

**REPORT FOR: Traffic And Road Safety
Advisory Panel**

Date of Meeting:	29 November 2012
Subject:	Canons Park Area Parking Review Statutory Consultation
Key Decision:	No
Responsible Officer:	Caroline Bruce - Corporate Director of Environment and Enterprise
Portfolio Holder:	Phillip O'Dell - Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder for Environment and Community Safety
Enclosures:	Appendix A Consultation documents primarily related to safety related proposals Appendix B Consultation documents primarily related to amenity related proposals Appendix C Consultation Plans Appendix D Response summary on a road by road or part road basis Appendix E Statutory objections received Appendix F Recommended changes to consultation plans for implementation

Section 1 – Summary and Recommendations

This report gives details of the results of the statutory consultation regarding parking proposals (see **Appendix C and F**) for the Canons Park area undertaken in August 2012 and seeks the Panel's recommendation to the Portfolio Holder for the proposals to be implemented.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the following measures be implemented in:

1. Donnefield Avenue – “At any time” waiting restrictions (double yellow lines) along the full extent of the eastern kerb line and in the northern turning area. A Permit zone, including 1 disabled bay at the entrance to the park, operational Monday to Saturday, 8am – 6:30pm,
2. Torbridge Close – Permit zone operational Monday to Friday, 2pm - 3pm,
3. Station Parade, Whitchurch Lane –
 - i) 1 disabled bay and 19 shared permit holder / pay and display bays operational Monday to Saturday, 8am – 6:30pm on the northern side of the front service road,
 - ii) Waiting restrictions (single yellow lines) operational Monday to Saturday, 10am – 11am and 2pm – 3pm on the southern side of the front service road,
 - iii) “At any time” waiting restrictions (double yellow lines) on bends and through narrow sections and waiting restrictions (single yellow lines) through the remainder operational Monday to Friday, 12 noon – 1pm on the rear and eastern service road,
 - iv) No loading controls operational Monday to Saturday, 8am – 6:30pm on the eastern service road,
4. Cheyneys Avenue between the southern property boundaries of 52 and 106 – waiting restrictions (single yellow lines) operational Monday to Friday, 2pm – 3pm,
5. Du Cros Drive – waiting restrictions (single yellow lines) operational Monday to Friday between 3pm – 4pm,
6. Buckingham Road between Whitchurch Lane and Buckingham Gardens – various sections of “At any time” waiting restrictions (double yellow lines) on bends and waiting restrictions (single yellow lines) operational Monday to Friday, 2pm – 3pm,
7. Buckingham Gardens – “At any time” waiting restrictions (double yellow lines) on bends and in the turning head,

8. Parr Road between the junction of Garland Road and the eastern turning head – “At any time” waiting restrictions (double yellow lines) on the southern side of the carriageway,

9. Bromefield / Bush Grove / Maychurch Close – “At any time” waiting restrictions (double yellow lines) on bends, junctions, roundabouts and through narrow sections and waiting restrictions (single yellow lines) in remaining locations operational Monday to Friday, 2pm – 3pm,

10. Bramble Close – “At any time” waiting restrictions (double yellow lines) extended along narrow access and waiting restrictions (single yellow lines) in remaining locations operational Monday to Friday, 2pm – 3pm,

(a) Honeypot Lane Shopping parade –

i) waiting restrictions (single yellow lines) operational Monday to Friday, 2pm – 3pm in the front service road,

ii) “At any time” waiting restrictions (double yellow lines) on junctions, bends and through narrow sections at the rear of the parade on Brick Lane,

iii) waiting restrictions (single yellow lines) in remaining locations operational Monday to Friday, 12:00 to 13:00 at the rear of the parade on Brick Lane,

(b) “At any time” waiting restrictions (double yellow lines) in various locations as detailed in appendices C and F at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with the well established rules of the Highway Code,

(c) That the Service Manager - Traffic & Highway Network Management is authorised to take the necessary steps to implement the above recommendations,

(d) Residents and businesses throughout the consultation area are informed of the outcome of the statutory consultation and Portfolio Holder decision,

(e) Any significant issues arising from the final agreed scheme a minimum 6 months after implementation be reported to the panel for consideration of a review.

Reason:

To control parking in the area surrounding Canons Park Station as well as the surrounding roads as detailed in the report. The measures are in direct response to resident 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 Canons Park 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 consultations 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 parking review was commenced because of numerous requests from both residents and businesses raising concerns about increased parking pressures and access issues in the area surrounding Canons Park Station. Many comments received indicated that the problems were associated with an increase in commuter parking and vehicles displaced from local residential developments.
- 2.5 The last review took place over 10 years ago and resulted in various measures to resolve issues at the time, however, comments received suggest parking problems have now spread to adjacent areas.
- 2.6 In July 2011 a stakeholders meeting was held at St Lawrence Parish Church in order to listen to the concerns raised and to define an agreed consultation boundary for any proposals developed.

