

**REPORT FOR: TRAFFIC & ROAD  
SAFETY ADVISORY  
PANEL**

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<b>Date of Meeting:</b>	8 October 2013
<b>Subject:</b>	Devonshire Road, extension of Existing Controlled Parking Zone U – Results of Statutory Consultation
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Caroline Bruce – Corporate Director for 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> – Proposed CPZ zone U Extension on Devonshire Road <b>Appendix B</b> – Summary of consultation responses & Engineers response <b>Appendix C</b> –, Statutory Consultation Documents <b>Appendix D</b> – Consultation Area

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

This report sets out the results of a localised statutory consultation carried out in Devonshire Road during May 2013 on proposals to extend the existing Controlled Parking Zone (CPZ) U to include all of Devonshire Road.

The report requests the Panel to recommend to the Portfolio Holder for Community Safety and Enterprise to proceed with implementation of the proposals as outlined in this report.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Community Safety and Enterprise that the parking scheme as outlined in **Appendix A** be implemented as set out below:

That:

1. permit parking for residents in controlled parking zone U operating Monday to Friday, 11am - 12 noon be extended to include all of Devonshire Road up to and including no. 74 Devonshire Road and the eastern flank wall of no. 1, Sussex Road;
2. waiting restrictions operating Monday to Friday, 11am – 12 noon be introduced across the vehicular access adjacent to no. 61 Devonshire Road;
3. the existing waiting restrictions operating 'at any time' on the western side of Devonshire Road (northern end) be extended for a distance of approximately 6 metres (southwards) to aid through movement / access at the bend for safety reasons;
4. waiting restrictions 'at any time' be introduced at the north eastern corner of Devonshire Road opposite the boundary wall of nos. 2 and 4 Sussex Road south eastwards for a distance of approximately 5 metres to aid through movement / access at the bend for safety reasons;
5. the Service Manager - Traffic & Highway Network Management be authorised to take the necessary steps to implement the above recommendations;
6. That objectors to the proposals and residents within the consultation area be informed of this decision.

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

To recommend for implementation an amended scheme for controlled parking in zone U having considered the results of statutory consultation. To introduce measures to prevent long term commuter parking in Devonshire Road and accommodate residents requests for changes to the existing parking arrangements and also maintain road safety and accessibility for all traffic.

## **Section 2 – Report**

### **Introduction**

- 2.1 Parking has a significant impact on the quality of life of Harrow's residents and is one of the main concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in Devonshire Road area are to be addressed in order to support local residents.

### **Options considered**

- 2.2 The statutory consultation proposals were developed from previous consultations undertaken in the area and took into account as many of the comments from residents 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 whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

### **Background**

- 2.4 A public consultation was carried out in July 2011, followed by a statutory consultation between 9th July 2012 and 8th August 2012 on Pinner Road, the county roads and Neptune Road. The proposals had been developed taking into account, where practicable, all the comments we received during the previous consultation stages.
- 2.5 During the statutory consultation in July / August 2012 two petitions were submitted to the Council from residents of Devonshire Road. The first petition objected to the exclusion of the western side of the road from the proposed CPZ extension. This view conflicted with the results of the previous public consultation, which showed opposition to a CPZ, and which was the basis for the proposals developed. The second petition was an objection to the proposed double yellow lines to facilitate safe passing places. The petitions were reported to the Panel on 3<sup>rd</sup> October 2012.
- 2.6 The results of the statutory consultation undertaken in July / August 2012 were reported to the Panel on 29th November 2012. The Panel agreed to postpone works on Devonshire Road until another localised statutory consultation was undertaken in order to establish whether there was a consensus of opinion from residents.

