

## London Borough of Enfield

### Portfolio Decision Report of Cabinet Member of Environment and Sustainability

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**Subject:** Permit Parking Area in Manor Road and Halifax Road, EN2

**Cabinet Member:** Cllr Guney Dogan, Cabinet Member for Environment & Sustainability

**Director:** Doug Wilkinson

**Ward:** Town

**Key Decision:** N/A

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#### Purpose of Report

1. The report considers the results of a recent consultation regarding parking controls on Manor Road, Halifax Road and Bellamy Road and recommends that a scheme be implemented on an experimental basis to allow a period for further feedback from affected local residents and businesses.

#### Proposal(s)

2. To make a traffic management order pursuant to Section 9 of the Road Traffic Regulation Act 1984 and undertake all other necessary steps to implement the parking scheme shown at Appendix A on an experimental basis, which includes:
  - A Permit Parking Area on Manor Road, Halifax Road and Bellamy Road, operating between 8am and 6.30pm, Monday to Saturday
  - 2 hr free parking bays in Nunn's Road and Bellamy Road to support local business.
3. To invite comments during the experimental period and to prepare a subsequent report to determine whether the scheme should be made permanent in the light of operational experience and feedback.
4. To fund the estimated £4,000 cost of implementing the new controls from the 2020/21 Highways, Street Scene and Parks Capital Programme.

## **Reason for Proposal(s)**

5. The proposals are necessary to enable a permit parking scheme to be introduced to address long-standing parking pressures in the Manor Road/Halifax Road area. Introducing the measures experimentally allows them to be adapted in the light of operational experience and feedback from local residents and businesses.

## **Relevance to the Council's Corporate Plan**

6. The proposals support the overarching aim to provide 'Goods homes in well-connected neighbourhoods'. In particular, the effective management of on-street parking forms part of a wider strategy to reduce car use and encourage active travel.

## **Background**

7. Residents of Manor Road, a cul-de-sac off Chase Side, have expressed concerns over lack of on-street parking space in recent years. Most homes here are terraced and lack their own off-street parking, meaning overall space is limited. Near its junction with the main road competing demands for kerbside parking space comes from restaurants, a grocery and other stores, and a double-glazing company.
8. At the end of the adjacent street, Halifax Road, is St George's RC Primary School. This has a significant impact on the available parking, both at school times and into the evening when a range of activities take place at the School.
9. Residents of Manor Road have, in recent years, made requests to the Council about the introduction of permit parking to help favour residents over other drivers.
10. The Council's approach to permit parking schemes is set out in the Controlled Parking Zone Consultation Charter, adopted in 2015. This sets out a generally reactive approach to zonal parking schemes; taking forward proposals for zones where requests are received and community support can first be demonstrated by petition, rather than proactively. Streets eligible for a consultation exercise are those where most homes lack off-street parking, and where majority support by petition has been demonstrated, based on a response rate of 40%.
11. In the case of Manor Road, the criterion relating to scarcity of off-street parking is met as almost none of the terraced homes fronting the public highway have driveways or garages. A petition was submitted, and resident engagement indicated significant support for a CPZ. In this instance, it was felt that the inter-related benefits of addressing residents' concerns, resolving the issue of customer and school parking merited proceeding with a comprehensive scheme.
12. A Permit Parking Area (PPA) is an area where residents are given parking priority over other drivers through a permit system. Only those living in the Manor Road/Halifax Road area can buy permits. Normally resident permit parking schemes have posts and signs and are marked with white parking

bays and yellow lines across driveways, as with the nearby Enfield Town Controlled Parking Zone (CPZ). However, in small areas where there is little through traffic a Permit Parking Area (PPA) provides a better solution for residents. PPAs consist of just signs located at all entry points, no other markings or signs are provided. This enables residents, should they wish, to park in front of their own driveway and results in less street clutter.

