

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

Date of Meeting: 6 February 2013

Subject: Hatch End Area Parking Review
and Public Consultations

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

Enclosures: **Appendix A**
Public consultation leaflet /
questionnaire - residential roads

Appendix B
Statutory consultation letter
Grimsdyke Car Park / Uxbridge Road

Appendix C
Responses summary for public
consultation - residential roads

Appendix D
Statutory consultation objections
summary and officers comments

Section 1 – Summary and Recommendations

This report provides details of the public and statutory consultation exercises carried out in November / December 2012 regarding the introduction of parking controls in various residential roads in Hatch End and the introduction of parking charges for Grimsdyke Car Park and on Uxbridge Road near the station. The report seeks the Panel's recommendation to implement the parking charges and undertake further statutory consultation in the residential roads.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety the following:

(a) That a CPZ operating Mon – Sat, 10am – 11am and 3 – 4pm be introduced in the following roads and taken forward to a statutory consultation:

- Anselm Road
- Devonshire Road (including Avon Mews)
- Dove Park
- The Avenue - from the junction of Uxbridge Road to the junction of Royston Grove
- Westfield Park Area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens)

(b) That the objections raised during the statutory consultation be overruled and the measures in the following locations be implemented:

- Grimsdyke Car Park to become pay & display (20p/hour) operating Mon-Sat, 8am - 6.30pm,
- Uxbridge Road parking bays (near the Station) to become pay & display (10p/20 mins, £4 over 6 hours) Mon-Sat, 8am – 6.30pm.

Reason for Recommendation:

To control parking in the Hatch End area as detailed in the report. The measures are in direct response to resident requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

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 summarises the results and outcomes of two consultations in the Hatch End Area
- A public consultation exercise for possible parking controls in residential roads carried out in December 2012 following parking concerns and issues raised by Hatch End local residents and businesses.
 - A statutory consultation exercise for the introduction of Pay & Display parking bays in the Grlmsdyke car park the conversion of existing parking bays in Uxbridge Road by the train station into Pay & Display bays (currently free bays).

Options considered

- 2.2 The public consultation proposals were developed having taken account of previous consultations, stakeholder meetings and TARSAP meetings involving local residents, businesses, councillors and the Panel. The options available to local people in the consultations were to support or object to the proposals developed by the Council.
- 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 A parking review was carried out in Hatch End because of numerous requests from residents and businesses raising concerns about increased parking pressures and access issues in the surrounding area of Hatch End. Many comments received indicated that the problems were associated with an increase in commuter parking from the nearby Railway Station and from local shops and businesses.
- 2.5 The last public consultation on a parking scheme in Hatch End was undertaken in July 2012 and concerned the introduction of Pay and Display bays in The Broadway (service road), Uxbridge Road (near the station) and Grlmsdyke car park. It did not include any surrounding residential areas. After consideration by the panel it was decided that parking charges would not be introduced in the service road due to opposition by local businesses, however, a separate statutory consultation to introduce parking charges in the other areas was agreed.
- 2.6 One of the things that residents highlighted from the previous consultation and in petitions reported to TARSAP was that they consider parking in their roads to be already a problem. The panel therefore agreed that a public consultation should be undertaken to establish what support there was to introduce a CPZ in residential roads.

2.7 The TARSAP meeting on 21 June 2012 therefore recommended to the portfolio holder to:

- Carry out a statutory consultation on the introduction of Pay & Display bays in the Grimsdyke car park at 20p per hour, Monday to Saturday, 8am to 6:30pm and the conversion of existing parking bays in Uxbridge Road by the train station into Pay & Display bays, 10p per 20 min, £ 4.00 after 6 hours, Monday to Saturday, 8am to 6:30pm:
- Carry out a public consultation in the surrounding residential areas

Consultation

2.8 In December 2012 public consultation documents were distributed to a total of 1,657 properties within the agreed consultation area, covering most of the streets in Hatch End, asking residents and businesses if they experience parking problems and if they would indicate support from a range of different parking measures suggested. The consultation ended on the 21st December 2012.

2.9 In the public consultation residents and businesses were asked a number of questions. They were asked to consider if they would support a Mon – Fri or a Mon – Sat controlled parking zone scheme and also asked to give their views as to whether they supported a one hour morning restriction (10am-11am) or if they supported a one hour morning and one hour afternoon restriction (10am – 11am and 3pm – 4pm). They were asked if they disagreed with the introduction of parking control measures and also if they would they change their minds if a neighbouring road decided to adopt a CPZ. The final question asked if residents prefer the parking arrangements to remain as they are.

2.10 A copy of the consultation document and questionnaire can be seen in **Appendix A**. All responses from the consultation have been compiled on a road by road basis and are summarised in **Appendix C**.

2.11 A statutory consultation on the measures previously recommended by TARSAP was undertaken and the relevant traffic regulation order advertised on the 26th November 2012. Local residents and businesses were sent a letter on the 19th November 2012 advising them of this outcome and invited them to submit their comments or objections to the proposals in writing. The consultation ended on the 12th December 2012. The consultation area covered 1,351 properties; however, it is worth noting that representations and objections to a statutory consultation are not restricted to this area.

