

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

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<b>Date of Meeting:</b>	8 October 2013
<b>Subject:</b>	Canons Park Area Parking - Requests for follow up review
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Caroline Bruce - Corporate Director of Environment and Enterprise
<b>Portfolio Holder:</b>	Councillor Susan Hall - Leader of the Council & Portfolio Holder for Community Safety and Enterprise
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A</b> Plan of previous consultation area <b>Appendix B</b> Plan of suggested follow up review area

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

In November 2012 the Panel agreed a follow up review of the Canons Park Area parking scheme. The scheme was implemented in April 2013 and this report gives details about areas where concerns or complaints have been received regarding parking issues and makes recommendations as to which roads should be considered for a follow up review.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Community Safety and Enterprise that:

1. A follow up public consultation be undertaken on proposed changes to parking controls in the following areas shown on the plan in **Appendix B** and as listed below:
2. Bromefield - (from the junction of Bush Grove to the junction of Gyles Park);
3. Buckingham Gardens;
4. Buckingham Road - (from the junction of Buckingham Gardens to the junction of Merlin Crescent);
5. Cheyneys Avenue- northern end beyond current controls;
6. Donnefield Avenue northern end beyond current controls;
7. Honeypot Lane (shopping parade area);
8. Howberry Road - (northern section from Wychwood Avenue to Du Cros Drive);
9. Peters Close;
10. Whitchurch Lane- Donnefield Avenue to Whitchurch Gardens.
11. Any roads in the immediate vicinity of the proposed measures to be included in the public consultation be agreed with Ward Councillors.

### **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 local parking issues in the Canons Park area have been captured in order to deal with local residents and businesses concerns. This follows the implementation of the Canons Park Area review parking controls in April 2013.

### **Options for consideration**

- 2.2 In many locations the parking controls implemented in April 2013 have settled down and local residents and businesses appear to be content with the measures introduced. However, the council has received a series of letters and emails directly, through local members and the MP regarding parking displacement and related safety concerns in and around some parts of the Canons Park Area.
- 2.3 Residents from these roads (listed in the "Areas of concern" section of this report) have highlighted their concerns about a range of parking and safety related issues.
- 2.4 Suitable remedial measures could be implemented should a follow up review firstly be recommended by the panel, and then subsequent consultations obtain majority support for proposals from residents and businesses.
- 2.5 A wide range of possible measures could be considered including single yellow lines for existing controlled hours, double yellow lines in and around junctions with safety issues and / or poor parking discipline, Controlled Parking Zones (CPZ) type, reviews of existing operational hours or days and parking and loading revisions.

### **Background**

- 2.6 The previous parking review commenced in July 2011 because of numerous requests from both residents and businesses in the Canons Park area raising concerns about increased parking pressures and access issues in their roads.

- 2.7 Many initial comments received indicated that problems were associated with an increase in commuter parking and vehicle displacement from nearby shops, businesses and developments.
- 2.8 Following a stakeholders meeting, public consultation, exhibitions and statutory consultation and panel approvals implementation of the Canons Park Area parking control measures (see **Appendix A**) were implemented in April 2013. Following implementation, some residents and businesses expressed further concerns relating to parking displacement from commuters, local shops and businesses. In addition some residents and businesses, having experienced the effects of the agreed measures, want further changes for a variety of reasons.
- 2.9 The majority of the responses identifiable originate from residents concerned with displacement parking. These come from residents that had not previously responded to the Canons Park Area Public consultation or taken advantage of other opportunities to comment. Consequently their views were unable to be taken into account at the time the panel made their decisions.

### **Areas of concern**

- 2.10 Comments were received from, or in relation to a number of the following Roads.
- Bromefield - (from the junction of Bush Grove to the junction of Gyles Park)
  - Buckingham Gardens
  - Buckingham Road - (from the junction of Buckingham Gardens to the junction of Merlin Crescent)
  - Cheyneys Avenue- northern end beyond current controls
  - Donnefield Avenue- northern end beyond current controls
  - Honeypot Lane (shopping parade area)
  - Howberry Road - (northern section from Wychwood Avenue to Du Cros Drive)
  - Peters Close
  - Whitchurch Lane- Donnefield Avenue to Whitchurch Gardens

These areas are identified on the plan in **Appendix B**

- 2.11 The majority of responses received were from residents and businesses that had not previously responded during the previous area wide consultation. It is always difficult to obtain a full and comprehensive view from residents and businesses during area parking reviews especially if consultees do not respond. From the previous consultation the overall response rate was 20% which is typical for this type of consultation exercise.
- 2.12 All consultation information sent to residents and businesses clearly stresses the importance of responding because these measures can affect people and that peoples views are taken into account. It is still the case that a typical response rate that we would receive would be between 20-25%.

