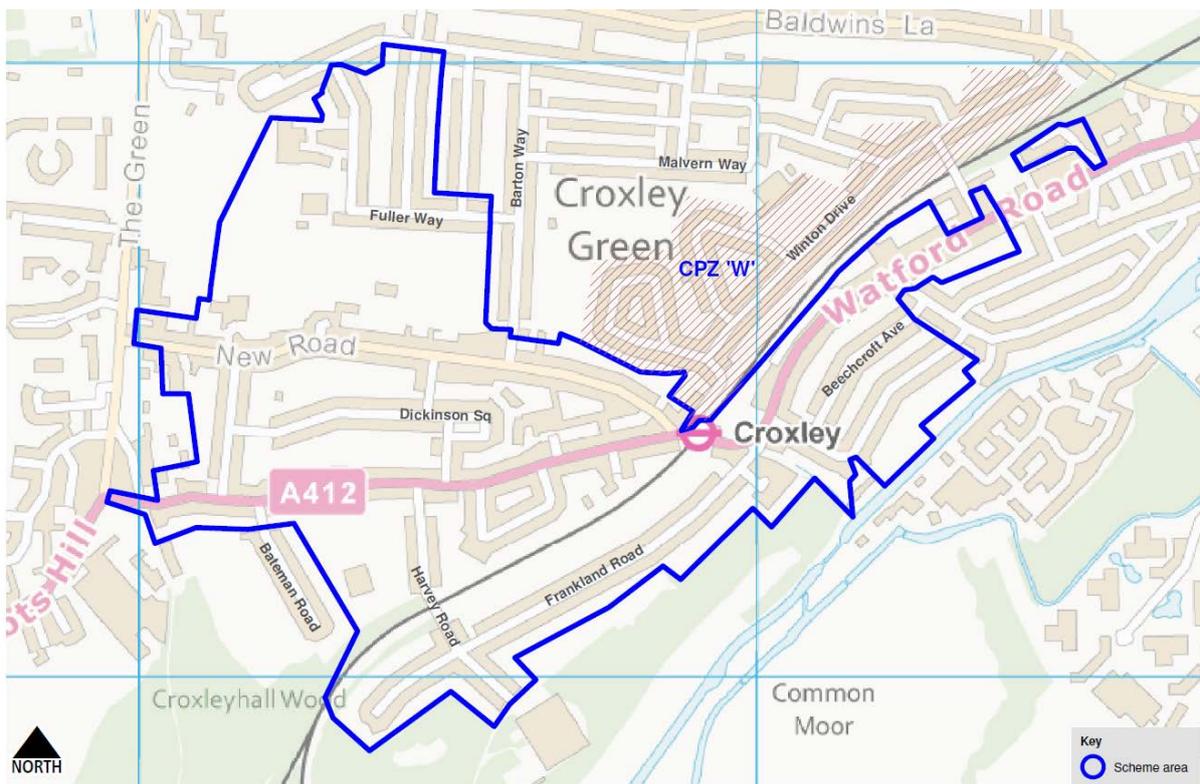


## Croxley Green Area 15-4 Scheme Informal Consultation Report



Croxley Green Parking Study (PMP-15-4)  
Streets included in the Stage 2 consultation area

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Issued: February 2019

Final (Draft) Version

## Croxley Green Area – Informal consultation report

### 1. Background

- 1.1 In 2017, a parking consultation exercise was undertaken in the Croxley Green area of Three Rivers District in response to parking concerns raised by local residents.
- 1.2 The recommendation from the initial consultation is to consult further only in areas where residents feel they have parking problems and would like to have some form of controls and restrictions put in place.

### 2. Summary

- 2.1 The Three Rivers District Council conducted an informal parking consultation to offer parking proposals for residents of Croxley Green area of Three Rivers District. The results of the informal parking consultation indicated approximately 46% of respondents would support the proposed parking management for their roads.
- 2.2 Residents and businesses were required to provide their views on the parking proposals through consultation documents sent via post to 1481 properties in the proposed area.
- 2.3 536 items of correspondence were received during the consultation process which equates to an overall response rate of 36%. Of the 536 items of correspondence analysed, the following opinions were provided: 244 (46%) respondents agreed with the proposed scheme, 279 (52%) respondents did not agree with the proposed scheme and 13 (2%) respondents did not have an opinion. Correspondences were received via letters and emails.
- 2.4 The consultation ran between 19 October and 10 December 2018. The table below lists the areas consultation documents were sent to.