Public consultation

- 2.7 In December 2011 consultation documents were distributed to 4,863 properties within the agreed consultation area asking residents and businesses if they experience parking problems.
- 2.8 All the responses received were reported to the panel on 8th February 2012 along with a detailed analysis. In locations where the majority of responses indicated support for additional controls the report contained officer recommendations about proposals which could be taken forward to the statutory consultation phase. After careful consideration

the Panel recommended proposals to the Portfolio Holder who agreed that they should progress to the statutory consultation phase.

Buckingham Road Re-consultation

- 2.9 Part of the agreed recommendations by the Panel was to re-consult Buckingham Road properties 1-57. This was due to the residents submitting a petition in the initial public consultation stating that they suffered from parking problems but did not indicate what measures they would support.
- 2.10 In July 2012 a second public consultation was undertaken to clarify the views of these residents to determine whether any measures would be supported and could be progressed to the statutory consultation phase.
- 2.11 A total of 21 responses were received from 63 properties equating to a response rate of 33%. Of the 21 responses received only 9 felt there was a parking problem and would support the introduction of additional measures. This equated to a support level of 43% which does not indicate majority support so no additional proposals are proposed in Buckingham Road.

Statutory consultation

- 2.12 A statutory consultation was undertaken to establish the views of residents on the detailed measures developed by officers and agreed by the Panel and the Portfolio Holder.
- 2.13 Consultation documents were distributed to a total of 1,458 properties on the 25th and 26th July 2012 and formally commenced on the 26th July. The consultation ended on the 16th August 2012. Two different types of consultation documents were delivered depending on the measures proposed in the area.
- 2.14 Safety related measures primarily consist of “at any time” waiting restrictions (double yellow lines) on junctions, bends and narrow sections of carriageway to ensure access for emergency services and improve traffic flow and visibility. They support the well established rules set out in the Highway Code and underline a consistent approach taken throughout the borough. Officers aim progress these measures unless there is a substantial justification to the contrary. A total of 848 of these documents were delivered. A plan showing the extent of the proposals was provided along with a letter explaining the rationale for the proposals. A copy of the consultation document and plans can be found in **Appendix A and C** respectively.
- 2.15 The other type of consultation document relates to amenity related measures where controls are introduced to manage parking pressures in high demand areas. These are focussed on areas where residents and businesses highlighted parking problems in the initial public consultation. These consist of waiting restrictions (both single and double yellow lines), resident permit zones and pay and display bays. In these locations officers seek a majority support for the proposals to be demonstrated in order for a recommendation to be made to

progress any measures to implementation. A total of 610 documents were delivered to these locations. The document consisted of an outline explanation of why the consultation was taking place, a plan, a questionnaire asking if they supported the proposals in their street, a freepost return envelope and equality monitoring form. In addition to this adverts were placed in the Harrow Times, notices were erected on site and details were placed on the Harrow website in order to publicise the consultation. A copy of the consultation document and plans can be found in **Appendix B and C** respectively.

- 2.16 Officers received a steady number of questionnaire responses from throughout the consultation area both online and via the postal service. This provides a good indication that all roads within the consultation area received the documents. Where multiple responses were received from a particular property only one was taken into consideration in the consultation results table, however all comments received were considered.
- 2.17 As a significant proportion of the responses were unexpectedly received in the form of a letter or e-mail, many respondents made multiple comments on different proposals without clearly stating whether they support or object to the measures. In these instances officers have considered the content of the comments and assessed whether they support or object to the measures.

Responses

- 2.18 From the 1,458 properties consulted 256 responses were received by questionnaire, letter or email. In addition, two petitions were received containing a total of 40 qualifying signatures. This represented an overall response rate of 20% and is slightly lower than would normally be expected from a statutory consultation.
- 2.19 In areas where amenity related controls were proposed, 610 consultation documents containing questionnaires were delivered and 195 responses were received which equated to a response rate of 32%.
- 2.20 In areas where safety related measures were proposed 848 documents were delivered and 61 responses including the two petitions were received. This equates to a 12% response rate. As officers look to progress safety measures unless a justifiable reason is provided, the consultation documents asked only for comments.
- 2.21 A tabulated summary of responses for amenity or safety related measures are provided on a road by road basis in **Appendix D**.
- 2.22 Details of all statutory objections along with officer's responses can be found in **Appendix E**.
- 2.23 Councillors from each of the four wards were invited to attend a meeting to discuss the detailed results and the officers recommendations prior to the panel meeting.

