

Ref PHD 01

Report for:

Portfolio Holder Decision

Subject:

**GREEN LANE AREA PARKING REVIEW
RESULTS OF STATUTORY CONSULTATION**

Portfolio Holder:

Anjana Patel
Portfolio Holder for Environment and Community Safety

Key Decision:

No

Urgent/Non-Urgent:

Non-urgent

Responsible Officer:

Dipti Patel – Corporate Director, Place

Decision subject to Call-in:

Yes

Power to be exercised:

Paragraph 2(ii) of the Delegated Powers of the Portfolio Holders, Appendix to the Executive Procedure Rules.

Exempt:

No

Wards affected:

Stanmore

Enclosures:

Appendix A – Consultation leaflet.

Appendix B – Residents letter

Appendix C – Comments and officer response

Section 1 – Summary and Recommendations

This report sets out the results of the statutory consultation on proposals to introduce a new controlled parking zone (CPZ) in the Green Lane area as detailed in the consultation leaflet in Appendix A.

Recommendations:

The Portfolio Holder (PH) for the Environment is requested to:

1. Note the responses to the consultation;
2. Approve proposals listed below to be taken forward to implementation,
 - The introduction of a new CPZ in the section of Green Lane north of Culverlands Close operational Monday to Saturday 8am to 6.30pm. (The proposed scheme to be signed as a permit parking area, with "Permit holders parking only past this point" signs erected at the entry point of the controlled area and utilising the existing marked bays on the footway/ carriageway.)
 - The introduction of "At any time" waiting restrictions (double yellow lines) along the Green Lane north of Culverlands Close to help remove dangerous and obstructive parking at junctions, bends, turning heads and narrow sections of the road to help improve safety, access and sightlines especially for larger vehicles such as emergency service vehicles which have critical response times as well as to reinforce rules of the Highway Code.
3. Abandon proposals to introduce "At any time" waiting restrictions (double yellow lines in Culverlands Close, Ben Hale Close and Woodside Close
4. Inform all residents and businesses within the consultation area of the PH decision.

Reason: (For recommendation)

To act in accordance with the results of the statutory consultation that was undertaken in direct response to residents and businesses requests for changes to the existing parking arrangements in their area.

Section 2 – Report

Background

In February 2019 a petition was submitted to the council on behalf of the residents of Green Lane, Culverlands Close, Woodside Close and Ben Hale Close requesting the council to address a number of issues including: the introduction of footway parking and; to undertake consultation with the whole of Green Lane on the introduction of a controlled parking zone (CPZ). In February 2020 the Traffic and Road Safety Advisory Panel agreed to include the Green Lane area in the Parking Programme for 2020/21.

A public consultation was undertaken in September 2020 and the results indicated that there was support for the introduction of a CPZ in Green Lane only north of Culverlands Close. It was therefore agreed to proceed to the next stage which is the statutory consultation on the following proposals:

- Introduction of a new permit parking scheme (PPS) in the section of Green Lane north of Culverlands Close operational Monday to Saturday 8am to 6.30pm. (The proposed scheme to be signed as a permit parking area, with "Permit holders parking only past this point" signs erected at the entry point of the controlled area and utilising the existing marked bays on the footway/ carriageway).
- Introduction of "At any time" waiting restrictions (double yellow lines) to help remove dangerous and obstructive parking at junctions, bends, turning heads and narrow sections of the road throughout the consultation area (including Culverlands Close, Ben Hale Close and Woodside Close) to help improve safety, access and sightlines especially for larger vehicles such as emergency service vehicles which have critical response times as well as to reinforce rules of the Highway Code.

These notes provide details of the responses received to the statutory consultation undertaken in October 2021 with residents and businesses in Green Lane area regarding the introduction of a PPS and "At any time" waiting restrictions (double yellow lines) in Woodside Close, Ben Hale Close and Culverlands Close.

The results indicate that whilst there are no material objections to the proposed PPS north of Culverlands Close, residents have issues with the proposed double yellow lines in Culverlands Close and Ben Hale Close.

ANALYSIS

153 consultation leaflets were delivered to properties within the consultation area.

