

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date:	16 th September 2010
Subject:	Rayners Lane Controlled Parking Zone Review – Proposed extension consultation results
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director Community and Environment
Portfolio Holder:	Councillor Phillip O’Dell – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Enclosures:	Appendix A Notes of stakeholders meeting December 2009 Appendix B Rayners Lane proposed extension consultation documents Appendix C Oxley Road consultation documents Appendix D Imperial Close consultation documents

Appendix E

Extract from February 2010 TARSAP report

Appendix F

Breakdown of responses for all roads consulted

Appendix G

Plan of existing CPZ boundary and proposed extension boundary

Appendix H

Documents for doubles yellow line proposals

Appendix I

Breakdown for response of double yellow line proposals

Section 1 – Summary and Recommendations

This report sets out the findings of public consultation on a possible extension to the controlled parking zone L in Rayners Lane and recommends the roads/ area for which parking controls should be introduced based on resident responses.

Recommendations:

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

- a) The Rayners Lane controlled parking zone L be extended into the following roads :-
 - Alfriston Avenue;
 - Capthorne Avenue – Between Lynton Road and Alexandra Avenue;
 - Downs Avenue – Between Village Way and The Glen;
 - Hillcroft Avenue – Between Central Avenue and Downs Avenue;
 - Kings Road - between Drake Road and Ovesdon Avenue;
 - South Close;
 - The Avenue - between Hillcroft Avenue and Church Avenue;
 - Village Way – Between Cannons Lane and South Close;
 - West Avenue – Between Village Way and Hillcroft Avenue;
 - Warden Avenue – between Kings Road and Torbay Road.

- b) That no waiting “at any time” restrictions (double yellow lines) be introduced at all locations within the consultation area, including those roads within the recommended CPZ area and those outside this area as detailed on plans 1 to 17 inclusive at Appendix H;
- c) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices C and H, to notify all consultees of the consultation results and decision and how they can make final statutory objections to the advertised proposals, to undertake statutory consultation under the Road Traffic Regulation Act 1984, to advertise traffic regulation orders and to implement the scheme subject to consideration of any objections;
- d) that the Service Manager - Traffic and Highway Network Management be authorised to determine any objections to the scheme received as a result of the statutory consultation or otherwise in consultation with the Portfolio Holder; and
- e) That all consultees are advised of the results of statutory consultation and the details of the scheme to be implemented.

Reason: To control parking in roads as set out in the report.

Section 2 – Report

Background

- 2.1. The Rayners Lane Controlled Parking Zone (CPZ) L was originally implemented in 1998 and reviewed /extended in 2002 following public consultation. The parking controls were introduced primarily because of commuters using Rayners Lane Station and parking in the surrounding roads, leaving vehicles on street all day, and causing parking problems for local residents.
- 2.2. Since the extension of the Rayners Lane Controlled Parking Zone was implemented, requests have been received from residents living in the surrounding roads of the existing CPZ wishing to have similar parking controls introduced. Residents have reported suffering from displaced and obstructive parking that blocks access to off street parking provision. This is compounded by parking demand for the nearby Rayners Lane Station shopping facilities and offices. A review of the Rayners Lane CPZ has been on the programme approved by the panel since 2005.
- 2.3. As a result of the requests received, a stakeholders meeting was held in December 2009. Representatives from local residents and business owners, ward councillors, police and other representatives of local groups were invited. Parking problems in the area were discussed together with possible solutions. This meeting established the basis for the extent of the area that residents and/ or businesses should be consulted on. It was decided to consult in the following roads:-

- Alfriston Avenue
- Brunswick Close
- Central Avenue
- Church Avenue
- Dewsbury Close
- Downs Avenue
- Exchange Walk
- Fernbrook Drive
- Village Way
- Capthorne Avenue
- Drake Road
- Lucas Avenue
- Ovesdon Avenue
- Spinnells Road
- Warden Avenue
- Torbay Road, its northern half
- Rayners Lane between Clitheroe Avenue and Fairview Crescent
- Kings Road north of Drake Road
- The Ridgeway (between Imperial Drive and the railway bridge)
- Waverley Road, its northernmost section
- Hillcroft Avenue
- Postmasters Lodge (private)
- South Close (private)
- Southbourne Close (private)
- The Avenue
- The Gardens
- The Glen
- Worple Way
- West Avenue
- Clitheroe Avenue
- High Worple
- Newlyn Gardens
- Raynton Close
- Trescoe Gardens

A copy of the Stakeholders Meeting minutes is shown at **Appendix A**.