- 2.24 Quality assurance checks have been carried out on the responses received and a complete copy is available for members to review in the member's library.

Analysis of Amenity Related Proposals

Bramble Close

- 2.25 The proposals include the extension of existing double yellow lines at the junction with Honeypot Lane and single yellow lines throughout the remainder of the Close operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	1	0	-	3%	100%

- 2.26 As problems have continued to be reported since the consultation and there is likely to be an increase in parking pressures if proposals are approved in adjacent streets, officers recommend that the measures be implemented in Bramble Close.

Brick Lane (rear service road behind Honeypot Lane shopping parade)

- 2.27 It is proposed to introduce double yellow lines on junctions, bends and narrow sections of the carriageway. In the remaining areas single yellow lines operating Monday to Friday, 2pm – 3pm will be introduced.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	2	1	0	1	33%	33%

- 2.28 The comments received indicated support for the double yellow lines however businesses felt that the single yellow lines would be detrimental to their business operations by removing parking in the area for one hour during the day. Having considered all the comments submitted, officers feel that by amending the operational hours for the single yellow line to Monday to Friday, 1pm – 2pm this will allow more flexibility for the businesses and residents to park whilst ensuring long term commuter parking does not take place throughout the day. The revised proposals for Brick Lane are detailed in **Appendix F**.

Bromefield (between the junction of Wemborough Road and Home Mead)

- 2.29 It is proposed to introduce double yellow lines on junctions, bends, narrow sections and the roundabout. In the remaining areas single yellow lines operating Monday to Friday, 2pm – 3pm will be introduced.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	14	12	0	7	54%	46%

- 2.30 Multiple objections were received from residents to the double yellow lines around the roundabout because this would reduce available parking space. Although many accepted parked vehicles obstructed larger vehicles, it was felt that it is primarily commuter parking that causes the problems and residents should not be penalised by having this parking removed. Alternative suggestions were put forward to introduce single yellow lines because they would be more suitable for removing long term parking whilst allowing visitors, weekend and evening parking for those living in the area.
- 2.31 Objections to the single yellow line proposals were also received predominantly from residents living on the south-western boundary of the proposals. The objections were due to either residents feeling the controls were not necessary (as they did not suffer from external parking) or through concerns that vehicles would be displaced to locations outside the controlled area. Other comments received raised concerns over parents parking in dangerous locations when dropping off and collecting their children.
- 2.32 Having considered the objections and comments submitted from residents regarding double yellow lines on the roundabout officers are of the view that serious obstruction is caused to larger vehicles irrespective of the vehicle ownership. The evidence on site shows that vehicles frequently mount the kerbs and grassed area to pass obstructive parking resulting in additional highway maintenance work required to repair the roundabout at the Council's expense.
- 2.33 Officers contacted the local Fire Station Manager for his views on the proposals around the roundabout and received the following response.
- “Proposals will enhance our access as there is heavy parking throughout the area which significantly restricts access for Fire Appliances particularly around the roundabout itself.”*
- 2.34 Given the clear requirement for the carriageway to be kept clear of all vehicles in this location officers recommend that all double yellow lines are implemented as proposed.
- 2.35 Objections relating to the single yellow lines were predominantly received from properties between Bush Grove and Home Mead. Given these proposals are for the amenity of the residents and there was no majority support in this area officers recommend that the single yellow line proposals are cut back to the junction of Bush Grove as detailed in **Appendix F**.

Buckingham Gardens

- 2.36 It is proposed to introduce double yellow lines at junctions, bends and the turning head. In the remaining areas single yellow lines operating Monday to Friday, 2pm – 3pm will be introduced.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	20	7	0	20	64%	26%

2.37 The initial questionnaire responses received indicated support for the proposals however after a letter was distributed to all residents by an unknown source opinions appear to have subsequently changed. Many of these letters were signed by the residents and sent in formally objecting to the single yellow line proposals. It should be noted a number received came from properties who had already returned the questionnaire supporting the measures. The objections stated

“In an effort to discourage commuter parking we, as residents, are also denied the opportunity to use our road space. The proposed scheme will detract from the enjoyment of our property, taking away our current right to all-day parking in the vicinity”

2.38 The comments received also highlighted concerns about vehicles parking opposite each other blocking access. A suggestion put forward was to introduce double yellow lines down one side of the carriageway preventing parking at any time.

2.39 Due to the lack of support for the amenity related single yellow lines restrictions officers recommend that these are not implemented and that only the proposed double yellow lines on junctions, bends and in the turning head progress to implementation as detailed in **Appendix F**.

