

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

Date of Meeting:	8 February 2012
Subject:	Canons Park Controlled Parking Proposals
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 – Stakeholder meeting minutes Appendix B – Consultation documents Appendix C – Consultation results Appendix D – Overview plan Appendix E – Indicative double yellow line plans

Section 1 – Summary and Recommendations

This document reports the results of the public consultation of a Canons Park Station area wide parking review which took place in December 2011, and 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:

- (a) Donnefield Avenue (Area 1 on plan in Appendix D) – Permit bays be introduced with hours of operation between 8:00 to 18:30.
- (b) Torbridge Close (Area 2 on plan in Appendix D) – Permit bays be introduced with hours of operation between 14:00 to 15:00.
- (c) Station Parade (Area 3 on Plan in Appendix D) – At the front of the parade in the service road single yellow lines be controlled for two hours during the day, between 10:00 to 11:00 and 14:00 to 15:00 with a number of joint permit and pay and display bays provided with hours of operation between 8:00 to 18:30. At the rear of station parade double yellow lines are introduced on the bends and through narrow sections and a single yellow line be introduced through the remainder with control times of 12:00 to 13:00.
- (d) Cheyneys Avenue between the junction of Cloyster Wood to the northern property boundary of 118 Cheyneys Avenue (Area 4 on plan in Appendix D) – Single yellow lines be introduced with control times between 14:00 to 15:00.
- (e) Du Cros Drive (Area 5 on plan in Appendix D) – Single yellow line be introduced with a one hour control in the afternoon between 15:00 to 16:00.
- (f) Buckingham Road between Whitchurch Lane and Buckingham Gardens (Area 6 on plan in Appendix D) – A combination of double yellow and single yellow line controls are introduced with control times between 14:00 and 15:00.
- (g) Buckingham Gardens (Area 6 on plan in Appendix D) – Single yellow lines be introduced with control times between 14:00 and 15:00.

- (h) Parr Road (Area 7 on plan in Appendix D) – Single yellow lines are introduced on one side of the carriageway between 8:30 to 18:00.
- (i) Bromefield/Bush Grove/Maychurch Close (Area 8 on Plan in Appendix D) - Single yellow lines are introduced between 14:00 to 15:00.
- (j) Bramble Close (Area 9 on plan in Appendix D) – Single yellow lines are introduced between 14:00 to 15:00.
- (k) Shopping parade on Honeygot Lane (Area 11 on plan in Appendix D) - Single yellow lines are introduced between 14:00 to 15:00.
- (l) Throughout the area consulted double yellow lines are introduced 10 metres back from junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths.
- (m) A second consultation takes place to clarify the views of residents from Buckingham Road between Whitchurch Avenue and Whitchurch Lane and proceed to statutory consultation. Consultation boundary defined as Area 10 on plan in Appendix D
- (n) Disabled parking facilities be incorporated into the detailed design proposals at Station Parade, local shops on Honeygot Lane and at entrances to Canons Park itself.
- (o) Residents throughout the consultation area are informed of the outcome of the public consultation.

Reason: (For recommendation)

To control parking in the area surrounding Canons Park Station 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 The review of the area surrounding Canons Park Station was instigated due to various requests from both residents and businesses to look into parking controls in the areas surrounding Canons Park Station due to increased parking pressures and access issues.

- 2.2 Comments received indicated that these problems stem from both a growing number of commuters parking to use Canons Park station in conjunction with displaced vehicles from local residential developments.
- 2.3 The last area wide review took place over 10 years ago and resulted in various measures being implemented to reduce commuter parking in streets close to the station. These measures primarily consisted of single yellow line waiting restrictions with various control hours. On Whitchurch Lane Monday to Friday 8:00-18:30 and on residential side roads 14:00-15:00.
- 2.4 Although these measures resolved many of the issues at the time, due to the increased number of vehicles and the change in driver habits over time comments suggest problems have increased and spread to adjacent areas.
- 2.5 There were a number of concerns raised repeatedly in the comments we received. In no significant order these were:
- People parking for long periods outside local shops, removing parking opportunities for potential customers throughout the day.
 - Displaced commuter parking from residential roads with one hour controls in the afternoon into streets where there are no controls, causing both visibility and access issues.
 - Residents in streets where there is a one hour single yellow line control find that if they have insufficient off street parking the control causes problems for family members, visitors or carers to park during the day and they would like permit bays to be considered allowing the option to park on the carriageway where it is safe to do so.
 - Access and visibility concerns at junctions and on narrow sections of carriageway due to vehicles parked in close proximity.
- 2.6 As a result of recently increased safety concerns and a history of personal injury accidents at the junction of Whitchurch Lane and Hitchin Lane the Traffic and Road Safety team recently reviewed the junction and surrounding area. This led to proposals being consulted upon and subsequently approved to introduce double yellow lines at the junction and adjacent to Station Parade to improve visibility and safety.