- 2.13 Although the panel made the decision not to carry out automatic follow up reviews on parking schemes in the Canons Park area circumstances indicated a high probability that changes would be requested and that a follow up review after 6 months would be needed. The panel agreed to consider these requests.
- 2.14 The majority of concerns or complaints received were from Howberry Road and Cheyneys Avenue. At previous consultations residents reported that they did not feel that commuter parking was severe enough to warrant restrictions, however, residents of these roads now report commuter parking problems and also safety issues in and around the junctions with Peters Close and Whychwood Avenue despite the fact that these junctions already benefit from double yellow lines installed several years ago. Obstructive parking across vehicle crossovers also features in many of the submissions. Residents also highlighted issues with safety on the bends and serious concerns about their visibility being impaired when turning right onto Howberry Road from Cheyneys Avenue which also has some double yellow lines in place.
- 2.15 Responses were received from residents of Peters Close highlighting that commuters were frequently parking there. The previous response to public consultation, which had a 44% response rate, showed that only 1 of the 15 responses received supported for some form of parking control.
- 2.16 Complaints were received from attendees of a local sports club relating to the Controlled Parking Zone implemented in Donnefield Avenue. The petition from the club is reported elsewhere to this panel meeting.
- 2.17 Members of the club felt that the measures had been too restrictive and had not provided facilities for them to be able to park near the club on a Saturday and Sunday. Their complaint states that there is plenty of available on-street space for them to park there on these days in the absence of any commuters and regardless of the existing residential demand. Residents of Donnefield Avenue are very supportive of the parking controls introduced which have allowed them to park in the road which was previously occupied by long stay commuters using the adjacent station. These issues could be addressed by introducing dual use bays with resident parking and pay and display limited to a maximum stay of 4 hours.
- 2.18 Honeypot Lane service road, outside the shopping parade south of Wemborough Road, has been the subject of complaints from residents above the shops who cannot park during the day. They have tried to purchase permits but there is no CPZ system in place with just single yellow lines operating 2-3pm Monday to Friday. This was the option which received majority support in the earlier consultation. Dual use bays may also be a suitable alternative method of control in this location.

### **Post implementation review**

- 2.19 As agreed at the February 2012 panel meeting, follow up reviews on any new implemented measures are now no longer automatically undertaken due to reductions in both funding and available resources.
- 2.20 The previous scheme has now been in operation for a period of 6 months enabling an operational assessment by officers and a reasonable period of time for residents and businesses to feedback any concerns.
- 2.21 The areas where problems or concerns have been reported are listed in this report and the panel is now asked to consider whether they support a review to be undertaken.

### **Financial Implications**

- 2.22 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2013/14. A sub allocation of £10k for implementation of the Canons Park CPZ follow up review was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder.
- 2.23 There is a £40k allocation from developer contributions (section 106 agreement) from the development of the Old Government Offices site on Honeypot Lane (now known as Fountain Park). This funding was triggered on the completion of the 250<sup>th</sup> unit on the site on 2<sup>nd</sup> March 2013. The monies have been received by the Council and must be used within 5 years. This funding will be used to treat parking issues that are within 400 metres of the site and will cover the majority of the issues raised in this report.
- 2.24 When the panel considered the 2013/14 programme in February 2013 they agreed to allocate funding of £10k to the follow up review in conjunction with the £40k developer contributions. This was intended to deal with any complementary measures to address peripheral parking problems that would not be covered by the section 106 agreement.

### **Risk Management Implications**

- 2.25 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.26 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**

- 2.27 Was an Equality Impact Assessment carried out? Yes.
- 2.28 A review of equality issues was undertaken as a part of the original scheme design process and will be reviewed again to consider any future changes to the scheme when proposals are developed.

- 2.29 No adverse impact on any of the specified equality groups were identified in the original EqlA. There were positive impacts on some equalities groups, particularly, women, children and people with mobility difficulties. The benefits were assessed 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.

- 2.30 Equalities monitoring data on any future public consultations will be collected to monitor the equality of access to the consultation. These responses were compared with the most recent census data.

### **Corporate Priorities**

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

<b>Corporate priority</b>	<b>Impact</b>
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.

2.32 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan. By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling.



### **Section 3 - Statutory Officer Clearance**

Name: Jessie Man



on behalf of the  
Chief Financial Officer

Date: 16/09/13

Name: Matthew Adams



on behalf of the  
Monitoring Officer

Date: 19/09/13

### **Section 4 - Contact Details and Background Papers**

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

#### **Background Papers:**

Previous TARSAP reports

Post review implementation responses