Buckingham Road between junctions with Whitchurch Lane and Buckingham Gardens

2.40 It is proposed to introduce a combination of double yellow lines on the bend and single yellow lines operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	5	6	0	5	41%	55%

2.41 Objections were received from residents due to the reduction in parking space resulting from the restrictions. It was stated that without off-street parking residents would not be able to park throughout the day and this would cause displaced parking into adjacent streets.

2.42 Comments from respondents supporting the double yellow lines also highlighted the problems experienced with vehicles in some instances having to mount the footway to pass each other.

2.43 A request was received for resident permit bays or the right to purchase permits for Torbridge Close. However, it should be noted that single yellow lines were proposed by officers as an alternative to resident permit bays because the responses from the previous public consultation indicated less than 15% support for this option.

2.44 Considering the majority support for the proposals and requirement to prevent vehicles from obstructing traffic flows it is recommended that measures be implemented

Bush Grove

- 2.45 It is proposed to introduce double yellow lines at junctions and single yellow lines between the junction with Wemborough Road and 26 Bush Grove operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	7	8	0	0	33%	53%

- 2.46 Objections were received from properties on the periphery of the single yellow lines restrictions raising concerns that they will displace vehicles to park outside their properties. The majority of these responses requested that the proposals be extended to protect the carriageway outside their properties rather than opposing them. Additional comments highlighted concerns over school parents parking on junctions obstructing traffic flow and visibility. One response supported a change in control times to incorporate school collection times.
- 2.47 Given the majority support and comments received regarding dangerous parking at junctions officers recommend that the proposals are implemented. It should be noted that the extent of the single yellow line proposals are based on responses received from the initial public consultation and measures cannot be significantly extended without a further statutory consultation. This can be considered as part of any future review.

Cheyneys Avenue

- 2.48 It is proposed to introduce single yellow lines between the southern property boundaries of 52 and 120 Cheyneys Avenue operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
1	12	15	0	4	37%	56%

- 2.49 The objections received stated that they did not feel that commuter parking was severe enough to warrant the restrictions. Others raised concerns that the restrictions would displace parking to just outside the extent of the proposals.
- 2.50 When analysing the responses received the majority of the objections received originated from the northern section of the proposed extension. Officers therefore recommend that the proposed single yellow line extension is reduced to the southern boundary of 106 Cheyneys Avenue as detailed in **Appendix F**.

Donnefield Avenue

- 2.51 It is proposed to introduce double yellow lines along the full extent of the eastern kerb line and in the turning area. A Permit zone, including 1 disabled bay, will be introduced at the entrance to the park, operating Monday to Saturday, 8am – 6:30pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	3	10	0	4	25%	77%

- 2.52 The proposed measures received strong support from residents living on Donnefield Avenue, predominantly due to the high level of commuter parking both during the week and at the weekend restricting their ability to park.
- 2.53 Objections were received from residents in the Canons Park area in relation to the extent of the control times of the permit zone. This is due to the controls restricting parking for visitors to the park during the week and on Saturdays. Other comments received also raised concerns that by introducing the controls in Donnefield Avenue vehicles will be displaced onto Whitchurch Lane obstructing traffic flow.
- 2.54 Unanimous support was received for the double yellow lines on the eastern side of the carriageway, preventing vehicles obstructing traffic flow and private accesses.
- 2.55 Given the significant majority support from residents officers recommend that the proposed resident permit zone, associated double yellow lines and disabled bay are implemented.
- 2.56 In respect of the concerns about vehicles being displaced onto Whitchurch Avenue it is expected that this area will be reviewed in the very near future. If Barnet Football Club take forward proposals to play their home games at The Hive a subsequent review of the impact on parking in the area would be undertaken and include Whitchurch Avenue.
- 2.57 Consideration was given to reducing the permit zone operating hours so that it did not include Saturday, however, taking account of the recommended measures for Station Parade and surrounding areas it was considered that Donnefield Avenue residents would be adversely affected by this change. This would include problems with local residents from nearby developments parking from Friday evening throughout the weekend as well as weekend commuters using the station. This would leave a very limited number of spaces for either visitors to the park or residents.

Du Cros Drive

- 2.58 It is proposed to introduce single yellow lines from the junction with Marsh Lane and the railway bridge, operating Monday to Friday, 3pm – 4pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
1	10	19	0	2	29%	66%

- 2.59 The main concern of objections raised was the removal of parking for properties with insufficient or no off street parking. Given that Du Cros Drive is currently located on the periphery of the existing Stanmore

CPZ it was explained that there is limited parking opportunities in side streets for both residents and visitors. In addition to this, concerns were raised over vehicle speeds increasing and front gardens being concreted over to provide off street parking having a negative impact on the environment.