OVERALL RESPONSES FROM THE CONSULTATION AREA. OBJECTIONS/COMMENTS

25 objections/comments were received, details of all these comments are attached in Appendix C.

In addition to the individual representations a letter signed by residents of Ben Hale Close was also submitted. This letter and officer responses to the issues raised is attached as Appendix B.

The main issues raised were:

Comment	Response
Ben Hale Close object to the extent of the proposed double yellow lines	See attached response to issues raised by residents.
Residents from Culverland Close object to the extent of the double yellow lines and think that the proposed CPZ should only operate Monday to Friday	The double yellow lines have been proposed to reduce the potential for vehicles to be parked in obstructive or hazardous locations preventing access, sight lines especially for larger vehicles such as emergency services which have critical response times as well as to re-enforce the rules of the Highway Code. If reduced lengths of double yellow lines are introduced than it is possible that drivers will try to park in those sections that remain uncontrolled.
St Johns School concerned that parents will have no room to park to drop off and collect children.	At the moment St Johns School does not take part in any of the initiatives aimed at reducing car-based school travel. Contact details will be forwarded to School Travel team so that the school can be made aware of the various initiatives.
The CPZ should cover the whole of Green Lane and not only north of Culverlands Close.	The results of the previous informal consultation showed only a majority support for the CPZ in the section of Green Lane north of Culverlands Close with operational times as advertised.

CONCLUSION AND RECOMMENDATIONS

The results of the statutory consultation indicate that whilst residents in the consultation area have no issue with the proposed PPS (residents parking) north of Culverlands Close there are many objections to the proposed "At any

time" waiting restrictions (double yellow lines) in both Culverlands Close and Ben Hale Close.

This is a statutory consultation, the purpose of which is to state what is the Council's final scheme and to only make changes where an objector can identify strong material grounds, such as a business being prevented from loading close to its premises and causing operational difficulties that would affect its commercial activities. Anyone can object and officers review all of the objections and make a judgement as to whether an objection has a material impact or not. It should be noted that it is not the purpose of the statutory consultation to have a second chance to amend the proposal.

In this case the review did not identify any material objections regarding the proposed PPS north of Culverlands Close and it is therefore recommended that proposals to introduce a PPS in the section of Green Lane north of Culverlands Close operational Monday to Saturday 8am to 630pm be taken forward to implementation.

The proposals to introduce double yellow lines particularly in Culverlands Close and Ben Hale Close has raised issues regarding the requirement for the extent of the proposals. Officers have visited the site and discussed the proposals with residents. Although it is possible to slightly amend the extents of some of these restrictions, it is suggested that since these have been proposed on safety and access grounds they should be installed as advertised. It should be noted that officers have proposed the double yellow lines for legitimate safety and access reasons and that if as a result of not taking these forward there were to be an incident in the future then it may be that the Council could be held liable, having identified a problem and not taken steps to address it.

It is recommended the Portfolio Holder (PH) for the Environment approves the following:

- The introduction of a new CPZ in the section of Green Lane north of Culverlands Close operational Monday to Saturday 8am to 6.30pm.
(The proposed scheme to be signed as a permit parking area, with "Permit holders parking only past this point" signs erected at the entry point of the controlled area and utilising the existing marked bays on the footway/ carriageway.)
- The introduction of "At any time" waiting restrictions (double yellow lines) along the Green Lane north of Culverlands Close to help remove dangerous and obstructive parking at junctions, bends, turning heads and narrow sections of the road to help improve safety, access and sightlines especially for larger vehicles such as emergency service vehicles which have critical response times as well as to reinforce rules of the Highway Code.
- Abandon proposals to introduce "At any time" waiting restrictions (double yellow lines in Culverland Close, Ben Hale Close and Woodside Close)

- Inform all residents and businesses within the consultation area of the PH decision.

Ward Councillors' comments

The results were discussed with ward councillors via a TEAMs meeting on 2nd December. At the meeting the ward councillors all agreed that the residents' objections must be supported, and request that the PH should act accordingly, namely:

- **the PPS in Green Lane should be approved and taken forward to implementation;**
- **the proposed double yellow line “At any time” waiting restrictions (double yellow lines) should not be introduced in Culverlands Close, Ben Hale Close and Woodside Close.**

The results of the consultation including all objections and ward councillors' comments are now reported to the PH to decide on the way forward.

