

**REPORT FOR: TRAFFIC AND ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	3 October 2012
Subject:	Burnt Oak Broadway Controlled Parking Zone Review - Results of Statutory Consultation
Key Decision:	No
Responsible Officer:	John Edwards – Interim Corporate Director, Environmental Services
Portfolio Holder:	Councillor Phillip O’Dell - Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	Appendix A - Consultation Documents Appendix B - Tabulated summary of Statutory Consultation results Appendix C – Summary of comments submitted

Section 1 – Summary and Recommendations

This document reports the results of the Statutory Consultation carried out during July 2012, on the proposed changes to the existing Controlled Parking Zones (CPZ) in the Burnt Oak Broadway area. This report requests the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with the implementation of the proposals as modified in this report.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the parking schemes be implemented as set out below:

1. The Chase – from Columbia Avenue to Oakleigh Avenue be included in the CPZ as advertised;
2. Columbia Avenue – between Burnt Oak Broadway and Vancouver Road – the two existing south westerly Pay and Display (P&D) parking bays be converted to Shared Use P&D / Resident Permit parking bays, the other two bays remain only P&D as advertised;
3. Oakleigh Avenue and The Highlands – at their junction with Burnt Oak Broadway –the existing loading bays be removed, double yellow lines be installed and the existing P&D bays opposite be converted to allow morning peak time loading while retaining P&D for shoppers etc as advertised;
4. Axholme Avenue, Broomgrove Gardens, Orchard Grove – the existing double yellow lines be extended by 5 metres on the southwestern side of each road at its junction with Oakleigh Avenue as advertised;
5. Camrose Avenue – the existing double yellow line on southeast side be extended by approximately 10.0m northeast as advertised;
6. Residents within the consultation areas be informed of this decision;
7. The Service Manager - Traffic and Highway Network Management be authorised to make minor amendments where required for technical or practical reasons.

Reason: (For recommendation)

To control parking in the existing Burnt Oak Broadway CPZ – Zone X as detailed in the report. The measures are in direct response to resident and business requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

Section 2 – Report

Introduction

- 2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in the Burnt Oak Broadway area are being addressed in order to support local residents and businesses concerns about parking.

Options considered

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object to the proposed scheme advertised.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultation and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 The controlled parking zones (CPZ) X became operational in the Burnt Oak Broadway area in April 2011. Following its introduction an informal public consultation was carried out during December 2011 to review the scheme. A report was presented to the Traffic and Road Safety Advisory Panel (TARSAP) in February 2012.
- 2.5 Some residents expressed concern about traffic issues they attributed to the nearby Krishna Avanti School. This was mainly about the number of vehicles that travel to the area to drop off or collect children at the school. This also extended to events that were held at the school that were not necessarily part of the usual school day.
- 2.6 There was a recent consultation carried out in the area on a possible 20mph zone. This is explained in more detail in 2.42 below.

Statutory consultation

- 2.7 Following the analysis of the informal public consultation presented to the panel, as described above, alteration to the existing CPZ X and some changes to other on street parking and loading restrictions were developed.
- 2.8 A statutory consultation was carried out during July 2012 based on the scheme proposals that were presented to the panel in February 2012. During a statutory consultation comments and representations were

invited from the public on the measures advertised. Responses could be submitted on-line via the council consultation portal or returned in the pre-paid reply envelope that was delivered with every consultation document. A copy of the consultation documents and plans are shown in **APPENDIX A**.

Consultation responses

- 2.9 There were 139 responses received from 1291 addresses within the Burnt Oak Broadway consultation area. These were by return of the questionnaire, email and web submissions. This represented an overall return rate of 10.8%. Although this figure appears low it is typical of the expected level of response for a statutory consultation. Of those that responded 2 were formal objections.
- 2.10 A table showing the number of responses from each road or section of road are shown in **APPENDIX B**. It should be noted that some respondents did not indicate a tick or completed more than one tick box for some questions.
- 2.11 A summary of the comments and objections submitted and Council responses are shown in more detail in **APPENDIX C**. It should be noted that some respondents made more than one comment about the proposals and therefore they may appear more than once in the summary. The raw responses are available for councillors only to view in the privacy of the member's library. Quality assurance checks have been carried out on the responses from both consultations and a copy of all replies received in response to the consultations.

Analysis of results

The Chase

- 2.12 This relates to the section of The Chase that is not currently within the CPZ X. From the responses received during the public consultation in December 2011 it was proposed to extend the existing CPZ X into the remaining section of The Chase.