### Main Considerations for the Council

13. The main consideration is whether to proceed with the permit parking scheme in light of the consultation with local residents and businesses.
14. In July 2019 the Council ran a statutory consultation exercise seeking local views on the introduction of a PPA covering Manor Road, Halifax Road, Bellamy Road and Nunn's Road (part). All homes within the zone received a consultation leaflet, as did the occupants of the flats and adjacent businesses on Chase Side and Gordon Road. The proposals within this document were extended to the neighbouring Halifax Road, in case it should emerge that its residents had the same concerns as their neighbours in Manor Road. The consultation leaflet is attached as Appendix B.
15. A summary of the consultation results from inside the proposed PPA is set out in the table below:

Number of homes Consulted		Responses	Response Rate	In Support		Opposed		Not Sure	
				Nr	%	Nr	%	Nr	%
Manor Road	11	36	30%	26	72%	9	25%	1	3%
Halifax Road	97	20	21%	12	60%	5	25%	3	15%
Other	23	17	7%	0	0%	15	88%	2	12%
<b>COMBINED</b>	<b>44</b>	<b>73</b>	16%	<b>38</b>	<b>52%</b>	<b>29</b>	<b>40%</b>	<b>6</b>	<b>8%</b>

16. Only 17 responses - showing negative views - were received from outside the zone; 5 of these responses appear to be duplicated.
17. The response rate in both Manor Road (30%) and Halifax Road (21%) was below the normal threshold of 40% set out in the CPZ consultation charter. Nevertheless, given that the clear majority of respondents were in favour of permit parking, it is recommended that the scheme be implemented on an experimental basis. This provides a further period of time for residents to comment on the operation of the scheme before a decision is made whether or not to make it permanent.
18. Three main themes emerged from the responses against the proposal:

The effect the scheme will have on customers visiting local businesses (8 comments)	To address these concerns, we have revised the scheme as outlined in paragraph 23.
The knock-on effect on parking on adjacent roads (5 comments)	We are aware that this is a possible outcome and therefore intend to monitor the effectiveness of the scheme and if required, consider consulting a wider area with a view to increasing the area of the PPA
Cost of permits (6 comments)	The cost of permits is set at a boroughwide rate and this is a compromise necessary in order to provide residents with the parking controls they have requested

19. Ward Councillors have been involved in the development of the scheme and have represented the various views of local residents. A key concern relates to the cost of permits and impact of the scheme on businesses on Chase Side.
20. Representations (not included in the table above) have also been received from residents who live on Parsonage Lane near its junction with Chase Side, just beyond the south west corner of the proposed zone. A petition indicates good levels support for inclusion in the zone from a group of 7 households lacking off-street parking space: 1,3,5,7 Parsonage Lane and 1,3,5 Nunn's Road.
21. Previous requests for the pre-existing Enfield Town CPZ to extend west to enclose these homes have been rejected. The sizeable group of homes along Parsonage Lane between here and the Enfield Town CPZ boundary has not shown similar interest in such controls and overall, the collection of dwellings has many more homes with off street parking than without, hence failing to meet the policy on the matter that has stood since 2015.
22. However, officers are sympathetic to the alternative request for residents of these 7 homes to be eligible to apply for permits to park within the adjacent streets covered by the new controls. There are several examples of zones within the borough where homes at the margins have been afforded this opportunity. This reflects the principle that zones are introduced to protect residential streets from unregulated commuter parking and encourage better travel habits amongst those commuters; not to favour one group of residents over another in their use of the public highway where each has equally poor parking options. Due to the small number of homes in question, the impact on the overall capacity of the zone to accommodate all those vehicles having permits should be minimal.

23. Taking all of the comments into account, the scheme has been revised as follows:
- Free 2-hour parking bays to be implemented on Nunn's Road and Bellamy Road to allow customers to local businesses to park.
  - That the small number of residents referred to in paragraphs 20-22 above be allowed to apply for parking permits.
24. The revised scheme is indicated on the plan attached as Appendix A
25. Proceeding to implementation of the revised proposals under experimental powers is recommended. This will allow the impact of the scheme on Manor Road and Halifax Road and adjoining streets to be monitored and would allow changes to be made to the scheme if necessary.
26. In particular, residents' views will be sought during the experimental period to establish, among other details:
- The impact of the scheme on Gordon Road;
  - Whether parking in the sections of Manor Road and Halifax Road that are not in the scheme (the sections closest to Chase Side) need further consideration to make the most efficient use of the limited kerb-side space.

### **Safeguarding Implications**

27. The proposals raise no safeguarding issues.

### **Public Health Implications**

28. Reducing the number of available parking spaces to commuters around Enfield Town is likely to help deter car use. Public health benefits are likely to arise from both an increase in physical activity and an improvement in air quality.