## Follow up Statutory Consultation

- 2.7 A localised statutory consultation was undertaken in Devonshire Road in May 2013. This consultation took into account, where practicable, all the comments received during the previous consultation stages.
- 2.8 As part of this statutory consultation process leaflets were delivered to residents that were directly affected by the proposals and the document distributed can be seen in **Appendix C**. The extent of the consultation is shown in **Appendix D**. This involved advertising traffic regulation orders in local newspapers and displaying notices on lamp columns along Devonshire Road and its junction with Dorset Road, Sussex Road and Pinner Road. Ward councillors were also briefed and leaflets were delivered to approximately 33 properties along Devonshire Road and another two properties in Sussex Road.
- 2.9 The statutory consultation document also included a questionnaire to find out their current views so that this would help decision making and avoid the previous situation that highlighted conflicting views. Without this information we would only know what the formal objections were.
- 2.10 A total of 18 responses were received by questionnaire, letter and email of which 16 were from within the consultation and 2 from outside. Two formal objections were received one from a resident of Devonshire Road and another from Sussex Road. The latter whilst broadly in support of the CPZ and the waiting restrictions felt they should formally object because the CPZ would displace parking into their road **Appendix B**.
- 2.11 The ward councillors were invited to a meeting held on 5<sup>th</sup> August 2013, where they were briefed on the results of the statutory consultation as well as the revised parking proposals that gave consideration to the comments received. It was agreed at the meeting to proceed with the revised proposal as set out in **Appendix A**.
- 2.12 Details of all the statutory objections and other comments received along with officer's responses can be found in **Appendix B**.

## Analysis of results

- 2.13 It is proposed to introduce new double yellow lines on the northeast side of the bend on Devonshire Road / Sussex Road and to extend the existing double yellow lines on the west side of the bend for a distance of approximately 6 metres southwards. A single yellow line is proposed across the driveway of no. 61 Devonshire Road to restrict parking during the hours of the CPZ. The existing CPZ is to be extended up to and including no. 74 Devonshire Road and up to and including eastern flank wall of no. 1 Sussex Road (west side).
- 2.14 The following responses were received:

Support for Revised Proposals to extend CPZ U both side of Devonshire Rd			Total No. Consulted	Total No. Responded	% response
Yes	No	Formal Statutory Objections			
13* (72%)	3 (17%)	2 (11%)	35	18	51

(\*1 response from Sussex Rd)

Support for Revised Waiting Restrictions northern end of Devonshire Rd /Sussex Rd			Total No. Consulted	Total No. Responded	% response
Yes	No	Formal Statutory Objections			
10 (56%)	6* (33%)	2 (11%)	35	18	51

(\*1 response from Sussex Rd)

- 2.15 The result of the previous statutory consultation in July / August 2012 was inconclusive because there was a difference of opinion between the east side that wanted to be included in the CPZ and the west side which did not. However, this time there was a clear majority on both sides of Devonshire Road that wanted to be included in the CPZ extension. Following discussions with ward councillors and officers it is recommended that this road be include in the CPZ U extension.

### Financial Implications

- 2.16 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 Devonshire Road CPZ was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder. The scheme implementation can be achieved within the £10k funding allocation.

### Risk Management Implications

- 2.17 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.18 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

- 2.19 Was an Equality Impact Assessment carried out? Yes.
- 2.20 A review of equality issues was undertaken as a part of the original scheme design process and was recently reviewed to consider the

latest changes to the scheme. This review 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:

<b>Equalities Group</b>	<b>Benefit</b>
Disability	Improved availability of parking on residential streets, local shops, businesses and amenities. This will help disabled people with mobility impairment, wheelchair users and those that are visually impaired by organising parking and improving sightlines.
Age	Improved availability of parking on residential streets, local shops, businesses and amenities. This will help disabled people with mobility impairment, wheelchair users and those that are visually impaired by organising parking and improving sightlines.
Pregnancy & Maternity	Mothers with young children or pregnant women are more likely to benefit from parking spaces closer to their destination.

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

### **Corporate Priorities**

- 2.22 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	<p>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.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
United and involved communities: A Council that listens and leads.	<p>The recommendation seeks to keep whole streets together in forming an extension to the existing CPZ, where the results support this.</p> <p>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</p>

	support parking controls.
Supporting and protecting people who are most in need	Controlled parking zones generally help 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.

2.23 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	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16/09/13		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 19/09/13		

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

**Contact:** Sajjad Farid, Traffic Engineer  
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#### **Background Papers:**

TARSAP report on Pinner Road & County Roads Controlled Parking Zone Review (Stage2) – Results of Statutory Consultation 29 November 2012.