

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

Date of Meeting: 8 October 2013

Subject: Hatch End CPZ, residential roads -
Results of the Statutory Consultation

Key Decision: No

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

Portfolio Holder: Councillor Susan Hall - Leader of the
Council & Portfolio Holder for
Community Safety and Enterprise

Exempt: No

**Decision subject to
Call-in:** Yes, following consideration by the
Portfolio Holder

Enclosures: **Appendix A**
Statutory consultation leaflet /
questionnaire - residential roads
Appendix B
Statutory consultation plans of
proposals
Appendix C
Response summary from statutory
consultation - residential roads
Appendix D
Statutory consultation objections
summary and officers comments

Section 1 – Summary and Recommendations

This report provides results of the statutory consultation exercise carried out in June 2013 regarding the introduction of parking controls in some residential roads in Hatch End. The report seeks the Panel's recommendation to implement the controlled parking measures.

Recommendations:

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

1. the objections to the scheme received during the statutory consultation for the following roads be overruled and a Controlled Parking Zone (CPZ) operating from Mon – Sat, 10am – 11am and 3 – 4pm be implemented as shown on the plan in **Appendix B**;
2. Dove Park;
3. The Avenue - from the junction of Uxbridge Road to the junction of Royston Grove;
4. Westfield Park Area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens (public highway section));
5. a statutory Consultation exercise be carried out for suitable parking control measures in Walpole Close (by The Avenue);
6. the parking proposals in Anselm Road and Devonshire Road (including Avon Mews) not be implemented and the objectors be informed;
7. all residents in the consultation area be informed of the decision once agreed by the Portfolio Holder for Community Safety and Enterprise.

Reason for Decision:

To control parking in the Hatch End area as detailed in the report. The measures are in direct response to residents' requests for changes to the existing parking arrangements in their area and 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 residents and businesses and is one of the main concerns reported to the Council regarding transport issues. This report summarises the results and outcomes of the statutory consultation exercise agreed by the panel in February 2013 for certain residential roads in the Hatch End area.

Options considered

- 2.2 Statutory consultation proposals were developed having taken account of previous consultations, stakeholder meetings and panel 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 whilst there were a range of views received from the statutory consultation it was not possible to act on every individual comment, however, all views from responses were analysed so that recommendations could be made based on where majority support was received.
- 2.4 Because a number of the roads have shown a wide range of views during previous consultations it was decided to distribute a questionnaire alongside this statutory consultation to re-examine the views of residents. This approach is cost effective to carry out because it is necessary to distribute a leaflet to residents anyway outlining the results of the public consultation and detailing how to make a statutory objection. Whilst all that is legally required to enable implementation is to seek formal objections to the advertised traffic orders, this only gives limited information and does not demonstrate the level or pattern of support especially when it is known if adjoining or nearby roads may have not shown support.

Background

- 2.5 A parking review commenced in Hatch End in 2012 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.
- 2.6 Pay and display proposals were introduced in Grimsdyke Car Park and in on-street parking bays by the station in July 2013. These proposals

were the subject of a separate consultation reported to TARSAP in February 2013 and subsequently approved by the Portfolio Holder.

- 2.7 At the February 2013 meeting TARSAP also recommended that a statutory consultation take place on the proposal for residents parking in roads where majority support had been demonstrated. Plans of the proposals can be seen in **Appendix B**. This report now summarises the results from that statutory consultation with recommendations on how to take forward those proposals.

Statutory Consultation

- 2.8 In June 2013 consultation documents were distributed to a total of 800 properties in roads where proposals were being considered for possible implementation. These roads were Anselm Road, Devonshire Road, Dove Park, The Avenue and the Westfield Park Area. Residents and businesses had demonstrated majority support for parking control measures in the public consultation.
- 2.9 The consultation material included a questionnaire inviting them to submit their comments or objections to the proposals by reply paid envelope or on-line via the council's web site. A copy of the public consultation document is shown in **Appendix A**.
- 2.10 In the previous public consultation problems had been identified with the delivery of consultation material to some roads, particularly Walpole Close. Therefore, an extra effort was made to ensure that the statutory consultation material was received by organising a specialist delivery company to hand deliver the material and to confirm that deliveries were made.
- 2.11 The traffic regulation order was advertised on 6th June 2013 for a 21 day period in a local newspaper as well as on street notices placed in the affected roads during this period. The statutory consultation ended on the 26th June 2013.