- 2.60 Given the majority support for the proposals and the minimal impact on visitors (1 hour restriction) officers recommend that the measures are implemented. If the measures are approved and implemented road safety officers will assess and monitor any speeding concerns raised.

Honeypot Lane Shopping Parade

- 2.61 It is proposed to introduce single yellow lines in the service road fronting Honeypot Lane operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	5	10	0	2	29%	67%

- 2.62 The objections received stated that there is not currently a problem with parking in the parade and the single yellow lines would have a negative impact on both residents and businesses by removing all parking in the area during the 1 hour of operation.
- 2.63 Other comments received supported the proposals stating commuters parking in the parade from early in the morning prevented customers from parking during the day and had a negative impact on their businesses.
- 2.64 Due to the majority support for the proposals and problems highlighted by the businesses officers recommend that the measures are implemented.
- 2.65 It should be noted that due to the objections received changes to the control times on the rear service road, Brick Lane, are recommended to be changed to 12 noon – 1pm. This will provide an alternative location for temporary parking should residents or businesses need to park in the area from 2pm – 3pm. These changes can be seen in **Appendix F**.

Maychurch Close

- 2.66 It is proposed to introduce double yellow lines at the junction and in the turning head. Single yellow lines introduced in remain areas operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	2	5	0	2	47%	71%

- 2.67 The proposal for double yellow lines at the junction with the roundabout received strong support from residents.

- 2.68 Objections were received in relation to both the single yellow lines and the double yellow lines in the turning head. Objectors stated that although the single yellow lines will remove commuters it will also prevent friends and family visiting during the operational hours making the current situation worse. Furthermore, it was stated that double yellow lines are not required in the turning head as emergency service can gain entry to the close.
- 2.69 Due to the majority support demonstrated and improvements in safety officers recommend that the measures are implemented.
- 2.70 The justification for restrictions in the turning head is to allow for vehicles to turn around without having to reverse out of the close on to the roundabout which puts drivers at greater risk of a collision.

Station Parade, Whitchurch Lane

- 2.71 It is proposed to introduce a disabled bay and 19 shared permit holder / pay and display bays operating Monday to Saturday, 8am – 6:30pm on the northern side of the front service road. Single yellow lines are proposed operating Monday to Saturday, 10am – 11am and 2pm – 3pm on the southern side of the service road fronting Whitchurch Lane.
- 2.72 Double yellow lines are proposed on the rear and eastern service road on bends and through narrow sections and a single yellow line through the remainder of the road operating Monday to Friday, 12 noon - 1pm.
- 2.73 No loading restrictions are proposed on the eastern service road operating Monday to Saturday, 8am – 6:30pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
2	4	6	0	2	24%	60%

- 2.74 The objections received opposed the introduction of the shared permit holder / pay and display bays. It is believed either residents with permits will occupy the spaces for prolonged periods or that motorists will not stop to pay taking their custom to other areas where parking is free. Many of the objections received from the shops were due to the single yellow line being operational Monday to Friday and not including Saturday.
- 2.75 Businesses in support of the proposals stated that frequently their customers cannot park and that recent housing developments in the area have increased the problem resulting in reduced turnover and difficulties with receiving deliveries.
- 2.76 Residents highlighted that commuter parking often prevents them parking nearby forcing them to park in adjacent streets both in the evenings and at weekends.
- 2.77 Several responses received from properties opposite the parade on Whitchurch Lane objected due to misunderstanding about the proposals. It was believed that the existing double yellow lines on the northern side of the carriageway opposite the junction with Hitchin

Lane would be downgraded to single yellow lines. This is not the case and no parking “at any time” restrictions will remain in this location.

- 2.78 A number of objections were also received because they desired additional controls to be in place on Saturday.
- 2.79 Having considered all the responses from both businesses and residents it is clear they are experiencing significant problems additional controls are required. As the majority of responses supported the proposals officers recommend that the measures are implemented.

Torbridge Close

- 2.80 It is proposed to introduce a permit zone operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
1	1	1	0	0	7%	50%

- 2.81 The comments received requested a change in the hours of operation from the afternoon to the morning to allow for visitors later in the day. It was also suggested the existing double yellow lines are extended a short distance to cover the full length of the narrow entrance, ensuring improved emergency service access.
- 2.82 Although a low response rate was received officers believe given the proposed measures recommended in adjacent roads there is likely to be an increase in external parking pressures if no measures were introduced in Torbridge Close. Taking account of surrounding measures it would not be possible to change the operational hours because this would result in vehicles migrating from surrounding roads that remain operational in the afternoon.
- 2.83 Officers therefore recommend that the resident permit zone is implemented as advertised with the addition of an extension of the existing double yellow line restrictions at the junction with Buckingham Road. Details of the revised recommended proposals can be seen in **Appendix F**.