Beechcroft Avenue	Dickinson Avenue	Dickinson Square
Dorrofield Close	Dulwich Way	Evans Close
Frankland Close	Frankland Road	Fuller Way
Gonville Avenue	Harvey Road	Hazelwood Road
New Road	Nuttfield Close	Oakleigh Drive
Repton Way	The Crescent	Cherwell Close
Watford Road	Yorke Road	

### 3. Consultation

- 3.1 In determining if the parking management measures proposed were to be supported by residents, businesses and stakeholders within the study area, a simple parking survey questionnaire was created. The questionnaire can be found in **Appendix A** of this report.
- 3.2 The questionnaire sought to gain local residents view on proposed parking options offered by Three Rivers District Council within the study area and to measure the level of support for the suggested parking proposal options.
- 3.3 To obtain the views from the local community relating to the proposed parking restrictions, a freepost envelope and dedicated email address were provided for residents and businesses to make enquiries and leave their thoughts regarding the scheme proposals.
- 3.4 Two public drop-in sessions were held to provide more understanding for the proposed parking scheme and to give residents the opportunity to meet the parking team in explaining the rationale behind the proposals whilst being able to express their views and opinions. Feedback forms were used to record these comments.

### 4. Responses and Comments

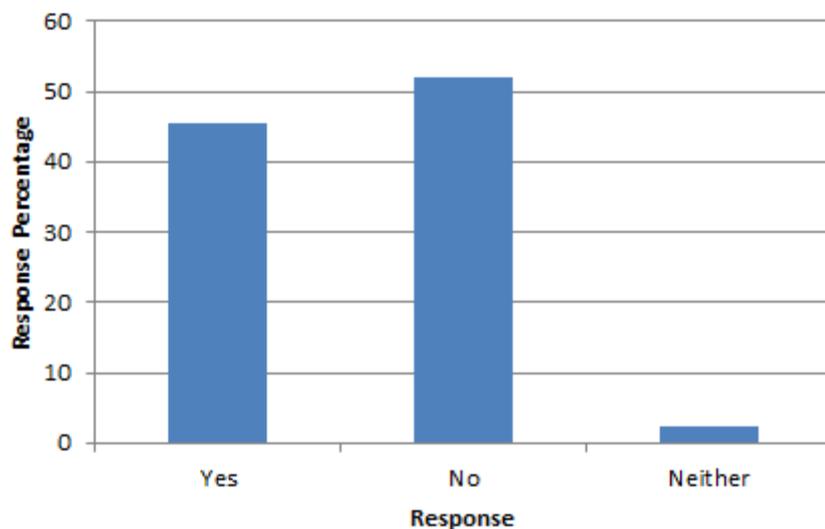
- 4.1 The consultation took place between 16 October and 10 December 2018. Supporting information was made available to view at the council offices during the consultation.
- 4.2 Views and concerns were collated via written correspondence and a dedicated email address. Two public drop-in sessions were held at the community centre, which gave residents the opportunity to meet TRDC staff and gain an understanding of the rationale behind the proposals.
- 4.3 All correspondence received has been analysed and summaries of the findings have been detailed in this report.
- 4.4 The consultation sought to determine the level of support for the introduction of new parking controls of the proposed Croxley Green area parking scheme. A total of 536 responses to the consultations were received from residents and businesses in and around the study area. The responses were submitted in various formats. Response summary can be found in **Appendix B**
- 4.5 Petitions against the proposed scheme were received from residents of Frankland Close and Repton Way.

## 5. Completed Questionnaire Responses

- 5.1 The following section provides a breakdown of the responses received from residents and businesses along with comments submitted from residents outside of the consultation area.
- 5.2 Comments from separate individuals in the same abode have been processed as singular entries. Detailed comments can be found in **Appendix F** of this report.