The Chase results	Responses from within CPZ zone X	Responses from outside CPZ zone X
Number consulted	51	74
Number responses	4	23
Do you agree with the proposals - Yes	4	19
Do you agree with the proposals - No	0	3
Do you agree with the proposals – Don't know/No opinion	0	1
Submitted formal objection	0	0

2.13 From the responses received it is shown that there is still a lot of support for extending the CPZ into this section of road. It is noted that there were comments received from residents not living on The Chase that were concerned about displaced parking.

2.14 It is therefore recommended to extend the existing CPZ X on The Chase to include all of The Chase.

Columbia Avenue

2.15 The section of Columbia Ave between Vancouver Road and Burnt Oak Broadway has pay and display (P&D) parking bays on both sides. It is proposed to change the bays closest to Vancouver Road to allow resident permit holders also to use these bays.

2.16 There was one response from Columbia Avenue from a resident requesting that resident permit holders be allowed to use the P&D bays in this section of road.

2.17 There was only one other comment from a resident in an adjoining road saying that since the P&D was introduced they get some displaced parking.

2.18 It is therefore recommended that the two P&D bays in this section of road closest to Vancouver Road be converted to shared use for resident permit holders or pay and display as advertised.

2.19 The other two P&D bays in this section of road nearer to Burnt Oak Broadway will remain pay and display only.

Oakleigh Avenue and The Highlands

2.20 As part of the original CPZ scheme, loading bays were put in these roads near their junctions with Burnt Oak Broadway. These were provided for the local traders because of the P&D bays installed along the majority of the Burnt Oak Broadway service road.

2.21 P&D bays were also installed opposite these loading bays in the same roads to try to provide the maximum number of parking spaces close by for any potential customers.

2.22 At the time it was hoped that this would be a suitable compromise for both user groups and that the possible congestion to traffic flows through the area would be minimal. However, it has proved not to be as successful as anticipated. Whether this is due to the mis-use and abuse of the loading bay facilities, as suggested by some respondents, it is difficult to determine.

2.23 During the informal public consultation, concerns had been expressed about the congestion caused by having the loading bays opposite the P&D bays at these locations. It is therefore proposed to remove the

existing loading bays in these roads and to have a combined loading bay and P&D bay facility on one side of the road only. This can be accommodated by having the same bays used for loading in the mornings until 10am and then have the P&D facility after that to allow customers some parking in the area during the day.

- 2.24 Comments were received supporting the proposed change, highlighting the congestion and possible mis-use of the bays. One respondent suggested the installation of a CCTV camera to catch offenders.
- 2.25 One comment was received from a local business who claimed they used one of the loading bays and needed it for the operation and running of the business. This, however, may be part of the problem that has been identified in other responses if the vehicle was there for long periods of time without loading/unloading. More details on these and other comments can be found in **APPENDIX C**.
- 2.26 During the statutory consultation the question was asked if the new loading bays should be operational from 7am or 8am. This was done to give the residents and businesses in the area the opportunity to tell the council what they thought would suit them best.
- 2.27 As shown in **APPENDIX B** there was an overall majority from those respondents that chose to answer this question, for the new loading facilities to be operational from 7am. It should be noted that 27% of those that responded gave no response, didn't know or had no opinion to this question.
- 2.28 It is therefore recommended that the existing loading bays in Oakleigh Ave and The Highlands be removed and replaced with double yellow lines to marry in with the existing double yellow lines currently in place either side of the loading bays as advertised.
- 2.29 It is further recommended that the existing P&D bays be converted to allow P&D only parking between 10am and 6.30pm Monday to Saturday and to allow loading only in these bays between 7am and 10am Monday to Saturday. It should be noted that outside of these times, 7am to 6.30pm Monday to Saturday, any vehicle may park in these bays.

Axholme Avenue, Broomgrove Gardens, Orchard Grove

- 2.30 During the informal public consultation residents commented that vehicles parking opposite each other in the above roads at their junction with Oakleigh Avenue caused congestion that lead to tail backs onto Oakleigh Avenue.
- 2.31 It is proposed to extend the double yellow lines at these locations, on the south-western side of each road, by an additional 5 metres to create off-set parking. This will allow at least one vehicle to exit from

Oakleigh Avenue while waiting for any approaching vehicle to exit from these roads.

- 2.32 Although, one respondent wanted the lines extended on both sides and one didn't see the need for any extension of the existing lines these proposals were generally met with approval by those that chose to comment on them because of the congestion this parking causes.
- 2.33 It is therefore recommended that the double yellow lines on the south-western side of Axholme Avenue, Broomgrove Gardens and Orchard Grove be extended by 5 metres to ease congestion as advertised.

