

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

Date of Meeting: 5th June 2013

Subject: Rosslyn Crescent and Frogna Avenue
Parking Review – Statutory
Consultation

Key Decision: No

Responsible Officer: Caroline Bruce - Corporate Director of
Environment and Enterprise

Portfolio Holder: Councillor Asad Omar – Deputy
Leader and 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 & Frogna Avenue
Parking Review - Statutory
Consultation Document

Appendix B
Rosslyn Crescent & Frogna Avenue
Parking Review - Statutory
Consultation Comments

Section 1 – Summary and Recommendations

This report details the results of the statutory consultation carried out during April / May 2013 on proposed changes to the existing Controlled Parking Zone (CPZ) in Rosslyn Crescent, Frogna Avenue and Station Road. The report asks the Panel to recommend to the Portfolio Holder for Environment and Community Safety a number changes to the scheme and to proceed with implementation of the scheme.

Recommendations:

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

- (a) “at any time” waiting restrictions (double yellow lines) in Rosslyn Crescent, Frogna Avenue and Station Road be implemented on junctions, corners and bends as advertised;
- (b) “at any time” loading restrictions in Rosslyn Crescent, Frogna Avenue and Station Road be implemented on junctions, corners and bends as advertised;
- (c) an additional parking bay (one vehicle) be installed in Rosslyn Crescent (opposite 27 Rosslyn Crescent) at the end of the existing shared use parking bay as advertised;
- (d) an “at any time” loading bay be installed in Rosslyn Crescent outside the supermarket and no. 31-37 Rosslyn Crescent as advertised.

Reason: (For recommendation)

To regulate parking in the Rosslyn Crescent and Frogna 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 transport issues are one of the main concerns reported to the Council. This report sets out how parking issues raised in the Rosslyn Crescent / Frogna Avenue 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 the previous public consultation and took into account correspondence and petitions received from local residents and businesses.
- 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.
- 2.4 Although there was not a majority support for the loading restrictions at some junctions and bends it was agreed at TARSAP on 6th February 2013 that due to vehicles parking in an obstructive manner at these locations that loading restrictions be installed. This was to ensure that emergency and public service vehicle access is maintained at all times and ensures compliance with the Highway Code.

Background

- 2.5 The Harrow Central Mosque has been rebuilt over recent years and now occupies a larger building within its location in the existing CPZ compared with its previous use of the site in a smaller building. As a result of this the building now attracts a significant number of worshipers and generates larger volumes of pedestrian and vehicular traffic.
- 2.6 Due to the parking activities associated with the 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.
- 2.7 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 Frogna Avenue.

Statutory consultation

- 2.8 The Statutory Consultation took place during April and May 2013. The documents were hand delivered to all residents and businesses within the existing CPZ and a copy of the consultation document and questionnaire can be seen in **Appendix A**.

- 2.9 The statutory notice of Intent, for the traffic order, was also advertised at the same time. This was advertised in a local newspaper, the London Gazette and on street notices placed at strategic locations within the area. The Notice of Intent was also available to view on the Harrow Council public website.
- 2.10 It should be noted that within the consultation area there is a significant number of flat conversions and maisonettes and not all properties have individual letter boxes. Every effort was made to circulate material to people in the area.

Responses

- 2.11 Of the 492 properties consulted only two responses were received. Both of these responses were formal objections.
- 2.12 A summary of the comments and objections submitted and the Council responses are shown in more detail in **Appendix B**.
- 2.13 Both respondents made objections and opposed the conversion of the single yellow lines to double yellow lines ("at any time"). The objectors are concerned that this will reduce the amount of parking for residents and visitors outside of the CPZ operational times.
- 2.14 It should be noted that these measures were originally proposed because vehicles were parking at these locations, generally on bends and at junctions, potentially causing obstruction to emergency services and compromising road safety. Vehicles parking at these locations are in clear contravention of the Highway Code.
- 2.15 The TARSAP report of 6th February 2013 indicated that this aspect of the proposals was supported by the majority of those that responded to the public consultation.
- 2.16 One respondent claimed to have missed the opportunity to respond to the previous public consultation because of personal circumstances and work load but hopes their concerns are fully addressed within the statutory consultation.
- 2.17 The other respondent also claimed not to have received the previous public consultation. As mentioned in 2.10 above the council cannot ensure delivery of consultation material if the multi occupancy property only has one mail access point. There were responses received from addresses nearby to this respondent however it is noted that none was received from either property at this address. This respondent also objected to not extending the CPZ control times. They were disappointed that this was not going ahead and if they had known about this they would have made sure more residents responded. This part of their objection is not relevant as an extension to the operating times was not agreed by TARSAP on 6th February 2013 and was not included in the statutory consultation.
- 2.18 There was one other response received requesting yellow lines be extended across their driveway. They are experiencing problems with others parking across their driveway particularly on Fridays. All the driveways within the CPZ are currently protected by at least a zone time single yellow line. The details of this comment have been forwarded to the Parking Operations team as they can deal with the enforcement of this infringement.

Legal implications

- 2.19 This report is recommending that the CPZ proposals be taken forward to implementation. Following the 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

- 2.20 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.
- 2.21 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

- 2.22 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.23 There is an operational risk register for highway 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

- 2.24 Was an Equality Impact Assessment carried out? Yes, as part of the previous public consultation.
- 2.25 A review of equality issues was undertaken then and 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.

- 2.26 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously during the previous public consultation. These responses are broadly comparable alongside the data taken from the most recent census.

Corporate Priorities

- 2.27 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.

- 2.28 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 Halai	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/05/13		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/05/13		

Section 4 - Contact Details and Background Papers

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

Background Papers:

TARSAP meeting report 6 February 2013
Consultation responses