Analysis of Safety Related Proposals

Broadcroft Avenue junctions with Ladycroft Walk, Anmersh Grove, Pearswood Gardens, Honeypot Lane and the bend leading onto Lamorna Grove

- 2.84 It is proposed to introduce double yellow lines extending 10 meters into junctions and at bends.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	1	0	-	2%	100%

- 2.85 One response was received supporting the proposals at the bend on Broadcroft Avenue and Lamorna Grove. However, the resident objects to the fact that double yellow lines are not being introduced on the

outside of the bend as well because parked vehicles obstruct both traffic flow and private accesses on the outside of the bend. It was also raised that school traffic frequently sound their horns in the morning to warn vehicles on the bend.

- 2.86 Consideration will be given in the future to introducing double yellow lines on the outside of the bend, however, as they were not advertised in the traffic order they cannot be added at this stage. The proposed measures on the inside of the bend will improve vehicle visibility and help reduce the need for vehicles to sound their horn to warn other motorists. It is recommended that the proposals are implemented.

Cloyster Wood junctions with Longcroft Road, Cornbury Road and Howberry Road

- 2.87 It is proposed to introduce double yellow lines at junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
1	1	1	0	1	12%	33%

- 2.88 One objection was received which referred to the loss of parking space and the fact that they had not experienced any problems in the past.

- 2.89 It is considered that as vehicles parked in these locations are doing so in contravention of the highway code there is not a true reduction in parking capacity. Officers therefore recommend that the proposals are implemented.

Crowshott Avenue junctions with Culver Grove, St Andrews Drive, Bush Grove, Ladycroft Walk, Anmersh Grove and Pearswood Gardens

- 2.90 It is proposed to introduce double yellow lines at junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	1	0	0	-	2%	0%

- 2.91 The one objection received appealed against the extent of the measures as they extended across a private access located directly adjacent to a junction.

- 2.92 The measures are proposed on safety grounds. The objector's access falls within the standard 10 metres distance for the restrictions and it is recommended that the proposals are implemented.

Dalston Gardens including junction with Wigton Gardens

- 2.93 It is proposed to introduce double yellow lines on the bend and at junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	-	0%	0%

- 2.94 No consultation responses were received in relation to the proposals. Officers therefore recommend that the proposals are implemented.

Gyles Park including junction with Wemborough Road and Bromefield

2.95 It is proposed to introduce double yellow lines on bends and at junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	4	0	0	3	7%	0%

2.96 Objections to the proposals were received as it was felt that the measures are not required and will reduce parking space in the area. In addition to this one objection whose premises is located on a junction stated friends and family would not be able to park outside their house.

2.97 The measures are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommended that the measures are implemented.

Buckingham Road junctions with Chandos Crescent, Whitchurch Avenue and Merlin Crescent

2.98 It is proposed to introduce double yellow lines around roundabouts and through narrow sections of the roads.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	2	0	0	2	13%	0%

2.99 The objections received highlighted that the restrictions outside the local businesses, fronting the roundabouts, were unnecessary and would have a negative impact on them by reducing the availability of close customer parking.

2.100 Having reviewed the restrictions directly fronting the businesses officers believe that the double yellow lines can be reduced to provide additional parking whilst maintaining sufficient space to allow access and visibility to oncoming traffic.

2.101 Officers therefore recommend that the restrictions in front of 138 Merlin Crescent are reduced as detailed in **Appendix F** and that all other restrictions are implemented.

Homemead

2.102 It is proposed to introduce double yellow lines around the island and at the junction with Bromefield.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	3	6	0	0	41%	67%

2.103 The majority of responses received supported the measures, however, the objections received indicated that the restrictions around the island were unnecessary and the reduced parking space will create problems for residents.

- 2.104 Due to the majority support for the measures and the need for these measures to ensure emergency services access officers recommend that the measures are implemented.

Honeypot Lane junctions with Wigton Gardens and Dalston Gardens

- 2.105 It is proposed to introduce double yellow lines around the island and at the junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	-	0%	0%

- 2.106 No consultation responses were received in relation to the proposals. Officers therefore recommend that the proposals are implemented.

Howberry Road including junctions with Watersfield Way, Cloyster Wood and Howberry Close

- 2.107 It is proposed to introduce double yellow lines between the junctions with Du Cros Drive and Peters Close and double yellow lines at junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	1	5	0	-	13%	83%

- 2.108 The majority of responses received supported the proposed double yellow lines on the junctions, however, one objection was received that opposed the double yellow lines approaching the junction with Du Cros Drive because it will remove parking space and create problems for the elderly and visitors.