Consultation

- 2.4. Consultation took place between 7th June and 28th June 2010. Consultation documents were hand delivered to 1644 local addresses. The consultation documents and questionnaires were also made available on the Council's web site. Consultees were able to submit their response online or by prepaid envelope. A copy of the consultation documents are at **Appendix B**.
- 2.5. A detailed plan was included with the consultation documents showing the parking measures proposed for individual roads.
- 2.6. A separate A5 coloured booklet entitled "Parking – Can We Help You?" was also delivered with the consultation leaflet. The booklet is designed to give more information about how parking controls operate together with answers to frequently asked questions regarding controlled parking zone schemes.
- 2.7. Detailed plans were also available for inspection during the consultation period at the Civic Centre, where officers were available to answer questions and/ or discuss the proposals.
- 2.8. During the above consultation period councillors received a number of requests from residents in Oxley Road (in the southern part of the existing CPZ) regarding being removed from the Rayners Lane Controlled Parking Zone. Following a meeting of Ward Councillors it was agreed that although this was not raised at the stakeholders' meeting this should be consulted on. A consultation was conducted between 5th July and 26th July 2010 and a copy of the consultation document is shown in **Appendix C**.

- 2.9. A Councillor also raised concerns he had received from residents of Imperial Close about obstructive parking in this cul de sac and concerns about access for emergency service vehicles. Imperial Close is situated just outside Rayners Lane Ward in Headstone North Ward. After consulting Ward Councillors in both Rayners Lane and Headstone North, it was agreed it would be cost effective to consult on parking restrictions here at the same time as the Rayners Lane CPZ review. In that way if the proposals were agreed they could be undertaken with the Rayners Lane extension. This would be more cost effective and practical. A consultation took place between 19th July and 9th August 2010. Folders containing all the questionnaires returned and related correspondence are available in the Members' Library for viewing. A copy of the consultation documents are shown at **Appendix D**.
- 2.10. For the benefits of the panel the various consultation stages and procedures are outlined on page 55 in the February 2010 TARSAP report as shown at **Appendix E**.

Public Exhibitions

- 2.11. Residents and businesses were invited to public exhibitions which were advertised in the consultation leaflet. These were held locally in the Zoroastrian Centre in Alexandra Avenue on:
- | | |
|----------|----------------------------|
| Saturday | 12th June 2010 10am to 4pm |
| Monday | 14th June 2010 2pm to 6pm |
| Tuesday | 15th June 2010 3pm to 9pm |
- 2.12. Officers were available to answer questions and discuss the scheme proposals. The exhibitions were well attended with some 130 individuals attending over the three days.

Consultation responses

- 2.13. A total of 759 responses were received representing an overall response rate of 46% which is above average when compared with recent consultations (average response rate 25-30%) Folders containing returned questionnaires and related correspondence received during the consultation are in the Members' Library for viewing. The table showing the road by road response is at **Appendix F**.
- 2.14. When considering the results of the consultation there is no overall support for a controlled parking zone across the whole consultation area. Officers have studied and plotted the received responses to determine if there were trends or patterns of support in sections of roads. Only roads or sections of roads which show a majority support for a scheme would be progressed further. It should be noted that there was an unusually low response rate from Ovesdon Avenue. As part of our quality assurance process we wrote to the households in this road to remind them about the consultation and consider if there was any reason for this road's low response rate. We also provided a

further copy of the consultation material. The outcome of this exercise will be reported separately to the panel. The response from a number of roads showed that there is majority support for a CPZ (response to question 3) as shown in Table 1 below.

Table 1

Road Name	Consultation documents delivered	Valid responses received	% overall response rate	Question 3 Yes responses support proposals	% respondents YES	Question 3 No responses do not support proposals	% respondents NO
Alfriston Avenue	65	33	51	23	70	10	30
Capthorne Avenue	96	35	36	18	51	17	49
Downs Avenue	61	32	52	19	59	13	41
Kings Road	50	14	28	9	64	5	36
South Close	24	8	33	5	63	3	38
The Avenue	68	40	59	31	78	9	23
The Close	34	4	12	3	75	1	25
Village Way	115	62*	54	46*	74	12*	19
Warden Avenue	67	29*	43	16*	55	12*	41
West Avenue	73	40*	55	26*	65	10*	25

*Not all figures total 100% as some respondents did not answer all questions.

Recommendation of roads to be progressed to the next stage of consultation

2.15. Analysis of the responses received from some of the roads showed some support, therefore the following roads are recommended to be included in an extension of the Rayners Lane CPZ zone L. Council officers met with Ward Councillors to discuss the results of the consultation and no objections were raised to the list of roads to be progressed to the next stage of consultation. A plan showing the existing CPZ boundary and the proposed extension boundary is shown at **Appendix G**. Some roads, such as Downs Avenue and West Avenue, showed a majority of support in their southern sections only, therefore it is recommended that controls are only progressed in the southern sections of these roads to best reflect the wishes of residents as indicated below:-

- Alfriston Avenue;
- Capthorne Avenue – Between Lynton Road and Alexandra Avenue;
- Downs Avenue – Between Village Way and The Glen;

- Hillcroft Avenue – Between Central Avenue and Downs Avenue;
- Kings Road - between Drake Road and Ovesdon Avenue;
- South Close;
- The Avenue - between Hillcroft Avenue and Church Avenue;
- Village Way – Between Cannon Lane and South Close;
- Warden Avenue – between Kings Road and Torbay Road;
- West Avenue – Between Village Way and Hillcroft Avenue.