2.12 A copy of the consultation letter can be seen in **Appendix B**. Details of all the statutory objections to the proposals in an anonymous format have been compiled in **Appendix D**.

Statutory consultation results

- 2.13 Within the consultation period, officers received a total of 41 statutory objections. Each statutory objection received in writing was acknowledged with a letter or email.
- 2.14 Some respondents made multiple comments on different proposals without clearly stating whether they support or object to the measures and in these instances officers have considered the content of the comments and assessed whether they support or object to the measures. Where multiple responses were received from a property, all comments were considered.
- 2.15 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. A tabulated summary of the objections can be found in **Appendix D** on a road by road basis.
- 2.16 As a proportion of the 1,351 properties consulted the 41 statutory objections received only represented 3% of local people that expressed opposition to the introduction of pay and display parking in Grimsdyke car park and on Uxbridge Road near the Station. This proportion of objections is lower than normally expected from a statutory consultation on this type of proposal.
- 2.17 Most of the objections received were from within the consultation area with only 3 being received from outside this area. A total of 26 roads were included in the consultation area, however, statutory objections were only received from the 6 roads shown below:
- Colburn Avenue
 - Dove Park
 - Grimsdyke Road
 - Hillview Road
 - Park View
 - Uxbridge Road
- 2.18 An analysis of the detailed responses and objections indicated that the main concerns and comments made were the introduction of charges and the following effects:
- The impact of parking displacement on residential roads, mainly by residents concerned about residential parking,
 - The impact on local traders and businesses, particularly parking for customers and staff.
- 2.19 The most frequently raised concerns regarding the statutory consultation were from residents from Dove Park, Hillview Road, Park View and Uxbridge Road that were worried about parking displacement from the introduction of pay and display parking. Some of these residents had also expressed concern that there was an ongoing commuter parking problem in their roads would like to see a holistic approach applied to the Hatch End area when proposing parking control measures. The displacement effects can be mitigated by the introduction of a controlled

parking zone in residential streets and a separate consultation has been undertaken to establish if there is any support for this which is detailed elsewhere in this report.

- 2.20 Concerns were raised that there will be an increased risk of some parking displacement taking place from the car park to The Broadway (service road), however, as this area is already subject to a large proportion of long stay parking the impact is unlikely to be that significant in terms of short stay parking access. The previous public consultation exercise carried out in July 2012 has already established that there is little support for controls in the service road.
- 2.21 With reference to a local nursery with an entrance located inside the Grlmsdyke car park, existing arrangements are already in place to facilitate dropping off / picking up of children. It is expected that these arrangements will not be affected by the introduction of parking charges and no statutory objections were received by the Nursery during the consultation.
- 2.22 Some comments suggested allowing a free period of parking or maintaining free parking. It has been reported to the panel previously that council operated car parks and controlled parking zones should be self-financing so that the income derived is used to maintain car parks. At present Grlmsdyke car park is one of only two areas with free public car parks remaining in the borough whilst the remainder already have charges in operation. This means that the cost of running and maintaining the car park in Hatch end is borne by users of parking facilities located elsewhere in the borough which is unfair.
- 2.23 The council's parking policy is to charge for parking and the current administration has approved a charging framework which would regroup all existing charges into four charging tiers relative to its economic status, residential density and distance from commercial centre. The charges in Hatch End would be in the lowest charging tier as a local centre which only equates to 20p/hour as advertised during the statutory consultation.
- 2.24 It is therefore recommended that the pay and display parking proposals be implemented and the objections overruled for the following reasons:
- the overall level of objections is relatively low,
 - the proposed charges accord with council policy and will help to ensure that there is sufficient funding to adequately maintain the car park,
 - the effect of the scheme will be to significantly improve access to short stay parking for the shopping centre which will help businesses' customers and mobility impaired people,
 - the effect of the scheme will be to deter long stay commuter parking,
 - In conjunction with a controlled parking zone the impact of displaced parking on residents will be mitigated.

Public consultation results

- 2.25 From the 1,657 properties consulted 319 responses were received by returning the questionnaire. This represented a response rate of 19% which is slightly lower than would be expected from a Public Consultation. This may be explained by the fact

that the consultation covered a wide area of Hatch End but only a few streets have more severe problems with parking and respondents tended to be situated in these areas.

- 2.26 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. A complete summary of responses from the public consultation are shown on a road by road basis in **Appendix C**.
- 2.27 In addition to the responses, a petition was received from residents of Dove Park containing a total of 50 signatures which expressed support for a controlled parking zone operating 1 hour in the morning and 1 hour in the afternoon.
- 2.28 From the consultation area that included 34 roads it can be seen from the summary table in **Appendix C** that the majority of residents did not express any concerns about parking or support the implementation of controlled parking measures. However, it can be seen that there were several roads located in and around the vicinity of the station that are clearly affected by commuter parking and residents of these roads did support the introduction of some parking control measures. These roads are listed below:

- Anselm Road
- Devonshire Road
- Dove Park
- The Avenue

Anselm Road

	Yes	No	No opinion
CPZ - 1 hr am	4	2	0
CPZ - 1hr am & pm	2	4	0
CPZ - Mon - Fri	1	4	0
CPZ - Mon - Sat	7	2	0

- 2.29 In Anselm Road 66% of residents supported a 1 hour controlled parking zone in the morning, 77% of residents also supported a Mon – Sat controlled parking zone.

