

Report for **Portfolio Holder Decision**

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<b>Subject:</b>	<b>CHANTRY ROAD AREA PARKING REVIEW RESULTS OF PUBLIC CONSULTATION</b>
Portfolio Holder:	Anjana Patel  Portfolio Holder for Environment and Community Safety
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Dipti Patel - Corporate Director, Place
Decision subject to Call-in:	Yes
<b>Power to be exercised:</b>	Refer to Paragraph 2(ii) of the Delegated Powers of the Portfolio Holders, Appendix to the Executive Procedure Rules <a href="http://modern.gov/documents/s153716/031%20Part%204D%20Executive%20Procedure%20Rules.pdf">http://modern.gov/documents/s153716/031%20Part%204D%20Executive%20Procedure%20Rules.pdf</a> Page 37 onwards, Part 4D of the Constitution.
Exempt:	No
<b>Wards affected:</b>	Hatch End
<b>Enclosures:</b>	<b>Appendix A</b> – Consultation leaflet. <b>Appendix B</b> – Comments and officer response

## Section 1 – Summary and Recommendations

This report sets out the results of the recent public consultation undertaken in October 2021 with residents and businesses in Chantry Road Area.

Recommendations:

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

1. Note the results of the consultation and approve that the proposed introduction of a new CPZ in Chantry Road, Chantry Place is not taken forward.
2. Agree to residents and businesses within the agreed consultation area being advised of the PH's decision.

Reason: (For recommendation)

To act in accordance with the results of the public 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

### Introduction

This report provides details of the responses received to the recent public consultation undertaken in October/November 2021 with residents and businesses in the area.

### Options considered

Residents were asked whether or not they would support the extension of the existing controlled parking zone (CPZ) (Z) operational Monday to Friday 10am to 3pm to include Chantry Road and Chantry Place (adopted section of the road only).

### Background

In November 2020 the council received a petition from the residents of Chantry Road and West Chantry, requesting the council to extend the existing controlled parking zone (CPZ) (Z) operational Monday to Friday 10am to 3pm to include Chantry Road and West Chantry. In response to the petition, in March 2021 TARSAP agreed to include the Chantry Road area in Hatch End in the councils parking programme for 2021-22.

Initial public consultation was carried out between 15th October and 4th November 2021 asking residents if they would support the extension of zone (Z) in the adopted sections of Chantry Road and Chantry Place, which can be controlled and regulated

by the Council. Parking controls could not be extended to include West Chantry as this is an unadopted road.

**Responses from the consultation area.**

35 leaflets were delivered in the area. 24 responses were received this represents a 68% response rate which is considered to be extremely good.

7 addresses submitted more than 1 response. Therefore only 1 response from each address has been included in the report.

1 address submitted 2 responses 1 “NO” and 1 “YES”.

1 response put as address “whole street”; this response has not been included.

These responses are reported but have not been included in the analysis. This leaves 18 responses to be considered. This is a response of 51%, still a very good level of response on which to make a decision.

The responses are tabulated below:

Question 2: Do you or your visitors find it difficult to find a convenient parking space nearby?

Question 3: Would you support the existing zone (Z) operational Monday to Friday 10am – 3pm being extended to include Chantry Road and Chantry Place (adopted section of road only).

	Yes	No	Yes	No
Chantry Road	6	8	4	9
West Chantry	3	0	3	0
Chantry Place	1	0	0	1
Total	10	8	7	10

Please note that not all respondents answered every question so totals may vary.

A significant majority (55%) of respondent’s experience parking problems.

Overall, 59% of respondents do not support the existing zone (Z) operational Monday to Friday 10am – 3pm being extended to include Chantry Road and Chantry Place (adopted section of road only).

If only the section of Chantry Road and Chantry Place that is public highway is considered then 75% of respondents are not in favour of the proposal.

Sixteen respondents included comments with their questionnaires, the main issues raised are summarised below. A copy of all the comments and officer response is included in Appendix B.

Comment/Objection	Officer Response
Object to the CPZ parking proposal because of the implications on not only chantry road residents but also west chantry and chantry place residents, including the businesses that would have a huge impact if a	The proposals have been developed in response to a petition from residents for the introduction of parking controls. The problems have been identified by these residents and the consultation

<p>CPZ scheme were to be introduced following the review</p>	<p>initiated accordingly. The purpose of the public consultation is to gain an understanding of residents' preference for a course of action. As with any consultation there will be respondents who have conflicting opinions. When offered a choice of options the option that receives a majority of support will be recommended to be taken forward. Officers assess the responses and report these to the ward councillors and portfolio-holder who makes a decision as to the way forward. The consultation is not a compulsory public vote officers can only assess based on the answers of residents who responded to the consultation but they (nor the portfolio holder) can infer any intention from those who elected not to respond other than that they are indifferent as to the result.</p>
<p>I have a concern that, even with the 10-3pm parking restriction, we could still experience problems if the garage in Chantry Place chooses to park vehicles after 3pm and/or overnight and weekends - which they currently do.</p>	<p>The petition specifically requested a zone operational with the same hours as Letchford Terrace i.e. 10am – 3pm,</p>
<p>It is a nightmare to park around here. Ruining my retirement as cannot go outside London for anything during the week as not unless plan to come back after five which is in rush hour traffic, adding to congestion. We are only road not restricted. Cannot invite elderly friends to visit as nowhere for them to park. Workmen have a problem too if you have one coming. Miserable!</p>	<p>The introduction of a cpz would act to remove non resident parking freeing up on street space for residents.</p>

### Conclusion and recommendations

The results clearly indicate that residents in Chantry Road do not support the proposal to be included within CPZ (Z). It is therefore recommended that the proposals to extend the zone be abandoned.

### Ward councillors' comments

Ward councillors were invited to a TEAMS meeting on 13<sup>th</sup> December 2021 to discuss the results of the consultation.

The ward Councillors agreed that the results clearly indicate that residents do not want to be included in an extended CPZ and that the scheme should not be taken forward and that this recommendation should be reported to the PH for approval.

### **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 statutory 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 the highway.

### **Financial Implications**

The scheme is part of the 2021/22 Parking Management Programme with a total budget allocation of £300k.

A sub-allocation of £24k for the statutory consultation and implementation of this review was agreed by TARSAP in February 2021. Therefore, the cost of not implementing the scheme can be reallocated to fund other schemes in the programme.

### **Equalities implications / Statutory 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 spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous/obstructive parking at these locations and thereby further assist those with mobility difficulties. Typical benefits are likely to be as follows:

<b>Protected characteristic</b>	<b>Benefit</b>
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 and the elderly are particularly sensitive.

Each scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition, all statutory 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
Making a difference for communities	<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>Making a difference for the vulnerable</p> <p>Making a difference for families</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>
Making a difference for local businesses	<p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</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: 25-02-22**

### **Statutory Officer:**

Signed on behalf of the Monitoring Officer

Jimmy Walsh

**Date: 16-05-22**

## Section 3 - Procurement Officer Clearance

### **Statutory Officer:**

Signed on by the Head of Procurement

Nimesh Mehta

**Date: 25-02-22**

## 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.

[Bruce.Bolton@harrow.gov.uk](mailto:Bruce.Bolton@harrow.gov.uk); [Sajjad.Farid@harrow.gov.uk](mailto:Sajjad.Farid@harrow.gov.uk)

**Background Papers:** Results of initial consultation

Signature:

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: 08 August 2022

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

**YES/ NO / NOT APPLICABLE\***