

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

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**Date of Meeting:** 6 February 2013

**Subject:** Rosslyn Crescent and Frognal Avenue  
Parking Review - Public 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

**Enclosures:**

**Appendix A**  
Rosslyn Crescent - Public Consultation  
Document

**Appendix B**  
Consultation responses listed by road  
and questions

## **Section 1 – Summary and Recommendations**

This report details the results of the public consultation carried out in CPZ zone P in November 2012 (Rosslyn Crescent, Frognal Avenue and Station Road) to consider extending the hours of operation and other proposals to amend parking controls. The report asks the Panel to recommend a number changes to the scheme to the Portfolio Holder for Environment and Community Safety and to proceed with statutory consultation.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the following roads and measures be considered for statutory consultation. That:

- (a) the proposed extension of the control hours of the existing Controlled Parking Zone (CPZ) P are **not** implemented;
- (b) the proposed “at any time” waiting restrictions (double yellow lines) be implemented on junctions, corners and bends as shown in the public consultation document;
- (c) the proposed loading restrictions be implemented on junctions, corners and bends as shown in the public consultation document;
- (d) the proposed extension of the shared use parking bay in Rosslyn Crescent be implemented as shown in the public consultation document;
- (e) the proposed loading bay in Rosslyn Crescent be implemented as shown in the public consultation document;
- (f) a loading bay be installed outside 31 to 37 Rosslyn Crescent as requested by a local businesses.

### **Reason: (For recommendation)**

To regulate parking in the Rosslyn Crescent and Frognal Avenue area as detailed in the report. The measures are in direct response to residents and businesses 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 sets out how parking issues raised in the Rosslyn Crescent / Frognal Avenue area are being addressed in order to support local residents and businesses concerns about parking.

### **Options considered**

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses at the time of a planning application for the Harrow Central Mosque up to the public consultation. The options available to local people were to support or object to the proposed scheme 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 The Harrow Central Mosque has been rebuilt over recent years and now occupies a significant location within the existing CPZ area compared to its original use of the site in a smaller building. As a result of this the building now attracts a significant number of worshippers that visit the premises.
- 2.5 Due to the parking activities associated with the larger Mosque there is an increased level of parking for events and services and the council has received correspondence from local residents requesting an extension of the control hours of the existing zone. The current operational hours are Monday to Sunday, 8.30am to 8.30pm.
- 2.6 The planning process required the developer to enter into a Section 106 (s106) agreement and to provide a funding contribution to make changes to parking controls in order to mitigate the impact of the development. This provided £15k to carry out consultation and implement appropriate changes to the parking controls on site. The s106 agreement specifically states that the monies are to be used in Rosslyn Crescent and Frognal Avenue.

### **Public consultation**

- 2.7 The public consultation to review CPZ zone P took place during November 2012. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public website and public consultation documents were hand delivered to 492 properties within the consultation area.

- 2.8 It should be noted that in Rosslyn Crescent, Frogna Avenue and the section of Station Road within the CPZ zone P area, there are some properties that are permit restricted. This means they are not eligible to apply for resident or visitor permits. These were listed in the consultation document, a copy of which can be found in **Appendix A**.
- 2.9 All the responses received were analysed and where the majority of responses indicated support for the proposed measures these are recommended to be taken forward to the statutory consultation phase.
- 2.10 Where measures that may not necessarily be supported by the residents have greater benefits to the local community on safety and public amenity grounds then these have been recommended to proceed.

### **Responses**

- 2.11 Of the 492 properties consulted 44 responses were received by questionnaire, letter or email. This represented an overall response rate of 8.9% and is slightly lower than would normally be expected from a public consultation.
- 2.12 In addition, a petition was received from the Mosque containing a total of 87 signatures from the immediate area and some from outside the consultation area. This petition was titled “Petition against even more punitive parking restrictions” and is included in a separate report to this panel meeting.
- 2.13 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**.
- 2.14 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 results**

#### Support for extension of control hours for existing CPZ

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
1	30	10	8.3%	24%

- 2.15 An analysis of responses to the question regarding the extension of the operational hours was clearly not supported. Although there was correspondence from the residents requesting this to be considered the results show that a majority of respondents do not want the extension of the control hours of the CPZ to be extended to 24 hours a day. It is therefore recommended that the hours of control remain as there are currently (Monday to Sunday, 8.30am to 8.30pm).