Options considered

- 2.7 A public consultation was undertaken to establish the views of residents and the public on local parking issues. A full analysis was undertaken and options developed for a proposal to take account of the levels of support demonstrated. Discussions with stakeholders and members on any options developed were undertaken before making final recommendations.

Public consultation

- 2.8 Given the large number of stakeholders and residents in the area that had shown an ongoing interest in parking controls a stakeholder meeting was held at a local venue where people could express their concerns to officers and members, in addition this allowed for stakeholders to listen to problems other members of the community experienced.
- 2.9 On the 12th July 2011 in St Lawrence Parish Church, St Lawrence Close a stakeholders meeting chaired by Councillor Nizam Ismail was held. The primary objective of the meeting was to take note of the concerns in the area as well as to define an agreed consultation boundary where properties would be asked if they experience parking problems.
- 2.10 The minutes of the meeting and a plan detailing the agreed consultation boundary can be found in **Appendix A**. The confirmed consultation area was larger than officers initially anticipated, however it was decided at the meeting to consult all properties due to the concerns raised by stakeholders.
- 2.11 A consultation document was distributed to 4,863 properties over the weekend of 3rd and 4th December 2010. Given that this period is traditionally a busy time for many people the consultation was extended for an additional week to four weeks and closed on the 31st December 2010.
- 2.12 The consultation document included an outline explanation of why the consultation was taking place, a questionnaire asking if they experienced any parking problems and if so what measures they would like to see in their street, a freepost return envelope and equality monitoring form. A copy of the consultation document can be found in **Appendix B**.
- 2.13 Officers received a steady number of returns both online and via the postal service from throughout the consultation area. This indicates to officers that all roads within the consultation area received the consultation documents. A number of individual residents did contact the council stating they had not received the documents, these residents were then sent or provided with a copy of the documents. Given there was not multiple responses from any one areas it is considered that all areas received documents.
- 2.14 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 response received after this date will verbally be reported to the panel.
- 2.15 Where multiple responses were received from properties only one response was taken into consideration in the consultation results table, however all comments were considered.
- 2.16 From the 4,863 properties consulted 924 questionnaires were received. This represented an overall return rate of 19%. This is lower than would normally be expected from a public consultation. However given the large

area consulted results indicated that there are large areas between the identified locations where parking is a problem where little or no parking problems are experienced. In these areas residents proved less likely to respond. A tabulated summary of the responses for each road can be found in **Appendix C**.

- 2.17 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

- 2.18 Due to the large number of properties consulted responses differed significantly from area to area, however in many of these locations although residents and businesses felt there was a parking problem a consensus as to the best measure to control parking was varied.
- 2.19 A frequent issue raised throughout the majority of the consultation area was the concern of vehicles parked on junctions obstructing both access and visibility.
- 2.20 The areas detailed below are where there was a concentrated response indicating additional or alternative measures would be supported and therefore likely to receive majority support at statutory consultation phase. The locations are highlight on the plan detailed in **Appendix D**.