Camrose Avenue

- 2.34 It is proposed to extend the existing double yellow lines on the south-eastern side of Camrose Avenue further northeast of Bacon Lane by approximately 10 metres. This was in response to a previous suggestion received from a local resident outside the consultation area, regarding the proximity of a nearby pedestrian crossing refuge and vehicles parking in the area.
- 2.35 There were no comments received during the statutory consultation regarding this extension. It is therefore recommended to extend the existing double yellow line in Camrose Avenue, near Bacon Lane, by 10 metres as advertised.

Krishna Avanti School and The Hive Football Centre

- 2.36 During the both the previous public informal and this statutory consultation, various comments were received about the activities and parking allegedly associated with the Krishna Avanti School.
- 2.37 Other comments have been received since the opening of The Hive Football Centre about the parking in the surrounding roads as THFC is charging for parking on its grounds.
- 2.38 It was highlighted in the statutory consultation document that the parking issues surrounding these facilities will be dealt with as an independent matter from the Burnt Oak Broadway CPZ.
- 2.39 At the time of the statutory consultation Krishna Avanti School had just submitted a new planning application for the school site. Therefore the statutory consultation could not consider any likely impact of this application.
- 2.40 Some residents in Broomgrove Gardens near Bacon Lane requested that double yellow lines be installed in the section of road from Bacon Lane towards Northolme Gardens, however, it would not have been possible to install double yellow lines at this time because they had not been previously consulted on and not everyone living in or using the road would have been aware of this or have had the opportunity to be able to comment on them.

- 2.41 It had always been the intention to consult on the parking issues associated with developments at Krishna Avanti School and The Hive Football Club separately as this is to be funded through the receipt of developer contributions.

Other

- 2.42 It should be noted that there has been a recent public consultation carried out on a possible 20 mph zone in a very similar area as the parking review. This will be dealt with separately from this parking review and will be reported separately to the Portfolio Holder for Environment and Community Safety.

Financial Implications

- 2.43 The implementation of the measures outlined in this report will be funded from two sources. There is funding of 15k allocated in the parking programme of schemes which was agreed by TARSAP in February 2012 and forms a part of the overall Harrow Capital allocation for parking management schemes in 2012/13 (300k). There is section 106 funding arising from a planning permission granted for the development of Krishna Avanti School of 40k to support the implementation of this scheme and approval to use this funding was granted at the Capital forum in July 2012.
- 2.44 In the future there are further measures likely to be required as a consequence of further development activity in the area. The Krishna Avanti school has already made another more recent planning application to increase the size of the pupil intake and the council is seeking additional developer contributions to address the additional traffic and parking generated by the school. In addition The Hive Football Club stadium proposal has been agreed and it is anticipated that further s106 funding will be made available to address the impact of additional traffic and parking from this site. These two funding streams will form the basis of a future review of traffic and parking issues in the area as discussed in the body of this report.

Risk Management Implications

- 2.45 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in this report. The risk register is included in the Environment Directorate Risk Register.

Equalities Implications

- 2.46 Was an Equality Impact Assessment carried out? Yes.

- 2.47 A review of equality issues at the design risk assessment stage of the scheme has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Age	Improved availability of short term parking, residential parking and blue badge holder parking in closer proximity to local amenities and homes. This will help elderly people with restricted mobility. Restrictions on parking at crossing points will make it safer to cross the road particularly for the young and elderly.
Disability	Improved availability of short term parking, residential parking and blue badge holder parking in closer proximity to local amenities and homes. This will help disabled people with mobility impairment and wheelchair users.
Sex	Mothers with young children or pregnant women are more likely to benefit from parking spaces as close as possible to their destination.

Corporate Priorities

- 2.48 The parking scheme detailed in the report accords with our wider corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	<p>Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
United and involved communities: A Council that listens and leads.	The council has listened to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.

Supporting and protecting people who are most in need	Controlled parking zones generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Supporting our town centre, our local shopping centres and businesses.	The additional parking pay and display facilities will support local businesses by providing more short stay parking in order to serve more customers.

2.49 The principle of enforcing parking controls is also integral to delivering the Mayor's Transport Strategy and the Council's Local Implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 14/09/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 14/09/12		

Section 4 - Contact Details and Background Papers

Contact: Andrew Leitch - Traffic Engineer
Tel: 020 8424 1888, E-mail: andrew.leitch@harrow.gov.uk

Background Papers:

Previous TARSAP report of 8 February 2012