- 2.109 The measures at the junctions are proposed on safety grounds and current parking occurs in contravention of the Highway Code. The measures on the narrow section of carriageway approaching Du Cros Drive are proposed to prevent vehicles from obstructing traffic and causing congestion at the junction. Officers therefore recommend that the proposals are implemented.

Cheyneys Avenue

- 2.110 It is proposed to introduce double yellow lines on inside of the bend adjacent to 117 Cheyneys Avenue.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	1	0	0	0	8%	0%

- 2.111 The one response received did not support the proposals stating the proposals were unnecessary and a fund raising exercise for the council.

- 2.112 The measures at the junctions are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Merlin Crescent including junctions with St Brides Avenue, St Davids Drive and Newgale Gardens

2.113 It is proposed to introduce double yellow lines on junctions and bends.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	2	0	0	2	4%	0%

2.114 The objections received raised concerns over displaced parking opposite the junctions that could obstruct traffic flow. One objection indicated that they would like friends and family to be able to park outside their property and feel the proposals will devalue their property.

2.115 The measures at the junctions are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Milford Gardens

2.116 It is proposed to introduce double yellow lines on the bend adjacent to 36 Milford Gardens.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	0	0%	0%

2.117 No consultation responses were received in relation to the proposals. Officers therefore recommend that the proposals are implemented.

Newgale Gardens

2.118 It is proposed to introduce double yellow lines through the narrow access and in the turning head.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
1	0	0	8	-	90%	0%

2.119 One statutory objection was received along with a petition objecting to the proposals. The objectors believe that they are not required, that there has never been a problem, it is inconceivable that anyone would park obstructing the access and that road markings will negatively impact on the character of the close and the value of properties.

2.120 The measures are proposed to ensure that vehicles, particularly emergency services vehicles, can access the close and have enough space to turn around thereby avoiding the need to reverse out of the close on to Merlin Crescent. Officers contacted the local Fire Station Manager for his views on the proposals in Newgale Gardens and received the following response.

"I would agree with the proposals but would suggest relaxing the need for yellow lines in the turnaround area as there is ample off road parking for the residents."

- 2.121 Taking account of the comments from the Fire Service officers recommend measures for the access to the close are implemented as advertised but that the proposed double yellow lines in the turning head are removed as detailed in **Appendix F**.

Parr Road

- 2.122 It is proposed to introduce double yellow lines on the southern side of the carriageway outside 1-8 Honeypot Business Centre.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	0	0%	0%

- 2.123 No consultation responses were received in relation to the proposals. Officers recommend that the measures are implemented.

St Andrews Drive including junctions with Coledale Drive and Crowshott Avenue

- 2.124 It is proposed to introduce double yellow lines on bends and junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	0	0%	0%

- 2.125 No consultation responses were received in relation to the proposals. Officers recommend that the proposals are implemented.

Stratton Close

- 2.126 It is proposed to introduce double yellow lines on bends and junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	1	0	0	1	1%	0%

- 2.127 A number of objections were submitted by the Stratton Close Property Residents Association who felt that the measures are unnecessary. It was stated that Stratton Close is a quiet residential cul-de-sac which regularly receives large HGV deliveries without access issues. Furthermore, it is believed there is no safety benefit and the measures would contribute to additional parking pressure in the area.

- 2.128 Having reviewed the measures officers suggest that the double yellow lines on the southern side of Stratton Close at the junction with Whitchurch Gardens are reduced to allow for an additional parking space. The proposed amendments can be seen in **Appendix F**. All other measures are recommended to progress to implementation as advertised.

Talman Grove

- 2.129 It is proposed to introduce double yellow lines on bend and junction.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
2	4	5	0	1	79%	45%

2.130 The objections received raised concerns over the reduced parking space and the impact on friends and family visiting them. It was also claimed that it may affect community spirit locally.

2.131 The measures are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Watersfield Way including junctions with Longcroft Road, Cornbury Road, Howberry Road

2.132 It is proposed to introduce double yellow lines on junctions and roundabout.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	0	0%	0%

2.133 No consultation responses were received in relation to the proposals. Officers recommend that the measures are implemented.

Whitchurch Avenue

2.134 It is proposed to introduce double yellow lines on junctions.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	0	0	0	0	0%	0%

2.135 No consultation responses were received in relation to the proposals. Officers recommend that the measures are implemented.

Whitchurch Gardens including Whitchurch Close and Woodstead Close

2.136 It is proposed to introduce double yellow lines on junctions, bends and on narrow sections of carriageway.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	5	0	32	4	58%	0%

2.137 The objections received oppose the measures because they are unnecessary and there is no history of any problems regarding access or visibility. The proposals would reduce parking space in the area creating problems for mobility impaired residents and visiting friends and family.

