

**REPORT FOR: TRAFFIC AND ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	8 February 2012
Subject:	Burnt Oak Broadway Controlled Parking Zone Review
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director Community and Environment
Portfolio Holder:	Councillor Phillip O'Dell, Deputy Leader and Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, Following Consideration by the Portfolio Holder
Enclosures:	Appendix A - Overview Plan Appendix B - Tabulated summary of consultation results for Burnt Oak Broadway area Appendix C - Copy of consultation document and questionnaire

Section 1 – Summary and Recommendations

This document reports the results of the public consultation undertaken to review the Controlled Parking Zone (CPZ) that was introduced in the Burnt Oak Broadway area in April 2011. It seeks the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with the proposals in this report to statutory consultation.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the following are taken forward to Statutory Consultation (an overview plan is available to view in **APPENDIX A**):

- (a) The Chase – from Columbia Avenue to Oakleigh Avenue now be included in the CPZ;
- (b) Columbia Avenue – between Burnt Oak Broadway and Vancouver Road – the two existing south westerly Pay and Display (P&D) parking bays be converted to Shared Use P&D / Resident Permit parking bays;
- (c) Oakleigh Avenue and The Highlands – at their junction with Burnt Oak Broadway – remove the existing loading bays, install double yellow lines and convert the existing P&D bays to allow morning peak time loading while retaining P&D for shoppers etc;
- (d) Axholme Avenue, Broomgrove Gardens, Orchard Grove – extend the existing double yellow lines by 5 metres on the southwestern side of each road at its junction with Oakleigh Avenue;
- (e) Camrose Avenue – extend the existing double yellow line on southeast side by approximately 10.0m northeast
- (f) The results of the Statutory Consultation be presented to the Portfolio Holder for his consideration;
- (g) Residents within the consultation areas are informed of this decision;
- (h) authorise officers to make minor amendments where required for technical or practical reasons;
- (i) Further consultation on possible parking controls around the Krishna Avanti School take place when the implications of the recent planning approval is known and the S106 agreement is in place.

Reason: (For recommendation)

To control parking in the existing Burnt Oak Broadway area as well as the surrounding roads as detailed in the report. The measures are in direct response to resident requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

Section 2 – Report

Background

- 2.1 Controlled Parking Zone (CPZ) X was installed in the Burnt Oak Broadway area in April 2011 following extensive public and statutory consultation during 2009-2010. The results of consultation were presented to various TARSAP meetings. At the last meeting on 16th September 2010 it was recommended that the CPZ be installed.
- 2.2 The CPZ was implemented in those sections of road where majority support from residents (that responded to the consultation) was demonstrated in order to remove obstructive and inconsiderate parking.
- 2.3 No waiting at any time waiting restrictions (double yellow lines) were also implemented for safety reasons in specific locations that would improve access for emergency vehicles and be of benefit to other service and delivery vehicles. The CPZ and waiting restrictions became operational on 1 April 2011 with a commitment for a review of the CPZ 6-12 months following this date.

Options considered

- 2.4 The views of residents and the public that responded to the consultation were analysed. Any options developed to change the proposal were made taking account of the levels of support demonstrated. Discussions with stakeholders and members on any options developed were also undertaken before making final amendments to the scheme.

Public consultation

- 2.5 The public review consultation took place during December 2011. A copy of the consultation document and questionnaire can be seen in **Appendix C**. A slightly longer response period than the customary 21 days was given to make some allowance for the school and business holidays over the Christmas period. The consultation was available on the Harrow Council public website and was hand delivered to the same consultation area, of approximately 1400 residents and businesses as in the previous consultations in 2009/2010. This is the larger area indicated on the plan by the dash-dot line in the overview plan that is **Appendix A**.
- 2.6 There was a steady number of returns received both online and via the postal service from throughout the consultation area. This indicated to officers that all the roads within the consultation area received the consultation documents and that there was a good and accurate delivery service provided by the delivery company contracted to carry out this work.

- 2.7 Officers have included any postal responses received during the first week in January to allow for the Christmas post to clear the Royal Mail system. Electronic submissions were accepted via the consultation portal on the Harrow Council public website until 10pm on 31 December 2011. Any postal responses received after this date could not be included in the report and will be verbally presented at the TARSAP meeting.

Consultation responses

- 2.8 There were 233 responses received overall from the Burnt Oak Broadway area from 1377 addresses within the consultation area. These were by return of the questionnaire, email and web submissions. This represented an overall return rate of 16.9%. This is lower than would normally be expected from a public consultation. However as this is a review of an existing scheme and the severity of problems is less than where there are no parking controls it would indicate a certain level of satisfaction from the residents with the current scheme. A tabulated summary of the responses for each road can be found in **Appendix B**
- 2.9 Quality assurance checks have been carried out on the responses from both consultations and a copy of all replies received in response to the consultations are available for members to review in the members' library.

