

Report for: Portfolio Holder Decision

Subject:	COURTENAY AVENUE 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, Page 37 onwards, Part 4D of the Constitution.
Exempt:	No
Wards affected:	Hatch End
Enclosures:	Appendix A – Consultation leaflet. Appendix B – 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 “at any time” waiting restrictions in the Courtenay Avenue area.

Recommendations:

The Portfolio Holder for Environment is requested to:

1. Note the responses to the statutory consultation on proposals to introduce “At any time” (double yellow lines) throughout the consultation area to help remove obstructive and dangerous parking and improve access at junctions, bends, turning heads and narrow sections of road which are proposed for safety, or access reasons in accordance with the Highway Code,
2. Agree that the objections received do not offer any material grounds and that the proposals as advertised should be implemented:
3. Agree that residents and businesses within the agreed consultation area be informed 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

Introductory paragraph

This report provides details of the responses received to the recent statutory consultation undertaken in January 2022 regarding the introduction of “at any time” waiting restrictions in Courtenay Avenue area (service roads between Uxbridge Road and Secker Crescent).

Options considered

Two options were provided for residents to consider:

1. Monday to Friday 10am to 2pm

Benefits – These restrictions provide an acceptable window for enforcement (4 hours) whilst reducing the times that residents and their visitors will have to display permits. They will deter all day commuter parking.

Dis-benefits – will not prevent parents of school children from parking at school pick up and drop off times and non-residents/commuters from parking outside these times

2. Monday – Friday 8am – 6.30pm

Benefits – These restrictions will prevent all day parking up to and including early evening. It will be easier for residents to find parking during Monday to Friday when returning from work.

Dis-benefits – There is a wider period of control requiring residents and their visitors to display their permits to park during the controlled hours.

Background

The Council received a petition from the residents of Courtenay Avenue in October 2018, who raised concerns about the lack of parking availability due to commuter and other non-residential long-term parking taking place.

Courtenay Avenue forms part of the north-south distributor road linking Harrow with Watford. Parking takes place in the uncontrolled service roads either side of Courtenay Avenue between Secker Crescent and Uxbridge Road. The area is situated near an existing CPZ (Z) to the west, which operates Monday to Friday, 10am - 3pm.

The Traffic and Road Safety Advisory Panel agreed to include the Courtenay Avenue area in the 2020/21 parking program.

Public consultation was carried out in July 2020.

Whilst a majority of those residents who responded to the initial consultation experience parking difficulties, a similar majority of respondents did not consider that the problems were of such concern that they warranted the introduction of a CPZ. It was therefore decided that the proposal to introduce a CPZ in the service roads along in Courtenay Avenue between Uxbridge Road and North of the railway line be abandoned, but that statutory consultation should be undertaken on an option to install additional sections of no waiting “At any time” (double yellow lines) restrictions to help remove dangerous/ and obstructive parking at junctions, bends, turning heads and narrow sections of the service road to help improve safety, access and sightlines for all road users especially for larger vehicles such as emergency service vehicles which have critical response times and improved access for cyclists along the north/south cycle

route which runs along the service roads as well as to reinforce rules of the Highway Code.

The statutory consultation was carried out between 13th January 2022 and 2nd February 2022

Analysis

180 consultation leaflets (Appendix A) were delivered to properties within the agreed consultation area as indicated in the consultation leaflet.

During the consultation period we received 8 objections from residents within of the consultation area.

The objections raised similar issues which are discussed below.

Objection	Officer Response
The proposed double yellow lines would simply reduce the availability of on street parking for residents whilst not addressing the problem of non-residents parking for long periods.	The service roads where the restrictions are proposed are approximately 5m wide, if vehicles park on both sides there would remain less than 3m for traffic. The proposed restrictions seek to reflect current parking patterns, whereby drivers do not park on the sections where double yellow lines are proposed, as to do so would cause obstruction.
The proposals in the cycle lane on the boundary between 78 & 90 Courtenay Avenue and in other “dead ends” are not required.	The proposals and the restrictions associated with the cycle lane were subject of separate consultation and are not part of this consultation.
That the introduction of residents parking was a better option	A proposal to introduce residents parking, in response to the resident’s petition, was the subject of the initial consultation carried out in 2020. 56% of respondents to this consultation did not support the introduction of a CPZ with residents parking.

Conclusion and Recommendations

The objections that have been received are concerned that the proposed restrictions will act to reduce the availability of on street parking.

Response: The locations where double yellow lines have been proposed are in areas where if parking were to take place (on both side of the carriageway) it would impede the through movement of all vehicular traffic as well as to obstruct the on-off road north/south cycle route which utilises the service roads either side of Courtenay Avenue.

The service roads are only approximately 5m wide and therefore any parking on both sides would leave only approximately 1.0m of carriageway, wide enough for bicycles and possibly motorcycles but not for any other vehicle. If vehicles park in the turning heads, there will not be any room for vehicles to manoeuvre to enable drivers to exit in a forward gear.

Other objections state that a better solution would be the introduction of CPZ – however this option was not supported by residents during the initial public consultation.

This is a statutory consultation, which sets out the final proposals/measures which the Council would like to take forward. The only changes that can be made to the final scheme would be if 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 make an objection and officers will 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 and/or reconsult on the scheme proposals. No responses are required from anyone who is either ambivalent to or in support of the scheme.

The objections do not raise any issues that may be considered as material and therefore it is suggested that they should be set aside and the scheme introduced as advertised.

Residents and businesses within the consultation area should be informed of the PH decision when made.

Ward Councillors' comments

The results of the consultation were discussed with ward councillors at a "TEAMs" meeting on 15th March 2022. The councillors agreed with the recommendations that, in the light of the responses, the proposal to introduce no waiting at any time double yellow lines for safety and access reasons in accordance with the Highway Code should be implemented.

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

Please see:

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

Delegated Portfolio holder authority was granted by TARSAP at its meeting on the 2 March 2021 and the relevant Scheme is included in this agenda at Appendix B, as follows:

APPENDIX B PROPOSED PARKING MANAGEMENT PROGRAMME 2021/22

On- going schemes carried over from 2020/21

Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald

Following informal consultation there was no support for the introduction of a resident permit scheme. It has been agreed to take forward only proposals to introduce no waiting “At any time” restrictions (double yellow lines) throughout the consultation area along narrow sections of the carriageway, bends, junctions and turning heads to address safety/access concerns especially for emergency vehicles which have critical response times.

Financial Implications

The scheme was originally part of the 2020/21 Parking Management Programme, which had a £300k budget allocation in the capital programme. A sub-allocation of £50k for the statutory consultation and implementation of this reviewed was agreed by TARSAP.

Due to the revision to the original proposal, the scheme is carried forward to 2021/22. There is a budget allocation of £18k in 2021/22 Parking Management Programme. Therefore, the cost of implementing the scheme can be funded from within this budget.

As only No Waiting “At any Time” restrictions are being proposed, any funding not utilised in this scheme may be used to fund other parking scheme in the parking programme

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	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 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	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. 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>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> <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:

Jessie Mann

Signed on behalf of the Chief Financial Officer

Date: 23-03-22

Statutory Officer:

Baljit Bhandal

Signed on behalf of the Monitoring Officer

Date 28-03-22

Section 3 - Procurement Officer Clearance

Statutory Officer:

Nimesh Mehta

Signed by the Head of Procurement

Date: 22-03-22

Section 3 – Corporate Director Clearance

Statutory Officer:

Signed on behalf of the Corporate Director

Tony Galloway

Date: 09-06-22

Mandatory Checks

Ward Councillors notified: YES

** Delete as appropriate.*

EqIA carried out: NO

An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA 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

TARSAP 2 March 2021 minutes and agenda(Appendix B)

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*