Analysis of results - Controlled Parking Zone (CPZ)

- 2.21 Donnefield Avenue (Area 1 on plan) – There was a 91% support for permit bays from residents living in Canons Park Close fronting on to Donnefield Avenue, indicating that due to their proximity to the station they would support resident permit bays. The preferred hours of operation by 60% of those supporting controls are 8:30 to 18:00.
- 2.22 Torbridge Close (Area 2 on plan) – Responses showed there is a 75% support rate from residents for residents permit bays as it was felt that the close suffered significantly from commuter parking. Of the responses received there was no clear consensus as to what times residents would like the bays controlled. Officers feel that control times of 14:00 to 15:00 would be most appropriate to match the existing single yellow line controls in other local residential streets.
- 2.23 Station Parade (Area 3 on Plan) – Residents above the shops highlighted that the service road at the back of the shops was frequently used by commuters as a long term parking solution, and should restrictions be brought in to keep this clear they would have no where to park throughout the day and therefore would support permit bays. Given the overall majority of responses, including those from the shops supported single yellow line controls at the back and front of the shops officers feel that given there is also an element of requirement and support for both resident bays and pay and display, a section of the parking at the front of the shops should be reserved for combined permit and pay and display bays. This will provide a number of spaces for both residents and potential customers to park should they be at home or respectively visit the shops during the hours of operation of the single yellow line.

Analysis of results – Waiting restriction (Single yellow line consideration)

- 2.24 Station Parade (Area 3 on plan) – Comments received from businesses indicated that at the front of the shops in the first instance businesses would like to see pay and display bays introduced with the first half an hour free. If customers however would be required to pay for this then, as is the requirement then single yellow line controls would be preferred. Furthermore due to the existing 1 hour in the afternoon not being sufficient to control the parking at present an additional hour in the morning received support. Given the responses from the residents above the shops detailed in paragraph 2.22 officers feel should these bays receive support then two separate control hours is feasible due to the combined permit and pay and display bays providing a number of optional spaces during these times for potential customers. With regards to the service road at the back of the shops, single yellow line controls were once again supported along with double yellow lines through narrow sections and bends to ensure access. It is suggested should a single yellow line be introduced at the rear to discourage all day commuter parking this should differ in time to the parking controls at the front of the shops.
- 2.25 Cheyneys Avenue (Area 4 on plan) – Responses indicate that 67% of residents living on the section of carriageway from the junction of Cloyster Wood to the northern property boundary of 118 Cheyneys Avenue feel that there is a problem with commuter parking and would like to see controls. 60% of these would like to see the existing single yellow line extended to discourage commuter parking during the week.
- 2.26 Du Cros Drive (Area 5 on plan) – Although there was a 50/50 split of responses from residents who feel there is a parking problem, numerous comments were received in relation to congestion through this section of carriageway during school collection and drop of times. Officers therefore feel by introducing a single yellow line on both sides with a one hour control in the afternoon between 15:00 to 16:00 congestion will be reduced at this time. These measures should also reduce the number of long term parkers during the morning and throughout the day.
- 2.27 Buckingham Road (Area 6 on plan) – Between Whitchurch Lane and Buckingham Gardens responses indicated that due to commuter parking access and visibility through this section of carriageway is significantly impacted, with the majority of respondents supporting single yellow line controls. Given the safety concerns and congestion it is suggested that a combination of single yellow and double yellow line controls are considered to ensure congestion and visibility is improved, exact locations will be determined during detailed design stage.
- 2.28 Buckingham Gardens (Area 6 on plan) – Responses indicate that long term commuter parking is a problem reducing parking capacity and impacting on access. The majority of residents who feel parking is a problem support single yellow line controls with one hour.
- 2.29 Parr Road (Area 7 on plan) – All of the responses received experience parking problems with 75% indicating that they would support single

yellow lines primarily to improve access for deliveries. It is suggested that to improve access single yellow lines are introduced on one side of the carriageway between 8:30 to 18:00.

- 2.30 Bromefield/Bush Grove/Maychurch Close (Area 8 on Plan) – There was majority support for measures to be introduced in the northern section of Bromefield from Bush Grove up to Wemborough Road, including Bush Grove and Maychurch Close due to commuter parking. The significant majority supported single yellow line restrictions for one hour to reduce the long term commuter parking. Officers propose these correspond with the existing 14:00 to 15:00 single yellow line restrictions around Canons Park Station to avoid vehicles moving from one area to the other throughout the day.
- 2.31 Bramble Close (Area 9 on plan) – Although there was a poor response from Bramble Close, due to the proposals in surrounding streets officers anticipate that there is likely to be an increase in displaced parking and given the request for single yellow lines a statutory consultation should be undertaken proposing to introduce controls with operational hours of 14:00 to 15:00.