Analysis of results - Controlled Parking Zone (CPZ)

- 2.10 There was no support for the removal of any section of road from within the existing CPZ so all roads currently within the CPZ will remain. In addition there was no majority support for roads outside of the CPZ to join the CPZ from the remaining consultation areas so these roads will remain outside.
- 2.11 The Chase – the section that is currently outside the existing CPZ, i.e. Columbia Avenue to Oakleigh Avenue, was the only location that showed a majority of support from residents for joining the existing CPZ indicated by the hatched area on the plan in **Appendix A**.
- 2.12 Broomgrove Gardens - there was a grouping of responses near Bacon Lane and Northolme Gardens, that indicated they were suffering from excessive parking problems and attributed the majority of this to parking associated with the Krishna Avanti School (KAS). These respondents wanted the CPZ to be extended to include their properties.
- 2.13 The consultation document made note of KAS and that there had been a very recent planning application submitted to the council. It had originally been planned that a review of the parking for KAS would be part of the current Burnt Oak Broadway review. A decision on this new application had not been made at the time the consultation was taking place. As there was likely to be a greater impact on the surrounding road network if the application was approved, it was stated that a separate consultation would take place specifically aimed at addressing any issues arising from the school activity.

- 2.14 The comments and wishes of the residents that responded in this location are noted. However, at this time it is not practical or cost effective to alter this small section of the existing CPZ as a wider consultation will need to take place regarding the KAS and may involve other restrictions and schemes to be developed for the area.
- 2.15 Gordon Gardens – there was only one response received from this road which wanted to be removed from the CPZ. It is felt that this is not representative as the remaining 8 properties did not respond which, as mentioned above, would indicate a certain level of satisfaction with the current scheme. It also not consistent with the other small cul-de-sacs in the area who all showed support for staying in the CPZ.
- 2.16 Burnt Oak Broadway – there were limited responses received from residents and businesses on Burnt Oak Broadway (BOB) and not all made any comments. Resident comments related to the yellow lines that were installed locally reducing parking, but it must be noted that BOB already had waiting and loading restrictions in place due to it being a major strategic road.
- 2.17 Some business comments related to the lack of parking available to customers and staff near the shops. Pay and Display (P&D) and loading bays were installed in the service road and are discussed more fully in 2.27 and 2.28. One in particular commented that visitors did not want to pay for such a short trip into a shop in the P&D bays installed in the service road. There is currently a borough wide review of parking charges being considered separately from this report.
- 2.18 Park Way – a one way system was introduced, in opposite directions from The Highlands, as part of the CPZ to discourage traffic using this road as a short cut to bypass the Burnt Oak Broadway. Several respondents made note that there are some motorists still using Park Way in the wrong direction and that the no entry points need to be better signed. Site conditions restricted the locations for any signs however additional NO ENTRY road markings have been installed. In response to the comments received further options are to be explored as to what other measures could be installed to highlight these no entry points.

Analysis of results - Waiting restrictions (double yellow lines)

- 2.19 There were various requests to extend the double yellow lines at some junctions, particularly those off Oakleigh Avenue. This is because of the congestion caused by cars being parked opposite each other near the junctions. Therefore it is proposed to extend the double yellow lines on the southwestern side of Axholme Avenue, Broomgrove Gardens and Orchard Grove at their junctions with Oakleigh Avenue by 5 metres to create a stagger that should allow better access in and out of each road.
- 2.20 Camrose Avenue - separate local requests have been received before the consultation period to extend the existing double yellow lines northeast of the junction with Bacon Lane to help provide better visibility for vehicles trying to access Camrose Avenue. Therefore it is proposed to extend the existing double yellow lines by approximately 10 metres.

- 2.21 Mollison Way – a 7 signature petition was presented to TARSAP on 20 September 2011 requesting the council install double yellow lines in front of No's 2-14. The location did not meet the established criteria requirements for double yellow lines requests. It was suggested that as the CPZ review was due that this request be considered again as part of this review
- 2.22 Following further investigation and discussions with road safety colleagues it is considered that this location is not suitable for the introduction of double yellow lines at this time. There are wide grass verges of 5.5 metres plus footway between the property boundaries and the carriageway. Although there are large mature trees planted in the some of verges, it is still felt that there is sufficient view of any approaching traffic even if vehicles were parked on the road. The site layout is no worse than the majority of Mollison Way and with any other highlighted site will remain under review.

Analysis of results - Loading and parking bays

- 2.23 Columbia Avenue, between Burnt Oak Broadway and Vancouver Road – comments were received about the lack of resident parking during the day in this location due to the existing Pay and Display (P&D) parking bays. These bays are only P&D and have no resident permit facility. As a result of this it is proposed to convert the two P&D bays closest to Vancouver Road to shared use P&D / Resident permit parking bays.
- 2.24 Oakleigh Avenue and The Highlands - during the consultation a number of respondents commented on the congestion that has been created by the introduction of the loading bay and the P&D bays opposite each other near the junctions of Burnt Oak Broadway. Comments on this were received from throughout the consultation area, with most of the comments relating to the Oakleigh Avenue junction, as this is one of the main entrances off Burnt Oak Broadway into the surrounding local road network.
- 2.25 As a result of these comments a 12 hour day time video survey was undertaken to evaluate the activities of the visitors and deliveries to the area and what possible alterations could be made. In addition personal site visits have been carried out by officers at various times before, during and after the installation of the CPZ.
- 2.26 Following consideration of this survey, and other visits, on balance it is proposed to remove the existing dedicated loading bay from both Oakleigh Avenue and The Highlands and install double yellow lines. The existing dedicated P&D bays will be altered to allow loading at morning peak times (7am – 10am) and P&D parking at other day time hours at both locations.
- 2.27 Burnt Oak Broadway – the majority of waiting and loading restrictions on this road were already in place before the CPZ was introduced. This is because Burnt Oak Broadway is the A5 and a main arterial route in and out of London. Further southeast, the road becomes a Transport for London Red Route. This is a strategic road and is managed by London Borough of Barnet.