Devonshire Road (including Avon Mews)

	Yes	No	No opinion
CPZ - 1 hr am	5	4	0
CPZ - 1hr am & pm	2	4	2
CPZ - Mon - Fri	0	7	0
CPZ - Mon - Sat	3	6	0

- 2.30 In Devonshire Road 56% of residents supported a 1 hour controlled parking zone in the morning, however, no clear support was shown for any of the suggested operational hours.

Dove Park

	Yes	No	No opinion
CPZ - 1 hr am	8	11	1
CPZ - 1hr am & pm	13	9	1
CPZ - Mon - Fri	9	8	0
CPZ - Mon - Sat	7	11	1

- 2.31 In Dove Park 87% of residents supported a 1 hour controlled parking zone in the morning and afternoon and 84% of residents also supported a Mon – Fri controlled parking zone. Residents of Dove were particularly concerned with the existing level of commuter parking found in their road.

The Avenue

	Yes	No	No opinion
CPZ - 1 hr am	11	11	1
CPZ - 1hr am & pm	10	13	0
CPZ - Mon - Fri	8	14	0
CPZ - Mon - Sat	2	15	1

- 2.32 In The Avenue 50% of residents supported a 1 hour controlled parking zone in the morning, however, no clear support was shown for any of the suggested operational hours. Whilst the support was 50/50 a more detailed analysis has shown that there is a strong level of support at the southern end of the road between Uxbridge Road and Royston Grove and that only this section would be included in a CPZ.

Proposed CPZ

- 2.33 It can be seen that of the streets indicating support for measures 2 out of 3 streets showed support for a morning only restriction. Dove Park was the only street which wanted both morning and afternoon restrictions and this was backed up by a petition showing support for this. In respect of the operational hours there was no clear indication for a particular option overall.
- 2.34 Both The Avenue and Dove Park could form a part of a logical zone focussed around the station whilst Devonshire Road is isolated. There is, however, a strong possibility that the streets in the Westfield Park area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens) would be exposed to parking displacement if a CPZ were taken forward only in Dove Park and The Avenue as these streets are the closest to the station and do already experience some commuter parking. It would be advisable to include these streets within the statutory consultation so that residents in this area have a final opportunity to consider this potential impact. Should the outcome remain the same then the streets would be excluded.
- 2.35 It is clear that there is support for measures in some roads and that the principle issue is commuter parking close to the station. It is necessary to introduce a CPZ that has consistent operating times in these streets, as is common practice

throughout the borough, and so it is necessary to put forward a proposal for statutory consultation that covers the range of options indicated by residents so that there is scope to make final amendments.

- 2.36 A further opportunity exists to amend the proposals when the statutory consultation results are considered. Any elements of the proposals which are not supported could then be amended by reducing the extent of restrictions (e.g. less days or less hours) or removing streets. On that basis it is suggested that a statutory consultation in Anselm Road, Devonshire Road (including Avon Mews), Dove Park the Westfield Park area and The Avenue operating Mon - Sat, 10am – 11am and 3pm – 4pm is taken forward.

Conclusion

- 2.37 In summary the pay and display measures in the car park and on Uxbridge Road should proceed to implementation and the CPZ in residential streets (with support) should progress to statutory consultation. The results of the statutory consultation should be reported to a future panel meeting for further consideration.

Legal implications

- 2.38 This report is recommending that the pay and display proposals already subject to statutory consultation be implemented and that the CPZ proposals go forward to statutory consultation. Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.39 This scheme is part of the Parking Management programme. There is a Harrow capital allocation for this programme of £300k in 2012/13. A sub allocation of 70k for the Hatch End CPZ was recommended by TARSAP in February 2012 and subsequently approved by the Portfolio Holder. This allocation assumed the scheme would be implemented in 2012/13 but that is now not possible and some of these funds will be used on other parking management schemes in year.
- 2.40 Implementation of the Hatch End pay and display and residential parking controls will take place in 2013/14, subject to approval. The parking management programme for 2013/14 is the subject of a separate report to this panel and is also subject to confirmation of the capital programme by Cabinet on 14th February 2013. An allocation of £ 50k has been made in the 2013/14 programme to complete these works.

Risk Management Implications

- 2.41 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.42 There is an operational risk register for transportation projects, which covers all 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

- 2.43 Was an Equality Impact Assessment carried out? Yes.
- 2.44 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.

- 2.45 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

- 2.46 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.

2.47 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: 15/01/13		
Name: Stephen Dorrian	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/01/13		

Section 4 - Contact Details and Background Papers

Contact: Alistair Macadam - Project Engineer - Parking and Sustainable Transport
020 8424 1988

Background Papers:

Previous TARSAP reports
Consultation responses