Analysis of results – Waiting restrictions (double yellow lines)

- 2.32 Throughout the area consulted comments were received in relation to access and visibility concerns at junctions. Given these safety concerns officers recommend that double yellow lines are introduced 10 metres back from junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with the well established rules of the Highway Code and computer simulation of vehicle swept paths.
- 2.33 Indicative plans showing locations where double yellow lines throughout the area are likely to be considered can be seen in **Appendix E**. These recommendations are purely indicative at present and will be reviewed and amended during the detailed design phase to ensure parking capacity is maximised whilst ensuring visibility and access safety as required.

Other considerations

- 2.34 A petition was received from residents in Buckingham Road between Whitchurch Avenue and Whitchurch Lane indicating that they would like something done to “control and resolve the problems currently experienced by residents” due to “commuter parking, which is causing severe traffic flow, resident access and resident parking problems within the area.” Officers responded to each of the 26 properties who signed the petition requesting that although they had signed the petition detailing parking problems they should send in their comments and preferred options on the questionnaire provided. Unfortunately very few of the petitioners responded resulting in no majority support for proposals. Given that the residents have indicated that there is a problem officers recommend that a second public consultation takes place to seek the views of residents. The proposed consultation area is defined as area 10 on the plan detailed in **Appendix D**.

- 2.35 Officers were also disappointed with the low level of response from businesses in Honeypot Lane given the previous concerns raised. From the three responses received two requested single yellow line controls and the third permit bays to deal with commuter parking. Although there was a very low response officers feel that given the proposals in the surrounding roads it is likely the parade may suffer from displaced parking and therefore recommends that single yellow line controls with 14:00 to 15:00 are consulted upon to reduce the likelihood on commuter parking.
- 2.36 The panel may recall that a resident from Longcroft Road has previously made a deputation in relation to issues where currently single yellow lines with one hour controls operate in residential roads. The concern raised highlighted that when residents have visitors or have more vehicles than off street parking they have nowhere to park. Previously a complaint has been made to the ombudsman in relation to this matter on the grounds that permit bays had not been considered by the council, further to an investigation this complaint was not upheld. It should be noted as part of this consultation a questionnaire was sent to all residents with four options, including the option of permit bays. Members should note that as a result of the consultation residents in Longcroft Road did not vote for permit bays to be introduced and subsequently they do not form part of officers recommendations.
- 2.37 The Canons Park Residents Association made various comments which have been taken into consideration when analysing the overall responses. Furthermore these comments will be reviewed during the detailed design phase.
- 2.38 Disabled parking facilities will be incorporated into the detailed design proposals at Station Parade. Furthermore the recent provision at the local shops on Honeypot Lane will also be reviewed as will locations at entrances to Canons Park itself.

Summary

- 2.39 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.
- 2.40 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.
- 2.41 Having considered the responses it is recommended that the proposed changes detailed above is progressed to Statutory Consultation.

Financial Implications

- 2.42 There is funding allocated in the parking programme of schemes for 2011/2012 which was agreed by the panel in February 2011 for initial consultation and preparation.
- 2.43 There is £40,000 S106 funding being provided by the development of the old government offices off Honeypot Lane, known as Fountain Park. This will be available on the completion of the 250th unit on the site, which is expected to occur imminently and can be spent on measures within 400m of the development. Statutory consultation and Implementation of the scheme which is the likely outcome and extends beyond the S106 limitations will require additional funding from Harrow Capital Programme. This sum is estimated at £40,000 (Total £80,000 2012/13) and is included in the proposed programme which is included in the annual parking programme report to this panel meeting. Funding is subject to approval at Cabinet meeting on 09/02/2012.

Risk Management Implications

- 2.44 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

- 2.45 Was an Equality Impact Assessment carried out? Yes.
- 2.46 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.
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2.47 As part of the consultation process, the councils' corporate Equality Monitoring Forms (EMF) was sent out with each set of documents. Of the 924 consultation responses received 633 (69%) 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

2.48 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.

2.49 The principle of enforcing parking controls is also integral to delivering the Mayor's Transport Strategy and the Council's 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: Elliott Hill - Project Engineer Parking and Sustainable Transport 020 8424 1535

Background Papers:

Previous TARSAP reports
Consultation responses