Proposed no waiting restrictions ‘At any time’ (double yellow lines).

- 2.16. “At any time” waiting restrictions (double yellow lines) are proposed at junctions throughout the consultation area and at locations where there is inadequate road width for parking to occur safely on both sides of the road. The extent of the double yellow lines are determined by using a computer simulation package that tracks the turning circle of a refuse vehicle which is also a similar size to a fire engine. The documents distributed are included at **Appendix H**.
- 2.17. With the increase in car ownership, owners who are unable to find a safe parking space now choose to park at or too close to road junctions. The Highway Code – Rule 242 states “You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road and Rule 243 which states “DO NOT stop or park anywhere you would prevent access for Emergency Services...opposite or within 10 metres of a junction, except in an authorised parking space opposite a traffic island or (if this would cause an obstruction) another parked vehicle on a bend.” The presence of yellow line waiting restrictions enables the Council to enforce whereas without such restrictions enforcement is restricted to the Police. In practice, limited Police resources and other demands on Police time precludes their effective enforcement for the offence of obstruction in these situations (which is not a fixed penalty notice offence and requires the driver to be summoned to court). In comparison the civil enforcement of parking controls by the Council is more effective as there are more resources to undertake enforcement.
- 2.18. Following comments from residents and discussions with emergency services, the extent of these restrictions has been minimised in order to maximise on-street parking space. Some comments received from residents are as follows:- Parking would be lost as vehicles currently park less than 10 metres from the junction; that there has not been any access problems for emergency service vehicles so do not see the need for double yellow lines; double yellow lines would not allow residents to park outside their own homes; double yellow lines are too long and not needed.

Based on comments received, we amended some of the proposals, shortened sections of the proposed double yellow lines where

possible, and redesigned the layout of the proposed waiting restrictions.

- 2.19. For the above reason it is recommended that double yellow lines are implemented as detailed in the consultation Plans 1 to 17 inclusive as shown at **Appendix I**.

Financial Implications

- 2.20. There is £50,000 allocated from the Harrow CPZ capital programme for the current financial year (2010/2011) to implement the scheme. However, the scheme is still subject to statutory consultation and its extent and composition may still change.
- 2.21. The actual costs will depend on the outcome of the number of roads that agree to be included in the controlled parking zone and the outcome of the statutory consultation process. The programme for this scheme, if recommended by this Panel and approved by the Portfolio Holder for Environment and Community Safety is:-
- Advertise Traffic Orders – Mid October 2010
 - Consider objections by Panel – Mid November 2010
 - Target Completion – End of February 2011

It is considered that the funding available will be adequate to implement the scheme

- 2.22. At the time of implementing the final design for roads to be included into the Rayners Lane CPZ, all existing permits signs will be changed throughout zone L to show the operational hours as agreed within the Local Implementation Plan (LIP).

Legal Implications

- 2.22. Controlled parking zones and associated waiting and loading restrictions can be implemented by making Traffic Orders pursuant to the Road Traffic Regulation Act 1984.
- 2.23. There are minimum requirements for consultation, publication and consideration of objections that must be met before any Traffic Order can be made 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.

Performance issues

- 2.24. There are no National Indicators relating to CPZs.
- 2.25. Although no funding is provided by Transport for London, CPZs form parts of the Mayor of London's Transport Strategy together with the West London Transport Strategy and are an integral part of the Council's Local Implementation Plan.
- 2.26. The provision of CPZs meets the following priorities in Mayor of London's Transport Strategy:

- Improving the working of parking and loading arrangements
- Improving accessibility and social inclusion on the transport network

2.27. This proposal supports the Harrow Vision and Corporate Priorities as follows:

- Deliver safer and cleaner streets
- Improve support for vulnerable people
- Build stronger communities

Risk management implications

2.28. This project is not included on the Directorate risk register.

2.29. When approved for implementation, however, it will have its own generic risk register of the project management process.

Equalities Impact

2.30. An analysis of the equality of access monitoring form showed that there are no equality implications in relation to this report.

Community Safety (s17 Crime & Disorder Act 1998)

2.31. The recommended proposals will have a neutral impact on crime and disorder.

Environmental Impact

2.32. 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 traffic congestion and road safety issues. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution. The reduction in “commuter” traffic touring roads looking for parking will, once the scheme has settled down, lead to a reduction in traffic noise.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 26 th August 2010		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 27 th August 2010		

Section 4 - Contact Details and Background Papers

Contact:

Peter Thorne, Project Engineer, Parking and Sustainable Transport,
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Background Papers:

Report and Minutes of Traffic and Road Safety Advisory Panel February 2010
Harrow Council Local Implementation Plan
Mayors (London)Transport Strategy