Performance issues

The proposal supports the wider aims, objectives and targets as outlined in the council Parking Management and Enforcement Strategy. These have been discussed above and in summary the proposal to introduce sections of waiting restrictions at strategic locations throughout the consultation area will help improve safety, access and sightlines in accordance with the Highway Code and corporate parking objectives.

Environmental Impact

The parking policies are included in the LIP3 which has been subject to extensive engagement and consultation including a Strategic Environmental Assessment. The Strategic Environmental Assessment (SEA) indicated that there are environmental benefits from delivering the LIP and the main benefits are in improving air quality and public health. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

There are no data protection implications.

Risk Management Implications

Risk included on Directorate risk register? No
Separate risk register in place? Yes

Procurement Implications

There are no procurement implications associated with this report. The scheme will be implemented by the Council's term contractor.

Legal Implications

Subject to statutory consultation requirements, the Council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

In particular section 122 of the Road Traffic Regulation Act 1984, under which the Council has a duty to secure free movement of vehicular and other traffic (including pedestrians) and maintain the provision of suitable and adequate parking facilities on and off highway

Financial Implications

The scheme is part of the 2021/22 Parking Management Programme. There is a £300k budget allocation in the existing capital programme.

A sub-allocation of £20k for the statutory consultation and implementation of this review has been agreed by TARSAP. Therefore, the cost of implementing the scheme can be funded from within this budget.

Equalities implications / Public Sector Equality Duty

A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. In addition, all CPZs have a positive impact on those with mobility difficulties as more parking spaces are identified for disabled parking. Double yellow lines at junctions will protect dropped kerbs at crossings and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties. Typical benefits are likely to be as follows:

Protected characteristic	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	<p>The retention of double yellow lines at junctions will ensure level crossing points are kept clear.</p> <p>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.</p>
Age	<p>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 and the elderly are particularly sensitive.</p>

Each scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition, all public consultations are subject to issue of the Council's corporate Equality Monitoring Forms. The returned forms are subject to analysis to ensure that they reflect the local community by comparing them to data held by the Council at the time such as Census and vitality profiles. Any significant differences are used to adapt future consultations and would be reported to the Panel as part of the scheme reports.

Council Priorities

The parking scheme detailed in the report accords with the Council's priorities as follows:

Corporate priority	Impact
Putting residents first	<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> <p>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 statutory transport and cycling lessening the impact on the local environment.</p> <p>Parking controls 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</p>

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

Statutory Officer:

Signed on *behalf of the Chief Financial Officer

Jessie Mann

Date: 3-02-22

Statutory Officer:

Signed on *behalf of the Monitoring Officer

* J. Walsh

Date: 23-02-22

Section 3 - Procurement Officer Clearance

Statutory Officer:

Signed by the Head of Procurement

Nimesh Mehta

Date: 3-02-22

Section 3 – Corporate Director Clearance

Statutory Officer:

Signed by the Corporate Director

Tony Galloway

Date: 09-06-22

Mandatory Checks

Ward Councillors notified: YES

EqlA carried out: NO

An EqlA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqlA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact: Bruce Bolton/Sajjad Farid, Project Engineers.

Tel: 0208 424 1484

Bruce.Bolton@harrow.gov.uk; Sajjad.Farid@harrow.gov.uk

Background Papers:

Results of initial consultation

Signature: Tony Galloway

Position: Director of Environmental Services.....

Name: (print) TONY GALLOWAY.....

Date: 09/06/2022.....

For Portfolio Holder

* I do agree to the decision proposed

* I do not agree to the decision proposed

* *Please delete as appropriate*

Notification of disclosable non-pecuniary and *pecuniary* interests (if any):

[Should you have a *disclosable* pecuniary interest, you should not take this decision.]

Additional comments made by and/or options considered by the Portfolio Holder

Signature:
Portfolio Holder

Date: 5 August 2022

Call-in waived by the Chair of Overview and Scrutiny Committee
(for completion by Democratic Services staff only)

NOT APPLICABLE*