### Introduction of double yellow lines at junctions and bends

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
3	19	22	8.9%	50%

- 2.16 The results show that there is a majority of respondents who support the introduction of double yellow lines at the junctions and bends.
- 2.17 Some respondents were concerned about the current parking activities of some motorists particularly when they parked too close to the junctions which were a danger and caused congestion.
- 2.18 As this result supports the proposals, which also accord with the rules of the Highway Code, it is recommended that the double yellow lines be installed as advertised.

### Introduction of loading restrictions on some junctions and bends

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
2	20	17	7.9%	43.9%

- 2.19 The results show that a majority of respondents do not support the introduction of loading restrictions as advertised.
- 2.20 As mentioned in 2.16 above, there were concerns raised about the parking activities of some motorists parking on the double yellow lines. From observations a lot of these motorists were using disabled blue badges. These motorists do have a national exemption that allows them to park on single or double yellow lines for up to 3 hours providing there are no loading restrictions in place or they are not causing an obstruction of the highway or are parked in a dangerous location.
- 2.21 This can also cause problems for pedestrians, disabled persons or wheelchair bound people crossing point from one footpath to another are blocked, particularly at road junctions.
- 2.22 Because vehicles that park in this manner cause an obstruction, it is recommended that the proposed loading restrictions are installed as advertised despite the results of the consultation. This will ensure that emergency and public service vehicle access is maintained at all times and ensures compliance with the rules of the Highway Code.

### Extension of shared use parking bay in Rosslyn Crescent

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
8	17	18	8.7%	41.8%

- 2.23 It is proposed to install an additional parking bay in front of the old Magistrates Court building which would operate as a combined permit holder and Pay & Display parking bay to match the adjoining bays. This will provide additional parking space in the road during the CPZ control times.
- 2.24 The results show that a majority of respondents do support the introduction of the additional bay. It is therefore recommended that the additional shared use bay be installed as advertised.
- 2.25 In addition to this bay it is also proposed to rationalise the existing hours of operation of all the existing Pay & Display (P&D) times in all the shared use parking bays in Rosslyn Crescent and make them the same as the operational times of the existing CPZ. This will make it less confusing as to when they are operational.

### Introduction of a loading bay in Rosslyn Crescent near Station Road

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
5	16	20	8.3%	48.7%

- 2.26 It is proposed to install a loading bay in the northern arm of Rosslyn Crescent near Station Road adjacent to the Costcutter supermarket. This will assist the supermarket by providing a dedicated loading area that should be clear of illegally parked vehicles on the double yellow lines or blue badge holders that cause obstruction.
- 2.27 During the consultation another business in Rosslyn Crescent outside the works building on the northern bend also requested that a loading bay be installed because they currently do not have any off street loading or unloading area. This would require the existing permit parking bay in Rosslyn Crescent to be converted into a loading bay during the operational times of the CPZ. Outside of these times it would be available for residential parking and visitors.

### **Legal implications**

- 2.28 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Subject to statutory consultation requirements, which the council needs to comply 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

- 2.29 As part of the planning conditions for the building of the Harrow Central Mosque a legal agreement was put in place between the Council and the developer. This required a contribution from the developer to fund improvements to the parking controls to mitigate the impact of the development.
- 2.30 A contribution of £15k was agreed and is set out within the legal agreement. The monies from the developer have subsequently been received by the council and have enabled this scheme to be taken forward. The funding will be sufficient to cover the necessary public / statutory consultation and implementation of any measures.

## Risk Management Implications

- 2.31 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.32 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

- 2.33 Was an Equality Impact Assessment carried out? Yes.
- 2.34 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.

2.35 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

2.36 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.

2.37 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:** Andrew Leitch - Project Engineer, Parking and Sustainable Transport  
020 8424 1888

#### **Background Papers:**

Petition report within this TARSAP meeting  
Consultation responses