Statutory Consultation results

- 2.12 During the statutory consultation period, officers received a total of 35 statutory objections. Each statutory objection received was acknowledged with a letter. This represents a 4.3% response rate in relation to the 800 properties in the area directly leafleted. This proportion of objections is lower than normally expected from this type of proposal. In addition, a total of 133 questionnaires were received back from residents and businesses and this equated to a 17% response rate which is typical.
- 2.13 Quality assurance checks have been carried out on the responses received and a complete copy of all responses is available for members to review in the member's library. A tabulated summary of

the responses from questionnaires can be seen in **Appendix C** and a summary of the formal objections can be found in **Appendix D**.

- 2.14 The objectors expressed opposition to the introduction of a controlled parking zone. The objections consisted of 23 from within the consultation area and 12 from outside this area. The 12 objections were from residents of Park View which is located at the southern end of Anselm Road.
- 2.15 Respondents returning questionnaires made multiple comments on different proposals without clearly stating whether they supported or objected to the measures. 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.
- 2.16 An analysis of the responses and objections are summarised below:
- The impact of parking displacement on nearby residential roads not included in the scheme, such as Park View and Walpole Close.
 - The cost of residents permits
 - The controlled times and days of operation
 - The impact on residents requiring visiting carers
- 2.17 Residents of Walpole Close were provided with copies of the statutory consultation leaflet and questionnaire so that they would have the opportunity to express their views on the inclusion of parking control measures in their road. The advantage of consulting and subsequently reporting the views of Walpole Close residents at the same time as the wider statutory consultation is that it would shorten the timescales for implementing measures should support for a scheme be demonstrated.

Anselm Road

- 2.18 In Anselm Road the introduction of a Controlled Parking Zone from Mon-Sat, 10am-11am and 3-4pm was proposed. Of 35 properties consulted 21 responded giving a high overall response rate of 60%. The proposals received 29% support and 71% opposition.

Anselm Road	Individual responses	Questionnaire	Formal written Objection (*questionnaire)
Support	6 (29%)	6	-
Do not support	15 (71%)	7	10 (*2)
Total	21	13	10 (*2)

- 2.19 Some comments were received from Anselm Road suggesting alternative operational days and times for the proposed CPZ and other comments referred to the limited number of parking bays (13 no.) provided in the CPZ layout. Some residents did not support the measures because the number of parking bays was inadequate for a road with 35 houses. A review of the scheme design has confirmed that this is the maximum number of bays that can be provided on the west side of Anselm Road because of the high number of vehicular accesses that exist in the road. An alternative design with the bays located on the east side of the road makes no improvement.
- 2.20 Officers therefore recommend that proposals in this road are abandoned.

Devonshire Road (including Avon Mews)

- 2.21 In Devonshire Road the introduction of a Controlled Parking Zone from Mon-Sat, 10am-11am and 3-4pm was proposed. Of 71 properties consulted 12 responded giving a response rate of 17%. The proposal received 25% support and 75% opposition.

Devonshire Road (including Avon Mews)	Individual responses	Questionnaire	Formal written Objection (*questionnaire)
Support	3 (25%)	3	-
Do not support	9 (75%)	6	6 (*3)
Total	12	9	6 (*3)

- 2.22 A range of views were received from Devonshire Road residents which included not wishing to pay for parking permits and not agreeing that the proposals would offer any real benefit. Some residents felt that parking problems exist only on the weekends due to visitors to the many restaurants located in the nearby High Street but it was expressed that this was not enough of a problem for residents to want to pay for parking in their road.
- 2.23 Officers therefore recommend that proposals in this road are abandoned.

Dove Park

- 2.24 In Dove Park the introduction of a Controlled Parking Zone from Mon-Sat, 10am-11am and 3-4pm was proposed. Of 118 properties consulted 26 responded giving a response rate of 22%. The proposal received 58% support and 38% opposition.

Dove Park	Individual responses	Questionnaire	Formal written Objection (*questionnaire)
Support	15 (58%)	15	-
No opinion	1	1	-
Do not support	10 (38%)	10	0
Total	26	26	0

2.25 officers therefore recommend that the proposals in this road are implemented.

The Avenue

2.26 In The Avenue the introduction of a Controlled Parking Zone from Mon-Sat, 10am-11am and 3-4pm between the junctions of Uxbridge Road and Royston Grove was proposed. Of 235 properties consulted 39 responded giving a response rate of 17%. The proposal received 54% support and 41% opposition.

The avenue	Individual responses	Questionnaire	Formal written Objection (*questionnaire)
Support	21 (54%)	21	-
No opinion	2	2	-
Do not support	16 (41%)	16	2 (*2)
Total	39	39	2 (*2)

2.27 Officers therefore recommend that the proposals in this road are implemented.

Walpole Close

2.28 There were no specific measures for Walpole Close proposed in the statutory consultation because no support had been received from the previous public consultation exercise. However, just prior to the distribution of statutory consultation documents several emails/letters were received from residents of Walpole Close who reported that they had not previously received public consultation documentation and suggested that they would support extension of the proposed parking control measures in The Avenue to include Walpole Close.

2.29 As a consequence consultation material was distributed to Walpole Close to quantify the level of support for a scheme. This is in effect an informal public consultation and would require a further statutory consultation before a scheme could be implemented in this road.

- 2.30 The statutory objection raised is not relevant as the proposed traffic regulation order does not include any measures for Walpole Close.
- 2.31 Of 8 properties consulted 6 responded giving a response rate of 75%. The proposal received 66% support and 33% opposition.

Walpole Close	Individual responses	Questionnaire	Formal written Objection (*questionnaire)
Support	4	4 (66%)	-
Do not support	2	2 (33%)	1 (*1)
Total	6	6	1 (*1)

- 2.32 Officers therefore recommend that a statutory consultation on a scheme with similar parking controls to the surrounding streets be undertaken in Walpole Close.

Westfield Park Area

- 2.33 In the Westfield Park area the introduction of a Controlled Parking Zone from Mon-Sat, 10am-11am and 3-4pm was proposed. Of 257 properties consulted 43 responded giving a response rate of 17%. The proposal received 59% support and 41% opposition.
- 2.34 Residents of the Westfield Park area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens) experience commuter parking due to their close proximity to the station. All areas therefore need to be included to control commuter parking effectively and to avoid any future parking displacement within the estate that could occur if they were not all included as part of the CPZ collectively.

Westfield Park area	Individual responses	Questionnaire	Formal written Objection (*questionnaire)
Support	24 (59%)	24	-
No opinion	2	2	-
Do not support	17 (41%)	15	2
Total	41	39	2

- 2.35 Officers therefore recommend that the proposals in this area are implemented.

Park View

- 2.36 There were no proposed measures advertised at statutory consultation for Park View because there was a lack of support at the previous

public consultation exercise and no statutory consultation leaflets were distributed. However, 12 statutory objections were received in relation to the advertised parking proposals in Anselm Road because residents felt that displacement parking would occur in their road as a result of any controlled parking measures being implemented.

- 2.37 The results for Anselm Road show that there is no support for CPZ and therefore it is recommended that the objections from Park View Residents are upheld.

Summary

- 2.38 Officers have met with local ward councillors prior to the panel meeting to discuss all the results from the consultation. They have supported the officer's recommendations in this report.
- 2.39 It can be seen that the roads supporting a CPZ are all located closest to the Station and form a logical zone with the station at the centre and that commuter parking was the consistent problem in these areas. The areas where majority support was received were Dove Park, Westfield Park Area and The Avenue.
- 2.40 Devonshire Road and Anselm Road were located further away from the station and did not support measures.
- 2.41 Residents in Walpole Close have responded by showing their support for measures to be introduced in their road should CPZ measures be recommended for The Avenue and the proposal will now advance to the statutory consultation stage. It is intended that the implementation of measures in Walpole Close should be undertaken at the same time as the other roads in early 2014.

Legal implications

- 2.42 Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZ's 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

- 2.43 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 £30k for implementation of Hatch End CPZ was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder. The scheme implementation can be achieved within the £30k funding allocation.

Risk Management Implications

- 2.44 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.45 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

- 2.46 Was an Equality Impact Assessment carried out? Yes.
- 2.47 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:

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.

- 2.48 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

2.49 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.

2.50 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 and Background Papers

Contact: Alistair Macadam - Project Engineer - Parking and Sustainable Transport
020 8424 1988 (2988 internal phone system)

Background Papers:

Previous TARSAP reports – February 2013 / June 2012
Consultation responses