

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

Date of Meeting:	5 February 2014
Subject:	Belmont Circle Area Parking Review - Public Consultation
Key Decision:	No
Responsible Officer:	Caroline Bruce - Corporate Director of Environment and Enterprise
Portfolio Holder:	Susan Hall – Leader and Portfolio Holder for Community Safety and Environment
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder

Enclosures:

Appendix A

Belmont Circle Area Parking Review -
Public Consultation Document

Appendix B

Consultation responses listed by road
and questions

Appendix C

Copy of petition - Wetheral Drive,
Stanmore- against parking controls

Appendix D

Copy of petition - St Andrews Drive,
Belmont- against parking controls

Appendix E

Copy of petition - Belmont Circle,
Belmont- request for parking controls

Appendix F

Map of proposed CPZ area

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the wider Belmont Circle area in October / November 2013 to consider the introduction of parking controls in the area. The report asks the Panel to recommend a number changes to the Portfolio Holder for Community Safety and Environment to proceed with statutory consultation.

Recommendations:

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

- (a) A Controlled Parking Zone including resident permit bays, “pay and display” bays and shared use bay (as detailed in the report) is introduced operating Monday to Saturday, 8am – 6.30pm in:
 - Bellamy Drive
 - Kenmore Avenue – from Belmont Circle to no. 236 Kenmore Avenue,
 - Elgin Avenue – from Kenmore Avenue to 60 Elgin Avenue,
 - Belmont Circle,
 - Kenton Lane – the health centre to Kingshill Drive,
- (b) A Controlled Parking Zone including resident permit bays in Dobbin Close operating Monday to Friday, 8am – 6.30pm,
- (c) Introduce ‘At any time’ waiting restrictions at:
 - Kenmore Avenue / Elgin Avenue junction,
 - Kenmore Avenue / Belmont circle junction
 - Kenton Lane – health centre to Belmont Circle
 - Weston Drive – Belmont circle to York Avenue
 - Elgin Avenue – on the bend adjacent to 115 Elgin Avenue
- (d) Introduce peak hour loading restrictions 8am to 9.30am and 4pm to 6.30pm, Monday to Saturday in Kenmore Avenue (east side) between Belmont Circle roundabout and Elgin Avenue,
- (e) Introduce throughout the consultation area “at any time” waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths.

Reason: (For recommendation)

To regulate parking in the wider Belmont Circle 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 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 parking issues raised in the wider Belmont Circle 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. A range of options were presented to the consultees to accept or reject and to provide further comments if necessary.
- 2.3 It should be noted that there is a wide range of opinion within the consultation area on a road by road bases. Whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 The Belmont Circle consultation area consists of numerous residential properties and a number of businesses and shops located around Belmont Circle roundabout and the adjoining part of Kenton Lane (south western and south eastern arms). There are no parking controls in the residential streets north and south of Belmont Circle. To the east and west there are existing restrictions along Locket Road, Kenton Lane, Dobbin Close, and Weston Drive which are a combination of double yellow lines, Monday to Saturday 8am to 6.30pm restrictions and 8.30am to 9.30am and 3.00 to 4.30 pm Monday to Friday restrictions near St, Josephs First and Middle School. There are two free car parks located off Kenton Lane (Belmont Circle car park and Kingshill car park). There is also free on-street parking on Belmont Circle roundabout and along the service road outside Tesco.

Public consultation

- 2.5 The public consultation for the Belmont Circle area parking review was undertaken late October / early November 2013. 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 3191 properties within the consultation area.
- 2.6 All the responses received were analysed and in roads where a majority of responses indicated parking problems and support for the proposed measures these are recommended to be taken forward to the statutory consultation phase of the project.
- 2.7 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 also been recommended to proceed.

Responses

- 2.8 Of the 3191 properties consulted 648 responses were received by questionnaire, letter or email. This represented an overall response rate of 20% and is consistent with the expected response rate for this type of consultation. It should be noted that there were some roads that had a much higher individual response rate.
- 2.9 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**. It should be noted that the totals may not tally as expected due to respondents completing more than the required number of responses on the questionnaire.
- 2.10 Three petitions were submitted to the council, two of them during the consultation period and one just prior to the public consultation as set out below:
- Petition against the introduction of a controlled parking zone (CPZ) on Wetheral Drive containing 67 signatures from 66 properties which stated – *“We the undersigned residents of Wetheral Drive, do NOT support the introduction of a CPZ on our road. Nor any other parking restrictions such as yellow lines”* is attached as **Appendix C**.
 - Petition containing 56 signatures from residents of St Andrews Drive objecting to a parking review on St Andrews Drive, except for implementation of parking restrictions on this road during school times and cameras/ speed limit/ humps to reduce speed which stated – *“Petition from residents of .St Andrews Drive, Stanmore HA7 opposing to introduction of parking measures on the road”* is attached as **Appendix D**.
 - In October 2013 the council received a petition in the form of six pro-forma letters from businesses in Belmont Circle which were worded as follows:

“As the owner of Belmont Café and the other shop owners in Belmont Circle we are having complaints from our customers that there isn’t a parking space available in front of the shops. We are seeing cars which do not belong to customers and they tend to stay at the area for long hours which creates a huge problem for us as the shop owners, as it affects our profit in some ways.

*We are wondering if it is possible to put a time limit or a pay and display machine to the car park to discourage other people using the car park unnecessarily. We would appreciate if you could do something about this issue.” See **Appendix E.***

- 2.11 For the purpose of this report all the petitions received have been considered along with all the other responses received. The petitions are also included in the petitions information report which is included on the agenda for this panel meeting.
- 2.12 At the time of preparing this report a meeting was scheduled to be held with ward councillors, in accordance with standard practice, to discuss the results of consultation and distribution of responses. The recommendations in this report are those that will be presented to councillors at the meeting and so may be subject to change. Any changes from this report will be explained verbally at the meeting.
- 2.13 Quality assurance checks have been carried out on the responses received and a complete copy will be made available for members to review in the member’s library.

Analysis of results

- 2.14 Appendix B gives a full breakdown of the responses received on a road by road basis. A large proportion of roads did not indicate support and these are not analysed. In this section of the report roads or sections of roads which have demonstrated support for measures will be analysed in more detail.

Bellamy Drive

Bellamy Drive results	Number
Number consulted	136
Number responses	17
Do you experience parking problems - No	7
Do you experience parking problems - Yes	9
If Yes – what measures would you support – Do nothing	9
If Yes – what measures would you support – Pay & Display	2
If Yes – what measures would you support – Permit Bays (CPZ)	4
If Yes – what measures would you support – Single Yellow Lines	1

- 2.15 In Bellamy Drive there was a 12.5% response rate (17 no.) with a majority that did experience parking problems (9 no.). Of these, 4 did not want any measures introduced on their road, and 5 wanted parking controls with a preference for permit bays. Support for operating hours on weekdays and a Saturday was demonstrated. It is therefore proposed to introduce a CPZ on Bellamy Drive operating Monday – Saturday, 8am – 6:30pm.

Elgin Avenue

Elgin Avenue results	Number
Number consulted	126
Number responses	34
Do you experience parking problems - No	21
Do you experience parking problems - Yes	13
If Yes – what measures would you support – Do nothing	15

If Yes – what measures would you support – Pay & Display	2
If Yes – what measures would you support – Permit Bays (CPZ)	5
If Yes – what measures would you support – Single Yellow Lines	6

- 2.16 In Elgin Avenue as a whole there was a 27% response rate (34 no.) with a majority that did experience parking problems. However, a detailed analysis showed a difference in views between the northern part of the road (closer to Belmont Circle) and the southern half. In the northern section (between 61/63 & 58/60, Elgin Avenue and Kenmore Road) 17 responses were received of which 12 responses did experience parking problems (71%).
- 2.17 It is therefore proposed to include the northern end of Elgin Avenue in the proposed CPZ operating between Monday to Friday, 8am – 6.30pm. In addition “at any time” waiting restrictions (double yellow lines) will be installed on the bend adjacent to 115 Elgin Avenue.

