

Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	Proposed extension to Edgware Controlled Parking Zone TB – Results of public consultation
Key Decision:	No
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Consultation area Appendix B – Consultation documents Appendix C – Detailed consultation plans Appendix D – Questionnaires Appendix E – Consultation results Appendix F – Consultation comments and officers response Appendix G – Proposed extension to zone TB Appendix H – Proposed pay and display in High Street, Edgware

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the findings of public consultation on the proposed extension to Edgware controlled parking zone TB and associated parking restrictions at junctions and pinch points within the review area and the proposed introduction of pay and display parking bay in High Street, Edgware. It also sets out recommendations on which proposals should be taken forward based upon the findings.

Recommendations (for decision by the Environment and Community Safety Portfolio Holder):
that the Panel recommends:

- (a) that the existing CPZ zone TB be extended to include property Nos. 21-41 and 54-

- 68 Canons Drive, Duke Avenue, Chestnut Avenue and Lake View to operate Monday to Friday 11am to 12 midday, as shown at Appendix G;
- (b) that double yellow line restrictions be introduced at the junctions/locations shown at Appendix C;
 - (c) that short term pay and display parking be introduced outside property Nos. 85-93 High Street, Edgware as shown at Appendix H;
 - (d) that the existing 'Permit parking only' signs in the CPZ, Zones TA and TB, be amended to indicate the control hours;
 - (e) that the existing pay and display signs to the shared pay and display parking bays in Canons Drive, Handel Way, High Street, Edgware, Mead Road, and Montgomery Road be amended to replace the wording 'Business permits holders and Resident permit holders' with 'Permit holders'; and
 - (f) (i) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices G, C and H and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, and to implement the scheme subject to consideration of objections.
(ii) that the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received a result of the statutory consultation or otherwise in consultation with the Portfolio Holder

REASON: To control parking in roads as set out in the report

SECTION 2 - REPORT

2.1 Background

- 2.1.1 The existing Edgware controlled parking zone (CPZ) Zone TB was introduced in January 2005 to deal with problems of obstructive parking at junctions and driveways in Canons Close, Canons Drive (part), Cavendish Drive, Dorset Drive, Handel Close, Powell Close, Lodge Close and part Lake Drive. The scheme operates for 1 hour Monday to Friday 11am to 12 noon. The scheme has been successful in removing the all day commuter parking from the streets within the zone, whilst keeping those residents disadvantaged by the introduction of the parking measures to a minimum.
- 2.1.2 Following the introduction of the scheme the parking problems have been displaced to those streets outside the CPZ. Residents in these roads, in particular those from Lake View, have requested that the scheme should be extended to include their road, to address problems of congested parking and concerns with safety and access for emergency vehicles. Residents also requested that additional parking controls be introduced to deal with obstructive parking during the evenings which occurs in Cavendish Drive and Canons Drive, whilst businesses have complained that the uncontrolled off peak parking spaces outside the property Nos.85 to 93 High Street are frequently used by drivers to park their vehicles for most of this period, thus depriving parking for visitors and customers to the local businesses in this area.
- 2.1.3 These issues were considered by the Council's TARSAP at the annual review of requests for parking controls meeting, held on 2nd March 2005. As a result, Canons Park estate was included in the priority list for Controlled Parking Zones

and Resident Parking Schemes for the scheme to be progressed in Spring 2006 by holding a key stakeholders meeting.

2.1.4 The stakeholders meeting was held on 26 June 2006 when representatives of residents, businesses and others bodies were invited to give their views on parking problems in the area. The consensus of this meeting was to consult occupiers on proposals extending the existing Zone TB together with waiting restrictions at road junctions and pinch points to deal with obstructive parking. Proposals for short term pay and display parking bays in High Street, Edgware were also requested. Unfortunately, due to the council's financial constraints, the consultation process of this scheme was delayed. This scheme is being progressed as part of the priority programme for controlled parking zones and residents parking schemes as agreed by TARSAP in February 2008.

2.1.5 The consultation area is shown at **Appendix A**

2.2 Options considered

2.2.1 A number of options were considered for parking controls, ie CPZ 1 hour restriction, double yellow lines or pay and display to address specific parking problems.

2.2.2 In analysing the results consideration was given to either recommending a whole road or part of a road be taken forward depending on the distribution of responses along the roads.

2.2.3 The options are discussed in more detail in section 2.3 Consultation below.

2.3 Consultation

2.3.1 Ward councillors were consulted on the proposed extension to zone TB and were sent draft consultation materials for comments prior to finalising the leaflets.

2.3.2 Consultation within the proposed extended zone was undertaken in September 2008, with approximately 400 leaflets distributed to residential and business addresses within the area shown at **Appendix A**

2.3.3 The consultation was divided in to 5 separate areas as shown on Location Plan A see **Appendix A**:

- **Orange area** - for occupiers to consider if they wish to be included in the scheme and to comment on proposed double yellow lines at junctions and pinch points;
- **Blue area** - opportunity for those occupiers whose access is from the un-adopted section of highway in Canons Drive, to be included in the scheme;
- **Red circled area** - to occupiers within existing zone TB, requesting their comments on proposed additional waiting restrictions within their area;
- **Red box area** – to businesses and occupiers in High Street, Edgware on proposal to introduce short term pay and display parking, and

- **Green Area** – to those properties immediately adjacent to the proposed extension to the CPZ scheme in Canons Drive and Lake View were also given consultation documents for information.

2.3.4 Consultation leaflets with detailed plans relevant to each street together with the relevant questionnaire were delivered to all properties within the consultation area. Consultation leaflet is shown at **Appendix B**. Detail plans are shown at **Appendix C** and questionnaires **Appendix D**.

2.3.5 In order to improve response rates from CPZ consultations a colour booklet was produced explaining the advantages, limitations and costs of CPZs and permit parking schemes. This booklet was delivered along with the specific consultation material but outside of the envelope in an attempt to engage the interest of those consulted.

2.3.6 The consultation was also available online via the Council's website www.harrow.gov.uk/trafficconsultations.

2.4 Consultation Responses

2.4.1 The response rates for the separate areas are shown below:

Area	no. of properties	no. of responses	% response
Proposed CPZ extension area (orange area)	290	138	47.6%
Option for residents in un-adopted highway to be included (Blue area)	5	3	60.0%
Proposed additional waiting restriction within existing CPZ Zone TB (Red circled area)	78	22	28.2%
Proposed Pay and Display in High Street, Edgware (Red square area)	19	1	5.3%
Overall response rate	392	164	41.8%

2.4.2 It is considered that the overall response rate is very good and compares favourably with previous consultations in the area. However the response rate for the red square area from businesses and occupiers in the High Street affected by the pay and display parking proposal is disappointing low.

2.4.3 A total of 28 questionnaires were completed on line, 20 from within the consultation area.

2.4.4 A detailed analysis of the results on a street by street basis for the separate consultation area is shown in Tables 1 to 4 at **Appendix E**.

2.5. Analysis of responses from the proposed extension to CPZ (orange area) (see Table 1 Appendix E)

- 2.5.1 The response rates for streets in this area ranged from 34.8% to 78.6% with an overall response rate of 47.6%
- 2.5.2 Referring to Table 1 and Question 3 (Would you support extension of CPZ Zone TB, 11am – midday Mon to Fri?) indicates that when including all the responses from streets within the orange area there is no overall support for the CPZ scheme to be extended in the area with results of 41.0% in favour and 52.8% voting against. However when analysing the results for individual streets these results show that there is support from some streets to be included in the CPZ scheme. Results for individual streets are detailed below.

Lake View

- 2.5.3 With a response rate of 50.8%, Lake View results show that there is clear support for the scheme with residents voting 21 to 8 (72.4% to 27.6%) in favour of the CPZ being extended in their street.
- 2.5.4 Comments from residents in Lake View wishing not be included in the scheme are reported **Appendix F** with the officer's response.
- 2.5.5 Since it is shown that there is a clear majority of support to include this street in the proposed CPZ, **officers recommend extending Zone TB to include the whole extent of Lake View.**
- 2.5.6 The results from Canons Drive, Chestnut Avenue and Dukes Avenue are not clear cut and a more detailed analysis has been undertaken for these streets and is reported in detail below.

Canons Drive:

- 2.5.7 With a response rate of 54.8% the results for Canon Drive to Question 3 shows little support, voting 6 for and 11 against (35.3% to 64.7%) being included in the CPZ. However, further analysis of responses for this length of road shows that the residents between the end of the existing CPZ and the junction of Orchard Close (property Nos. 24-41 and 54-68) supported the scheme by 6 for and 5 against (54.6% - 45.4%), whilst those residents between Orchard Close and the un-adopted section of highway at top end of Canons Drive unanimously do not support the introduction of the CPZ. The results to Question 3 for the above two sections of this Canons Drive is tabulated below:

Canons Drive	No of Prop.	No. of replies	For	Against
Property Nos. 21-41 and 54-68 (Dukes Av to Orchard Close)	19	11 (57.9%)	6 (54.6%)	5 (45.4%)
Property Nos. 41-53 and 70-80 (Orchard Close to un-adopted section of Canons Drive)	12	6 (50.0%)	0	6 (100.0%)
Total	31	17 (54.8%)	6 (35.3%)	11 (64.7%)

- 2.5.8 Comments from residents in Canons Drive voting not be included in the CPZ are reported at **Appendix F** with the officer's response.
- 2.5.9 Having taking into consideration the above two separate lengths of Canons Drive it is evident that there is support from those residents between Dukes Avenue and its junction with Orchard Close be included in the CPZ, therefore, for these reasons **officers recommend extending Zone TB to include Canons Drive between its junction with Dukes Avenue and its junction with Orchard Close.**
- Chestnut Avenue**
- 2.5.10 The results for Chestnut Avenue with a response rate of 58.8%.show that in response to Question 3 (Table 1 Appendix E) there is no overall support to be included in the proposed CPZ scheme voting 9 for and 11 against (42.9% for and 52.4% against).
- 2.5.11 However when taking into consideration responses to Question 4 (Table 1 Appendix E - Would you support scheme in your road if road next to yours were included?) and the officer's recommendation to include the adjacent section of Canons Drive wit in the CPZ, changes the results to10 in favour and 10 against i.e. evenly divided 50% for and against being included in the CPZ scheme.
- 2.5.12 Comments are divided for and against the CPZ scheme as reported in **Appendix F**, together with the officer's comments. Those residents in favour of being included in the CPZ commented that it would remove the problem of commercial vehicles parking at the entrance to Chestnut Avenue for extended periods of time. Whilst others are concerned with the effect of possible displaced parking should a CPZ scheme be implemented in an adjoining street.
- 2.5.13 Those voting not to implement the scheme comment that parking restrictions are unnecessary since there is no parking problem and by introducing the scheme there would be less parking spaces during the controlled hour which is likely to inconvenience the residents and their visitors.

2.5.14 Taking into consideration the comments of the residents who have responded, the officer's view is that displaced parking is likely to occur in Chestnut Avenue as was experienced in Lake View when the CPZ was introduced into that part of the street. Note those residents who do not want the CPZ to be introduced in their road will have the opportunity to object to the scheme when the Statutory Traffic Orders for the scheme is advertised. For these reasons, **officers recommend Chestnut Avenue to be included in the proposed extension to Zone TB.**

Dukes Avenue

2.5.15 The response rate for Dukes Avenue is high (51.7%). The results show that there is no overall support for Dukes Avenue to be included in the CPZ scheme with results of 5 for and 10 against (33.3% to 66.7% respectively).

2.5.16 Even when taking into consideration Question 4 Table 1 Appendix E (Would you support scheme in your road if road next to yours were included?) and the recommendation to included the adjacent streets, Lake View and section of Canons Drive the results still shows that this street marginally do not support being included in the scheme by one vote with results of 7 for and 8 against (46.6% - 53.3% respectively).

2.5.17 Should the adjoining roads namely Lake View and Canons Drive be included in the CPZ scheme, consideration must be given to the likely displaced parking and whether it would be prudent to include Dukes Avenue in the CPZ scheme at this time for the following reasons;

- Dukes Avenue links the two roads Lake View and Canons Drive which has high morning and afternoon traffic flows as this road is used as an access route to the popular North London Collegiate School.
- Dukes Avenue is relatively narrow and has a limited number of on street parking spaces available, except opposite the flank walls of properties adjacent to its junctions with Lake View and Canons Drive.
- Should any displaced parking be transferred into this street, this is likely to cause obstructive parking particularly to emergency and large service vehicles.
- The Council has received complaints regarding long term parking of commercial vehicles which occurs in Dukes Avenue at the junction of Canons Drive. Introduction of a CPZ would help to alleviate this problem.
- Should Dukes Avenue not be included in the CPZ extension and displaced parking is transferred to this street it is likely that the council could be criticised for not including Dukes Avenue.

2.5.18 Residents in Dukes Avenue wishing their street not to be included in the scheme have the opportunity to object to the proposals at the statutory consultation stage.

2.5.19 Comments from Dukes Avenue for and against the scheme with officer's comments are reported in **Appendix F.**

2.5.20 For the above reasons, **officers recommend Dukes Avenue to be included in the proposed extension to Zone TB.**

Orchard Close, Rose Garden Close and Stonegrove

- 2.5.21 The analysis of the responses for the above streets (see **Table 1 Appendix E**) shows that there is no support from these streets to be included in the extension to Zone TB.
- 2.5.22 Comments from Orchard Close, Rose Gardens and flats off Stonegrove for and against the scheme with officer's comments are reported in **Appendix F**.
- 2.5.23 For the above reasons, officers recommend **Orchard Close, Rose Gardens and service road to; Sunningdale Lodge, Rydal Court, Coniston Court, Windermere Hall and Leamington House Stonegrove be excluded from the proposed extension to Zone TB.**

Proposed double yellow lines in Orange Area

- 2.5.24 The double yellow line proposals at junctions and pinch points within the proposed CPZ extension are to address problems of obstructive parking. The location of the proposals coincides with some directions in the Highway Code – Rule 243 which states “DO NOT stop or park ...
- anywhere you would prevent access for Emergency Services
 - opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
 - opposite a traffic island or (if this would cause an obstruction) another parked vehicle
 - where the kerb has been lowered to help wheelchair users and powered mobility vehicles
 - in front of an entrance to a property
 - on a bend.
- 2.5.25 The council is unable to take action against illegal parking unless there are waiting restrictions (yellow lines) in place. In all other cases where there are no yellow lines, obstructive parking can only be dealt with by the Police. In practice limited Police resources and other demands on Police time precludes their effective enforcement in these situations. Responses to the consultation and from our own observations indicate that there is such inappropriate parking in some streets within the consultation area. This is particularly the case at junctions and sharp bends in Stonegrove service road, Lake View and Chestnut Avenue.
- 2.5.26 Yellow lines have proved successful at similar locations as they apply at all times when visibility and emergency service access may be an issue. It is important for pedestrians, especially those with disabilities or with young children that the dropped crossings at junctions are kept clear of obstructive parking. Double yellow lines appear to enjoy greater respect than single yellow line restrictions even during the period when technically they equally apply.
- 2.5.27 Comments and response to the proposed double yellow lines is shown at Appendix F, together with officer's response.
- 2.5.28 **It is therefore recommended, that double yellow line restrictions be introduced at the junctions and pinch points as shown on the detailed**

consultation drawing Nos. 1 - 7 at Appendix C, but their extent be modified, where possible, in line with consultation feedback and site geometry.

2.6 Analysis of responses for un-adopted section of Canons Drive (blue area) (see Table 2, Appendix E)

- 2.6.1 The council has no authority to implement parking controls in un-adopted highway unless there is unanimous support from the owners and occupiers whose property boundary is adjacent to the un-adopted highway.
- 2.6.2 At the key stakeholders meeting it was agreed that this section of Canons Drive owners and occupiers should be given the opportunity to be included in the CPZ scheme and to be consulted accordingly. The un-adopted section of Canons Drive includes property Nos. 55 to 59 and No. 90, North London Collegiate School and Canons Park, which is maintained by the council parks department.
- 2.6.3 The responses from the un-adopted section of Canons Drive are shown at Table 2 Appendix E. 3 responses were received, 2 of which were not supportive of extending the CPZ into their section of the road.
- 2.6.4 Comments from the un-adopted section of Canons Drive for and against the scheme with officer's comments are reported in Appendix F
- 2.6.5 For the above reasons, **officers recommend that the un-adopted section of Canons Drive be excluded from the proposed extension Zone TB.**

2.7 Review of proposed additional waiting restrictions (Red circled area)

- 2.7.1 The responses and comments from Lodge Close and Cavendish Drive are shown at **Table 3 Appendix E**. There is majority support for the introduction of the proposed double yellow lines in this area.
- 2.7.2 For the above reason, officers recommend that double yellow lines (no waiting at any time) be introduced in Canons Drive Cavendish Drive and Lodge Close, as shown on the consultation drawing No. 8 at Appendix C.

2.8 Review of proposed Pay and Display in High Street, Edgware (Red box area)

- 2.8.1 The response rate from this area was 5.3% with 1 response received from the 19 premises consulted. This response did not indicate their preference for or against the pay and display proposals. However, they did comment that there are existing issues of obstructive parking in the High Street adjacent to the private access road between Nos. 107 and 109.

- 2.8.2 Existing waiting and loading restrictions at this location are a single yellow line with operational hours of 8.00am to 6.30pm Monday to Saturday, and loading restrictions operational between 8am and 9.30am and between 4.30pm and 6.30pm Monday to Fridays inclusive. Since this access road serves a busy nursing home and other adjacent properties, **officers recommend that the waiting and loading restrictions for a short section of the High Street adjacent to Nos. 107-109 should be reviewed and be up upgraded to no waiting and loading at any time.**
- 2.8.3 Because of the low response rate it is difficult to assess whether there is support for the pay and display parking proposal other than previous requests from businesses to provide more short term parking.
- 2.8.4 The current peak hour waiting restrictions outside the premises Nos. 85 to 93 High Street, Edgware are 8.00 to 9.30am and 4.30 to 6.30pm Monday to Friday inclusive. Double yellow lines (No waiting at any time) extend south of this point whilst a bus stop clearway extends north of this point.
- 2.8.5 Parking controls on the opposite side of the High Street, Edgware are the responsibility of Barnet Council who have provided pay and display parking bays along most of the length of their side of the High Street, except for double yellow lines (No waiting at any time) at road junctions. The operational hours charges for Barnet's the pay and display bays are on a sliding scale :
- 30p for up to 15min
50p for up to 30min
80p for up to 45 min
£1.50 for up to 60min
£2.50 for up to 90 min
- Operational hours 8.00am to 6.30pm, Monday to Friday, maximum stay 2 hours.
- 2.8.6 This section of the High Street is the only section which does not have parking controls other than for peak hour waiting restrictions, which allows vehicles to be left for most of the day, thus depriving parking for visitors and customers to the local businesses in this area.
- 2.8.7 Proposed parking charges to encourage short term parking would be the same as for other pay and display in the area, i.e. Whitchurch Lane, currently 40p per 30 minutes.
- 2.8.8 In order to provide short term parking and make parking controls to be similar to those provided by Barnet, officers recommend providing short term pay and display outside premise Nos. 85 to 93 shown at Appendix H with operational hours of 9.30am to 4.30pm Monday to Friday inclusive with max stay of 2 hours with no return within 2 hours.
- 2.9 **Responses from occupiers within the existing Zone TB (green area) are at appendix F**

- 2.9.1 A total of 12 responses were received from residents within the existing zone TB with broad support to extend the proposed scheme with residents and businesses voting 9 to 6 in favour of the scheme. The main comments supportive of the scheme cited that the existing scheme has improved the parking in their roads; whilst those against extending the scheme commented that the number of parking places have been reduced and that further parking controls will make the situation worse.
- 2.9.2 Comments from occupiers within the existing Zone TB for and against the scheme with officer's comments are reported in **Appendix F**.

2.10 Amendments to signage within existing zones TA and TB

- 2.10.1 The Council has reviewed parking bay signage. The Local Implementation Plan (LIP) states "To provide more transparency in restrictions and consistency with best practice, for all permit parking bay signs in new CPZs, the hours of operation will be displayed. Existing permit bay parking signage will be replaced as finances permit. Subject to funding availability this will be begin to take in 2006/2007."
- 2.10.2 The LIP also states "when CPZ reviews take place, the matter of allowing business permit holders to park in selected Pay and Display bays will also be considered. All business permits will be zone specific. Business permit holders will be allowed to park in resident permit bays in the zone of their issue only. Business permits will be issued solely for business operational purposes."
- 2.10.3 To conform with the above criteria and to provide better clarity and to provide greater flexibility of the parking bays for Residents and businesses, **officers recommend that:**
- a) **the controlled period 'Mon – Sat, 8.30am – 8.30pm' is added to the existing permit holder bay signs in Zones TA;**
 - b) **the controlled period 'Mon – Fri, 11am - noon' is added to the existing permit holder bay signs in Zones TB; and**
 - c) **the existing shared use parking bay signs for resident permit holders, business permit holders and pay and display be amended to 'Permit holders and Pay and Display'.**

2.11 Financial Implications

- 2.11.1 The implementation of the scheme based upon the officers' recommendations and including the amendments to existing signs in Zone TA and TB, is estimated to cost £45,000. The Harrow Capital Programme for 2009/10 contains £30,000 for these works. However savings made on the CPZ scheme at Stanmore mean that the additional monies can be met from within the overall CPZ capital programme.
- 2.11.2 The cost of the public consultation and preliminary work on the scheme can be met from the £25,000 allocated in the 2008/9 Harrow Capital Programme

2.12 Legal Implications

- 2.12.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984.

2.13 Performance Issues

- 2.13.1 There are no Best Value performance indicators relating to CPZs.
- 2.13.2 No funding is provided by Transport for London, however, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's LIP.
- 2.13.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:
- Priority IV Improving the working of parking and loading arrangements
 - Priority V Improving accessibility and social inclusion on the transport network
- 2.13.4 This proposal supports the Harrow Vision and Corporate Priorities as follows:
- Priority 1) Deliver cleaner streets, better environmental services and keep crime low
 - Priority 5) Improve the way we work for our residents

2.14 Risk Management Implications

- 2.14.1 This project is not included on the Directorate risk register.
- 2.14.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

2.15 Community Safety (s17 Crime & Disorder Act 1998)

- 2.15.1 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.
- 2.15.2 These recommended proposals will have a neutral impact on crime and disorder.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
Date:13/11/2008.....		
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
Date:14/11/2008.....		

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
Date:3/11/2008.....		

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Owen Northwood,
Traffic Engineer, Traffic and Highway Network
Tel. No: 020 8424 1677

Background Papers:

- 1 Traffic and Road Safety Advisory Panel 26 February 2008
Agenda Item 9 – Controlled parking zone/parking schemes -
Annual Review.
- 2 Notes on Key Stakeholders meeting held on 26 June 2006

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES/ NO
2.	Corporate Priorities	YES / NO