### **Equalities Impact of the Proposal**

29. A predictive equality impact assessment has been carried out and is attached as Appendix C. This concludes that the proposal will have a neutral impact on all protected groups, with a possible positive impact on disabled drivers, who may find it easier to find parking places once the new controls have been implemented.
30. The assessment also considered the impact of the scheme on socio-economic inequality. Low income people could be negatively affected by the scheme as those that own a vehicle would need to purchase a permit to park in Manor Road and Halifax Road during the controlled hours. Permit costs are currently based on engine size but would be £110 per year for a typical 1.0-1.6L vehicle. This negative impact needs to be weighed against the other benefits of the scheme and, whilst not convenient, could be avoided by parking elsewhere.

## Environmental and Climate Change Considerations

31. The table below provides an overview of the environmental and climate change considerations raised by the report.

Consideration	Impact of Proposals
Energy consumption in delivering service	Neutral  There are no changes proposed to the current service delivery arrangements.
Measures to reduce carbon emissions	Positive  Transport generates a significant amount of greenhouse gas emissions (39% of Enfield's borough-wide CO2 emissions in 2018). The proposals help to manage kerb-side parking, in particular reducing the potential for commuter parking.  In the long-term, this and other parking management schemes should help reduce private motor vehicle use and will have a positive impact on levels of carbon emissions.
Environmental management	Neutral  The implementation of the parking controls utilises a range of resources with embedded carbon.  The main offset for the scheme will be a forecast reduction in the use of private vehicles as noted above.
Climate change mitigation	Neutral  No mitigation proposed

### Risks that may arise if the proposed decision and related work is not taken

32. The key risks that may arise if the proposed decision is not taken are summarised in the table below:

Risk Category	Comments
<b>Strategic</b>	<b>Risk:</b> Not delivering effective management of kerb-side parking space.
<b>Operational</b>	<b>Risk:</b> Not able to enforce waiting and loading and other traffic controls.
<b>Reputational</b>	<b>Risk:</b> Failure to deliver scheme supported by significant proportion of residents

## Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

33. The key risks that may arise if the proposed decision is taken are summarised in the table below:

Risk Category	Comments/Mitigation
<b>Financial</b>	<b>Risk:</b> Insufficient funds/cost escalation. <b>Mitigation:</b> Funding from 20/21 Highways, Street Scene and Parks Capital Programmes has been allocated to the scheme and the estimated implementation cost falls within the available budget.
<b>Reputational</b>	<b>Risk:</b> Opposition to the scheme from some local residents/businesses and organisations. <b>Mitigation:</b> An extended period of consultation has taken place and a wide range of representations considered. Introducing the scheme experimentally will provide a further period of comments to be considered.

### Financial Implications

34. The estimated cost for implementing the parking controls is £4,000. The funding of the scheme will be met from the 2020/2021 Highways, Street Scene and Parks Capital Programme.

### Legal Implications

35. Section 122 of the Road Traffic Regulation Act (RTRA) 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.
36. Section 9 of the RTRA enable traffic management orders to be made on an experimental basis and remain in force for up to 18 months.
37. Section 45 of the RTRA 1984 provides authority for the Council to designate parking places on the highways and section 46 enables charges to be introduced for vehicles left in a parking place.
38. Section 55 of the 1984 Act sets out financial provisions relating to designation orders, requiring an account to be kept of income and expenditure in respect of parking places. Any surplus can only be spent on the items specified in s55(4) (a)-(f).
39. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making an experimental traffic management order. Any written objections or representations received during the period of the experiment must be

conscientiously taken into account before deciding whether the order should be made permanent.

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

### **Workforce Implications**

41. The proposals raise no workforce applications

### **Property Implications**

42. The proposals raise no property implications

### **Other Implications**

43. No other implications arising from the report have been identified.

### **Options Considered**

44. The following were considered and rejected:
45. **Do nothing** – the Council could maintain the status quo and not make any changes to the parking arrangements in this area. This would leave unresolved the need for short-stay parking to support local businesses. It would also fail to address the concerns about on-street parking that some residents of Manor Road and Halifax Road have been raising for a number of years.
46. **Implement the scheme as consulted on** –This approach misses the opportunity to allow the Council to easily change the scheme in light of feedback from local residents and businesses.

### **Conclusions**

47. Taking into account the outcome of the consultation, the report recommends implementing a permit parking scheme for the Manor Road and Halifax Road area on an experimental basis. This will allow a further opportunity for comments before deciding whether the scheme should be retained, modified or removed in due course.



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**Appendices**      **A - Proposed Permit Parking Area**  
                         **B - Consultation Leaflet**  
                         **C - Equality Impact Assessment**

**Background Papers**

No documents have been relied on in the preparation of this report: