

Meeting:	Traffic and Road Safety Advisory Panel
Date:	25 November 2009
Subject:	Proposed Extension to Edgware Controlled Parking (CPZ) Zone TB – Results of Re-consultation for Lake View and Consideration of Statutory Objections to Traffic Order
Responsible Officer:	Brendon Hills- Corporate Director, Community and Environment
Portfolio Holder:	Councillor Susan Hall - Portfolio Holder for Environment Services and Community Safety
Exempt:	No
Enclosures:	<p>Appendix A – Proposed extension to Edgware Controlled Parking Zone TB – Results of public consultation. Reported to Traffic and Road Safety Advisory Panel Agenda item 10, 26th November 2008</p> <p>Appendix B – Information leaflet on outcome of consultation and way forward (dated 29th January 2009)</p> <p>Appendix C – Statutory consultation plans</p> <p>Appendix D – Information item reported to Traffic and Road Safety Advisory Panel Agenda item 11 (2) 17th June 2009</p> <p>Appendix E – Sample re-consultation documents</p> <p>Appendix F – Objections to the draft traffic orders with officers' responses.</p> <p>Appendix G – Scheme plans recommended for implementation.</p>

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This document reports the results of the statutory consultation on possible extension of the existing Edgware (Canons Estate) controlled parking zone (Zone TB), the proposed pay and display in High Street, Edgware and associated parking restrictions at junctions and bends, and seeks the Panel's recommendation to the Portfolio Holder for Environment Services and Community Safety to proceed with the proposals.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment Services and Community Safety:

1. that the proposed extension of the CPZ (Zone TB) in Lake View does not proceed;
2. that the existing CPZ (Zone TB) be extended to include property Nos. 21-41 and 54-68 Canons Drive and Chestnut Avenue to operate Monday to Friday 11am to 12 midday, as at Appendix G;
3. that double yellow line restrictions be introduced at the junctions/locations shown at Appendix G;
4. that short term pay and display parking be introduced outside property Nos. 85-93 High Street, Edgware as shown at Appendix G. Recommended charges to be 40p per half hour or part hour with maximum stay of 2 hours, with no return within 2 hours, operating 9.30am 4.30pm Monday to Friday inclusive;
5. that the existing 'Permit parking only' signs in the CPZ, Zones TA and TB, be amended to indicate the control hours as agreed in the Local Implementation Plan (LIP);
6. 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
7. that authority be delegated to the Traffic and Highway Network Manager in consultation with the Portfolio Holder for Environment Services and Community Safety to make minor amendments and finalise the detailed design in accordance with Appendix G and that officers be authorised to take all necessary steps under the Road Traffic Regulation Act 1984 to make the traffic orders and to implement the scheme.

REASON: To control parking in roads in Edgware (Canons Estate) as set out in the report.

SECTION 2 – REPORT

2.1 Background

- 2.2 The current CPZ (Zone TB) was implemented in January 2005. Since its implementation some residents in adjacent roads to the CPZ have requested parking controls to deal with displaced parking.
- 2.3 In response to these requests the CPZ programme agreed by the Panel in February 2008 included the area of Canons Estate to be consulted on whether the residents wished to be included in the proposed extension to the CPZ. This consultation was carried out in September 2008. The responses to this consultation were reported to the Panel on 26 November 2008, a copy is at **Appendix A**. This consultation showed good support for the CPZ to be extended into Lake View.
- 2.4 The recommendation of the above Panel meeting was to proceed with the next stage, Statutory Consultation, and advertise the necessary traffic order for those roads where the responses had shown majority support for the extension of the CPZ.
- 2.5 An information leaflet informing residents and businesses on the outcome of the September 2008 consultation and the way forward, together with the recommendation of the Panel was delivered to all businesses and residents within the original consultation area, timed to coincide with the Statutory Consultation is at **Appendix B**. The detailed statutory consultation plans for each road within the consultation area are also included with the leaflet is at **Appendix C**. This leaflet also included information on the Statutory Consultation process, whom to contact and how an individual could object to the draft traffic order. The draft traffic order was published in a local newspaper, and the London Gazette together with erection of Public Notices in roads affected by the proposals on 29 January 2009.
- 2.6 A number of objections were received during the Statutory Consultation process, including a petition containing 21 pro-forma letters from residents of Lake View. The number of objections received from Lake View, opposed to the extension of the CPZ in their road, was contrary to the results of consultation carried out in September 2008, which indicated that there was majority support for the extension of the CPZ in this road.
- 2.7 The petition from Lake View was reported to the Panel on 17 June 2009 as an information item is at **Appendix D**.
- 2.8 Since the number of signed pro-forma letters from Lake View put in doubt the overall support for the extension of the CPZ in Lake View, in discussion with the Portfolio Holder it was agreed to re-consult the residents of Lake View in order that the residents could make a considered choice in private for or against the proposal.

2.9 Re-consultation

- 2.10 Ward councillors were consulted on the re-consultation leaflet and questionnaire for Lake View prior to distribution for their information and comment. No comments were received.
- 2.11 The re-consultation leaflet and questionnaire were delivered on 8th October 2009 to properties in Lake View, (Nos. 13-75 and 20-74) and included end properties of Dukes Avenue (Nos 24 &33) which front onto Lake View. This leaflet made it clear that the final decision whether to include or not to extend the CPZ in Lake View depended on the response to the enclosed questionnaire.
- 2.12 Residents were requested to complete and return the enclosed questionnaire by 26th October 2009. An example of the re-consultation leaflet and questionnaire is at **Appendix E**.

2.13 Re-consultation responses

- 2.14 Of the 58 properties consulted, 42 households responded, giving a response rate of 74.1 %. This is an improvement on the previous figure of 50.8%.for Lake View.
- 2.15 The responses to Question 1, 'Do you support the resident parking proposal in your street ?' are tabled below:

Yes	No	No Opinion
21	21	1
49%	49%	2%

- 2.16 This result does not give a clear decision whether or not to extend the CPZ in Lake View.
- 2.17 It is considered that since the majority of the residents do not support the extension of the CPZ in Lake View, it is therefore considered that extension of the CPZ in Lake View does not proceed for the reason that there is no majority support. However the proposed double yellow lines should proceed to implementation as advertised.

2.18 Objections received as a result of Statutory Consultation

- 2.19 Legislation requires that objections to the statutory consultation are considered and responded to. A total of 38 objections were received:
- 28 from Lake View in the form of a pro-forma letter;
 - 3 from Chestnut Avenue;
 - 1 from Canons Drive;
 - 3 from Dukes Avenue
 - 2 from Orchard Close, and
 - 1 from High Street, Edgware.

- 2.20 Copies of all the objections received and related correspondence have been placed in the Members lounge for inspection.
- 2.21 Grounds for objection and officer responses are reported in full at **Appendix F**. For convenience, the objections have been divided into three groups namely:
Part 1: objections concerning extension to CPZ
Part 2: objection to introduction of double yellow lines
Part 3: objection to introduction of pay and display in High Street Edgware
- 2.22 Part 1 - Objections primarily relating to the extension of the CPZ**
- a) 28 objections from residents of **Lake View** in the form of identical pro-forma letters,
 - b) 3 objections relating to **Chestnut Avenue**, 2 from residents and one from London Fire Brigade
 - c) 3 objections from residents relating to **Dukes Avenue** (outside the CPZ proposal
 - d) 1 objection from resident of **Canons Drive** outside the CPZ proposal
 - e) 1 objection in the form of a jointly signed letter by 54 staff of businesses located in **High Street, Edgware**.
- 2.23 The objections to the proposed extension of the CPZ in **Lake View** are dealt with in paragraphs 2.12 to 2.17.
- 2.24 The 2 objections from residents of Chestnut Avenue are set aside for the reasons given is at **Appendix F**. The objection from London Fire Brigade has been resolved to their satisfaction.
- 2.25 The objections relating to the extension of CPZ with respect to Dukes Avenue, Canons Drive and from members of staff of local business in High Street, Edgware are recommended to be set aside for the reasons given at **Appendix F**
- 2.26 Part 2 - Objections primarily relating to the proposed double yellow lines**
- 2.27 The number of objections received are listed below:
2 objections from residents of Chestnut Avenue
2 objections from residents of Orchard Close
- 2.28 The objections relating to **Chestnut Avenue** and **Orchard Close** are recommended to be set aside for the reasons given at **Appendix F**
- 2.29 Part 3 - Objections primarily relating to the proposed Pay and Display parking bay in High Street Edgware**
- 2.30 One objection in the form of a jointly signed letter by 54 staff of businesses located in **High Street, Edgware**, which is recommended to be set aside for the reasons given, is at **Appendix F**.
- 2.31 Summary of changes to the advertised proposals**
- 2.32 Taking into account the responses to the initial consultation as reported to the panel together with the responses to the re-consultation of residents in Lake View and objections received as discussed in this report and appendices, the

recommended change to the advertised proposals that should be incorporated in the final scheme is:

That the proposed extension of the controlled parking zone (Zone TB) in Lake View (property numbers 13-75 and 20-74) be omitted from the scheme.

2.33 The recommended proposals for implementation are shown at **Appendix G**.

2.34 Quality Assurance

2.35 EnterpriseMouchel has independently checked the recording, interpretation, analysis and presentation of the consultation results and statutory objections contained in this report and its appendices for compliance with the Quality Assurance procedures for consultation.

2.36 Financial Implications

2.37 A sum of £30,000 was made available from the Harrow CPZ capital programme for the current financial year (2009/10) which is intended to cover consultation and advertising costs for any traffic orders and implementation. A further £5,000 has been made available from savings from other projects for the additional cost of re-consultation. This sum will be sufficient to cover the costs anticipated, and the works, subject to approval, will be completed on site by the end of March 2010.

2.38 Legal Implications

2.39 CPZs and associated waiting restrictions and designated parking places, can be introduced under powers given in the Road Traffic Regulation Act 1984. A Traffic Order is required.

2.40 There are minimum requirements for consultation, publication and consideration of objections that must be met before making a Traffic Order and which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.41 Performance issues

2.42 There are no national performance indicators in relation to CPZs.

2.43 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London Transport Strategy, West London Transport Strategy and are an integral part of the Council's Local Implementation Plan (LIP).

2.44 The provision of CPZs meets the following priorities in the Mayor of London's Transport Strategy:

- Priority IV Improving the working of parking and loading arrangements
- Priority V Improving accessibility and social inclusion on the transport network.

2.45 This proposal supports the following Harrow Vision and Corporate Priorities:

- Deliver cleaner and safer streets.

2.46 Environmental Impact

2.47 There is no environmental legislation or requirements for formal Environmental Impact Assessment which directly relates to the introduction of a CPZ or other parking controls. CPZs are however recognised as a fundamental component of national, regional and local transport policies. They do help support traffic reduction and encouragement of consideration of more sustainable alternatives to private car use (i.e. public transport, walking and cycling). CPZs and the review of parking restrictions address issues of traffic congestion and road safety. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution.

2.48 Equalities Impact

2.49 CPZ schemes were 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 yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties.

2.50 Risk Management Implications

2.51 This project is not included on the Directors Risk register.

2.52 When approved for implementation, it will have its own generic risk register as part of the project management process.

SECTION 3 - Statutory Officer Clearance

Signature:

Name: Narinderpal Heer



on behalf of the
Chief Financial Officer

Date: 18 November 2009

Signature:

Name: Rachel Jones



on behalf of the
Monitoring Officer

Date 18 November 2009

Section 4 – Performance Officer Clearance

Signature		
Name: Anu Singh	<input checked="" type="checkbox"/>	on behalf of the Divisional Director (Strategy and Improvement)
Date: 10 November 2009		

Section 5 – Environmental Impact Officer Clearance

Signature		
Name: Andrew Baker	<input checked="" type="checkbox"/>	on behalf of the Divisional Director (Environmental Services)
Date: 18 November 2009		

Section 6 – Contact details and background papers

Contact:

Owen Northwood, Project engineer - Parking and Sustainable Transport.

Tel: 020 8424 1677

E-Mail: owen.northwood@harrow.gov.uk

Background Papers:

- 1: Traffic and Road Safety Advisory Panel 11th Feb 2009 Agenda Item 9 - Controlled Parking Zones and Parking Schemes - Annual Review (2009)
- 2: Draft Traffic Order -London Borough of Harrow, Proposed Extension of Controlled Parking Zone (Zone TB) – published 29 January 2009
- 3: Mayors Transport Strategy
- 4: Harrow Council's Local Implementation Plan (LIP)
- 5: Consultation results and objections

IF APPROPRIATE, does the report include the following considerations?

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