Kenmore Avenue

Kenmore Avenue results	Number
Number consulted	129
Number responses	32
Do you experience parking problems – No	28
Do you experience parking problems – Yes	4
If Yes – what measures would you support – Do nothing	11
If Yes – what measures would you support – Pay & Display	1
If Yes – what measures would you support – Permit Bays (CPZ)	3
If Yes – what measures would you support – Single Yellow Lines	0

- 2.18 In Kenmore Avenue as a whole there was a 25% response rate (32 no.) with a majority that did not experience parking problems. However, a detailed analysis showed a difference in views between the northern part of the road (closer to Belmont Circle) and the southern half. South of 236 Kenmore Avenue no support existed for measures whilst north of this point there were 4 in support and 5 opposed.
- 2.19 On this basis if the part of Kenmore Avenue south of Elgin Avenue (residential premises) is not included in a CPZ it will be very exposed to parking displacement as a consequence of CPZ controls introduced in Elgin Avenue. It is therefore recommended that the section of Kenmore Avenue between no. 236 and Belmont Circle is included in the statutory consultation to offer residents a second opportunity to be included in a CPZ scheme given the potential for parking displacement.
- 2.20 The section of Kenmore Road between Elgin Avenue and the Belmont Circle roundabout frequently has loading/unloading activity for the local shops, particularly for Warwick Parade. This is because the rear service road is not wide enough for delivery vehicles to park and there is a bus stop clearway at the shop frontages on the roundabout. This activity needs to be facilitated whilst mitigating any impact on safety caused by obstruction and obscured sightlines for traffic.
- 2.21 Therefore peak hour loading restrictions are proposed in Kenmore Avenue along the eastern side between Elgin Avenue and Belmont Circle roundabout operating between the hours of 8am to 9.30am and 4pm to 6.30pm, Monday to Saturday. At

the Kenmore Avenue junction with Elgin Avenue and the junction with Belmont Circle roundabout “at any time” no waiting restrictions will be installed. These controls will improve safety and forward visibility for traffic by removing obstructive parking to assist vehicular traffic entering / exiting Elgin Avenue and pedestrians crossing at the junction of Kenmore Avenue and Belmont Circle.

Kenton Lane (including shops at Station Parade and Warwick Parade)

Kenton Lane, Station Parade and Warwick Parade	Number
Number consulted	503
Number responses	59
Do you experience parking problems - No	32
Do you experience parking problems - Yes	22
Do you experience parking problems – Don’t know/ No opinion	4
If Yes – what measures would you support – Do nothing	26
If Yes – what measures would you support – Pay & Display	4
If Yes – what measures would you support – Permit Bays (CPZ)	8
If Yes – what measures would you support – Single Yellow Lines	7

- 2.22 The results for Kenton Lane also included Warwick Parade and Station Parade which had been recorded with Kenton Lane postal addresses although some of the frontages face the roundabout. The results for the road as a whole indicated a 12% response rate (59 no.) with a majority that did not experience parking problems. However, it was noted from the comments received and the petition above that there are some issues with parking in the vicinity of Belmont Circle.
- 2.23 There is a need to ensure waiting restrictions are implemented consistently in this road to minimise parking obstruction and ensure the free and safe movement of traffic. Therefore the existing Monday to Saturday, 8am to 6.30 pm restrictions on the north and south side of Kenton Lane between the western boundary of the medical centre and Belmont Circle will be amended to “at any time” no waiting restrictions.
- 2.24 There are various other locations further along Kenton Lane that have been identified as requiring “at any time” waiting restrictions and are being addressed separately as part of the Local Safety Parking Schemes Programme and these have been taken into account.
- 2.25 The service road opposite numbers 396 - 412 Kenton Lane currently has unrestricted at any time free parking bays. These bays could facilitate some parking to accommodate short stay parking for shops or for residents if controls were installed. There was one response on this side of the road in the vicinity of the service road that supported a CPZ and “pay and display” parking and no responses opposed.
- 2.26 It is therefore recommended that shared use bays are introduced in the service road (pay and display / residents permit) operating Monday to Saturday 8am to 6.30pm.

Belmont Circle (shops)

Belmont Circle (roundabout)	Number
Number consulted	33
Number responses	5
Do you experience parking problems - No	0
Do you experience parking problems - Yes	4
If Yes – what measures would you support – Do nothing	0
If Yes – what measures would you support – Pay & Display	4
If Yes – what measures would you support – Permit Bays (CPZ)	0
If Yes – what measures would you support – Single Yellow Lines	0

2.27 In Belmont circle there was a 15% response rate (5 no.) with a majority that did experience parking problems (4 no.) and support for pay and display parking controls. The Petition from businesses in Belmont Circle also supports the introduction of parking controls for pay and display.

2.28 It is therefore recommended that the parking bays opposite nos 17 – 27 Belmont Circle be included in the proposed CPZ as “pay and display” bays operating Monday – Saturday, 8am – 6:30pm.