- 2.28 Harrow Council is responsible for the service road. The addition of P&D bays in the service road, and for short sections in the adjacent side roads, was to remove all day commuters. The P&D bays would provide the availability of short term parking for motorists wishing to access the local shops during the day. The P&D bays are operational Monday to Saturday 8am – 6.30pm which allows residents the ability of parking within the bays outside of these times. As mentioned above some business comments related to the lack of parking available to customers and staff near the shops and one in particular commented that visitors did not want to pay for such a short trip into a shop in the P&D bays installed in the service road.

Analysis of results - Road Safety

- 2.29 Bacon Lane and Camrose Avenue – several comments were received about the speed of traffic along Bacon Lane now that the CPZ was operational. It is claimed by the respondents that as the road is clearer of cars motorists now speed along Bacon Lane and that this is a danger. There were general comments about Camrose Avenue traffic speed.
- 2.30 Speed surveys have been carried out and show that the vast majority of motorists travel up to 30 mph but that there is only a very small percentage of motorists that exceed this. Vehicle activated speed warning signs have been ordered and are due to be implemented shortly in this area. The situation will be kept under review.
- 2.31 Various comments were received from within the CPZ that it had removed inconsiderate and obstructive parking and that it was easier to see along roads manoeuvring vehicles in and out of vehicular accesses. In addition street cleaning activities are now more effective because of improved access.

Summary

- 2.32 A CPZ and any review will always highlight differing views from the residents and even close neighbours. It should be recognised by the residents that this would happen and therefore it is not possible to take forward all suggestions that are put forward by all the residents.
- 2.33 It should be noted that this report is presenting the results of the public consultations to the TARSAP panel. At this time it is only for their approval to take the proposals to the next stage which is Statutory Consultation and not for the implementation of the proposals.
- 2.34 During the statutory consultation stage any person may submit a comment or formal objection to any part of the proposals adopted to go forward following this panel meeting. These will need to be examined to see if any modifications can be made and then reported to the Portfolio Holder for consideration to proceed with those elements to implementation.
- 2.35 Having considered the responses it is recommended that the proposed changes detailed above be progressed to Statutory Consultation.

Financial Implications

- 2.36 There is 36K allocated for the development of this project in 2011/12 from the Harrow Capital parking programme of schemes. The priorities for use of the funds were agreed by the panel in February 2011. The implementation of this scheme will be undertaken in 2012/13 subject to any recommendations in this report and the panel agreeing this as a priority for the 2012/13 financial year. There is a separate report on the agenda to consider the programme for 2012/13.
- 2.37 There is funding from a section 106 planning agreement for the Krishna Avanti School which can support the implementation of this scheme and it is indicated in the 2011/12 parking programme of schemes. However, the school has recently put in a another planning application for further changes to the site and the council is seeking additional funding due to the potential increase in traffic activity around the school. The use of these funds will therefore be held for a future review of traffic and parking issues around the school.

Risk Management Implications

- 2.38 Risk included on Directorate risk register? Yes.
- 2.39 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

Equalities Implications

- 2.40 Was an Equality Impact Assessment carried out? Yes.
- 2.41 A review of equality issues was undertaken as a part of the design risk assessment stage of the scheme and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Gender - Women	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 - Mobility impaired	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 - Children	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 are particularly sensitive.

2.42 As part of the consultation process, the councils' corporate Equality Monitoring Forms (EMF) was sent out with each set of documents. Of the 233 consultation responses received 172 (74%) residents completed and returned the EMF and fall broadly in line with expectations of the makeup of the community expressed in the 2009/2010 Harrow Vitality Profiles document. Some returns were not completed correctly and some contained comments regarding the necessity of such information for a parking scheme. Therefore officers consider the consultation is valid and representative of the community and further assists the council in its obligations under the Equality Act 2010

Corporate Priorities

2.43 The parking scheme detailed in the report accords with our wider corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	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.
United and involved communities: A Council that listens and leads.	The council has listened to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.

Supporting and protecting people who are most in need	Controlled parking zones 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.
Supporting our town centre, our local shopping centres and businesses.	The changes to parking pay and display facilities will support local businesses to serve more customers.

2.44 The principle of enforcing parking controls is also integral to delivering the Mayor's Transport Strategy and the Council's adopted LIP.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 19/01/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 19/01/12		

Section 4 - Contact Details and Background Papers

Contact: Andrew Leitch - Project Engineer, Parking and Sustainable Transport
020 8424 1888

Background Papers:

Previous TARSAP reports