conscientiously taken into account.

7.2.3 The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

### **7.3 Property Implications**

None identified.

## 8 KEY RISKS

The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
<b>Operational</b>	<b>Risk:</b> Disruption during implementation. <b>Mitigation:</b> Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
<b>Financial</b>	<b>Risk:</b> Insufficient funds/cost escalation <b>Mitigation:</b> Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
<b>Reputational</b>	<b>Risk:</b> Opposition to scheme from some local residents/ organisations. <b>Mitigation:</b> Consultation has been undertaken to take into account views of local residents.
<b>Regulatory</b>	<b>Risk:</b> Failure to comply with statutory requirements. <b>Mitigation:</b> Scheme being delivered by experienced designers, with support from TMO experts.

## 9 IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

### 9.1 Good homes in well-connected neighbourhoods

The proposed restrictions will have a neutral impact on this factor.

### 9.2 Sustain strong and healthy communities

The proposed restrictions will have a neutral impact on this factor.

### 9.3 Build our local economy to create a thriving place

The proposed restrictions will have a neutral impact on this factor.

## 10 EQUALITIES IMPACT IMPLICATIONS

- 10.1 The Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 require that certain traffic orders made by local authorities under the Road Traffic Regulation Act 1984 that prohibit or restrict the waiting of vehicles in roads and street parking places must include a provision exempting any disabled person's vehicle displaying a

disabled person's badge. This exempts the holder from waiting restrictions in certain circumstances, and from charges and time limits at places where vehicles may park or wait.

- 10.2 In this instance, the proposed traffic orders comply with these requirements by allowing blue badge holders to: a) park for up to three hours on the new double yellow lines; and b) to continue to park on single yellow lines and in residents' bays in the controlled parking zone.
- 10.3 No other equality issues have been identified as a result of the proposed rationalisation of the waiting restrictions. A full Equality Impact Assessment has not been undertaken, for this reason.

## **11 PERFORMANCE AND DATA IMPLICATIONS**

The scheme will have limited impact on performance when considered in isolation. However, the scheme could indirectly contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

## **12 PUBLIC HEALTH IMPLICATIONS**

The proposed changes to the parking restrictions should help to reduce traffic speeds in Wynchgate. Whilst likely to have limited impact when considered in isolation, this and other traffic calming measures should help create an environment where the health benefits of walking and cycling are more likely to be realised.

### **Background Papers**

None.