Weston Drive

Weston Drive results	Number
Number consulted	99
Number responses	16
Do you experience parking problems – No	13
Do you experience parking problems – Yes	3
If Yes – what measures would you support – Do nothing	6
If Yes – what measures would you support – Pay & Display	1
If Yes – what measures would you support – Permit Bays (CPZ)	2
If Yes – what measures would you support – Single Yellow Lines	4

2.29 The results for Weston Drive as a whole indicated a 16% response rate (16 no.) with a majority that did not experience parking problems. However, it was noted from the comments received that there are some issues with parking in the vicinity of Belmont Circle.

2.30 There is a need to ensure waiting restrictions are implemented consistently in this road to minimise parking obstruction and ensure the free and safe movement of traffic. Therefore the existing “at any time” waiting restrictions will be extended to include the section between Parnell Way and York Avenue on the southern side.

Dobbin Close

Dobbin Close	Number
Number consulted	48
Number responses	3
Do you experience parking problems – No	1
Do you experience parking problems – Yes	2
If Yes – what measures would you support – Do nothing	0
If Yes – what measures would you support – Pay & Display	1

If Yes – what measures would you support – Permit Bays (CPZ)	2
If Yes – what measures would you support – Single Yellow Lines	0

- 2.31 The results for Dobbin Close indicated a low 6% response rate (3 no.) with a majority that did experience parking problems and indicated a preference for permit bays.
- 2.32 A significant factor in the parking problems is the close proximity of the road to St Josephs First and Middle School. This road is more remote from the shops and the parking issues are predominantly on week days. It is therefore proposed to include Dobbin Close within a CPZ operating Monday – Friday, 8am – 6:30pm.

Belmont Circle Car Park

Should pay and display be introduced in the car park?	
Yes	76
No	213
No opinion	27

- 2.33 The consultation results indicate that there is no support for parking controls in the car park.

Kingshill Car Park

Should pay and display be introduced in the car park?	
Yes	64
No	205
No opinion	32

- 2.34 The consultation results indicate that there is no support for parking controls in the car park.

Summary

- 2.35 In conclusion there is support for a small CPZ in some residential streets close to Belmont Circle operating Monday – Saturday, 8am – 6:30pm. These are Bellamy Close and parts of Elgin Avenue and Kenmore Avenue. In addition “pay and display” bays are proposed at Belmont Circle and shared use bays in the service road in Kenton Lane (opposite Tesco). Other minor amendments to existing waiting and loading restrictions are also proposed.
- 2.36 In Dobbin Close there is support for a CPZ operating Monday – Friday, 8am – 6:30pm.

Legal implications

- 2.37 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Statutory consultation is the legal part of the process required before parking controls can be implemented and the Council must follow the statutory consultations procedures under the Road Traffic Regulation Act 1984 (RTRA) and The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 (LATO)

- 2.38 The principal traffic and management powers given to local authorities are contained in the RTRA and traffic regulation orders made by the Council are governed mainly under the RTRA and LATO
- 2.39 Under the LATO it is included that the Council is required to publish notice of its proposals to make a traffic regulation order in the London Gazette and to take such other steps as they consider appropriate for ensuring adequate publicity about the order is given to persons likely to be affected. CPZ's are defined in Section 4 of the Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.40 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2013/14 and a carry forward of 79k from 2012/13. A sub allocation of £50k for the development of the Belmont Circle parking review which was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder.
- 2.41 The cost of the final scheme will be dependant on the results of the planned statutory consultation and a funding allocation to complete the implementation of the scheme in 2014/15 will be considered as a part of the annual parking programme review report which is on the agenda of this meeting.
- 2.42 If the scheme is implemented parking income will be generated from resident / visitor permits charges, pay & display charges as well as from penalty charge notices for parking offences. A medium sized CPZ typically generates approximately £15k - £25k per annum depending on the parking layout design.

Risk Management Implications

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

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

2.47 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

2.48 The parking scheme detailed in the report accords with our wider corporate priorities as follows: cleaner, safer, and fairer.

Corporate priority	Impact
Cleaner, Safer	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.
Fairer	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 and other forms of long stay parking. The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.49 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Ann Begley	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16/01/14		
Name: Ian Goldsmith	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/01/14		

Section 4 - Contact Details and Background Papers

Contact: Sajjad Farid - Project Engineer, Parking and Sustainable Transport
020 8424 1484

Background Papers:

Belmont Circle Parking Review - Minutes of the Stakeholders Meeting
Consultation responses- copies placed in Members' library