2.138 Having reviewed all the measures again officers recommend that the proposed double yellow lines at the bends adjacent to properties 85 and 98 on Whitchurch Gardens are not introduced because of the unusual kerb alignment which allows vehicles to park in these locations

without significantly affecting visibility or access. The proposed amendments can be seen in **Appendix F**. All other measures are recommended to progress to implementation as advertised.

Whitchurch Lane including junctions with St Lawrence Close, Whitchurch Avenue, Whitchurch Gardens, Winton Gardens and Buckingham Road

- 2.139 It is proposed to introduce double yellow lines on junctions and to protect the pedestrian island outside 168 Whitchurch Lane.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
2	7	3	0	3	7%	25%

- 2.140 The objections received oppose the measures protecting the island outside 168 Whitchurch Lane because they are considered unnecessary and excessive in length. Objections were also received in relation to the double yellow lines at the junction with Buckingham Road with local businesses also believing that they are excessive and unnecessary.

- 2.141 It should also be noted that comments were received from properties on Whitchurch Lane raising concerns over the potential for displaced parking as a consequence of the proposed measures for Station Parade and Donnefield Avenue if these are taken forward (see the sections in the report for these roads).

- 2.142 Having reviewed the proposed measures officers recommend that the double yellow lines protecting the island outside 168 Whitchurch Lane and at the junction with Buckingham Road are reduced. The proposed amendments can be seen in **Appendix F**. All other measures are recommended to progress to implementation as advertised.

Wychwood Avenue including junction with Wildcroft Gardens

- 2.143 It is proposed to introduce double yellow lines on the junction, bends and in narrow carriageway locations around islands.

Support Proposals?				Statutory Objections	Response Rate	Support Level
No opinion	No	Yes	Petitioners			
0	6	1	0	3	22%	14%

- 2.144 The objections received oppose the double yellow lines because they are considered unnecessary and there is minimal impact from commuters or parking for Wembley events. Concerns were also raised over displaced parking should further yellow lines on the Howberry Estate be implemented and the impact of pay and display bays on Station Parade businesses.

- 2.145 Two requests were received from the southern arm of Wychwood Avenue for the single yellow lines to be extended to protect them. Officers note the concerns in this area over displaced parking from the proposed single yellow line extension however responses from the initial public consultation indicated this view is not supported by the

majority of residents and was therefore not taken forward to the statutory consultation.

- 2.146 The measures are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Post implementation review

- 2.147 As agreed at the February 2012 panel meeting automatic reviews on any new measures implemented are now no longer undertaken due to the limited resources available. Once the scheme is introduced and a period of time has elapsed to allow an operational assessment officers will report to the panel any areas where problems or concerns have resulted from the implementation of the agreed measures. The panel can then consider whether they support a review or remedial action.

Financial Implications

- 2.148 This scheme is part of the Parking Management programme and there is a Harrow Capital allocation of £300k for this programme in 2012/13. A sub allocation of £40k for the implementation of the Canons Park area CPZ was recommended by TARSAP in February 2012 and subsequently approved by the Portfolio Holder.
- 2.149 There is also £40,000 from developer contributions (s106 agreement) funding being provided from the development of the old government offices off Honeypot Lane (known as Fountain Park). This will be available on the completion of the 250th unit on the site. The monies have not been received yet and the planning department are currently liaising with the developer and anticipate the funds will be received shortly.
- 2.150 The original intention was that both sources of funding would support the implementation of the scheme, however, the final recommended scheme is now smaller and more localised than initially anticipated and the costs can be fully accommodated within the Harrow capital funding allocation.
- 2.151 When the s106 funding is received it will be used on parking measures within 400 metres of the development site. Therefore should any reviews of the scheme be requested following implementation then these funds could support that work.

Risk Management Implications

- 2.152 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.153 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway and this would include all aspects of the proposals included in this report.

Equalities implications

- 2.154 Was an Equality Impact Assessment carried out? Yes
- 2.155 A review of equality issues was undertaken and 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
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

- 2.156 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. These responses are broadly comparable alongside the data taken from the most recent census.

Corporate Priorities

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

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	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. Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents. Resident permit zones remove street clutter signing improving the environment and access on footways.
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 generally helps 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 changes to parking pay and display facilities will support local businesses to serve more customers.

2.158 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport LIP.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 13/11/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 14/11/12		

Section 4 - Contact Details and Background Papers

Contact: Elliott Hill - Project Engineer Parking and Sustainable Transport
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Background Papers:

Previous TARSAP reports
Consultation responses