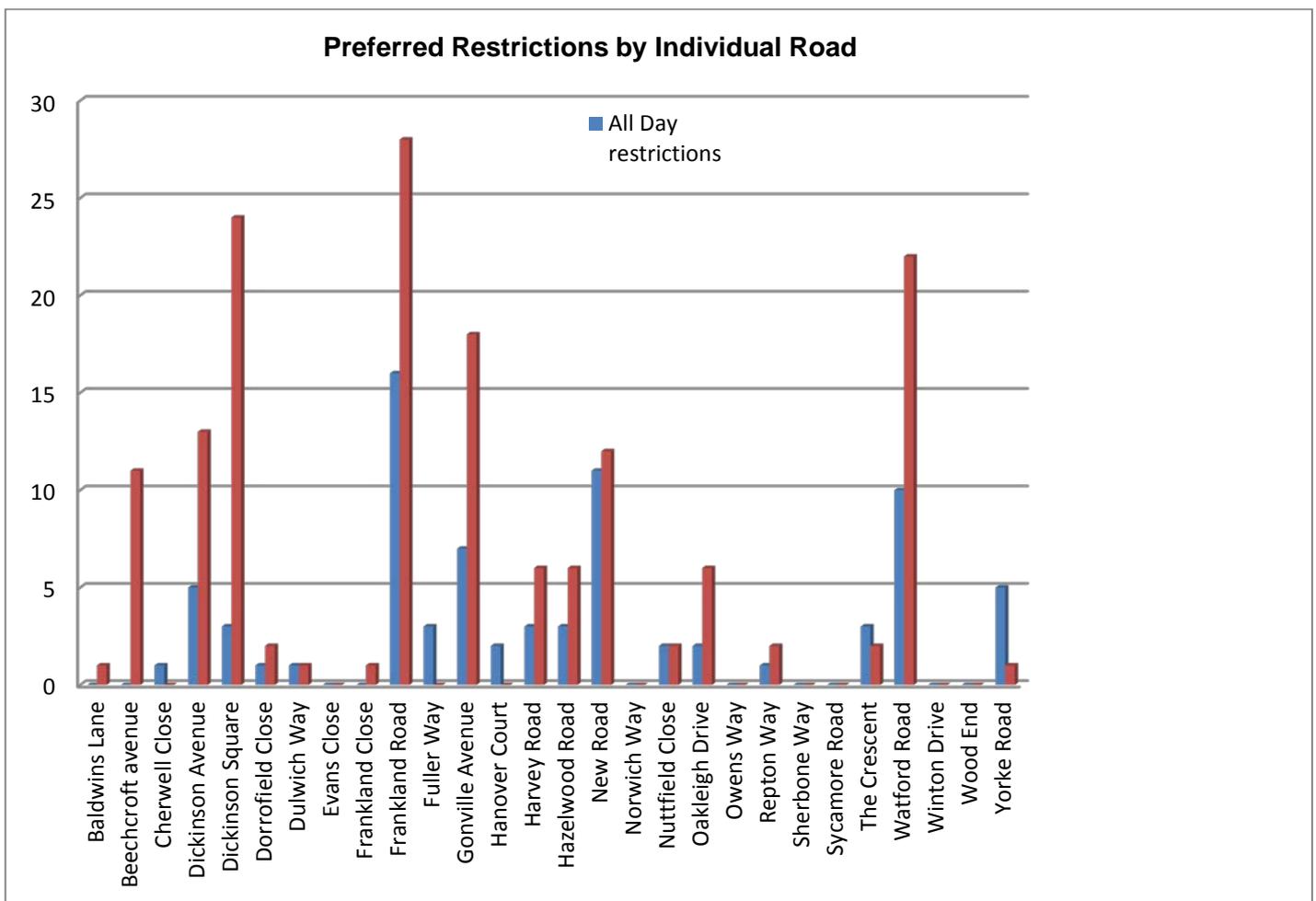
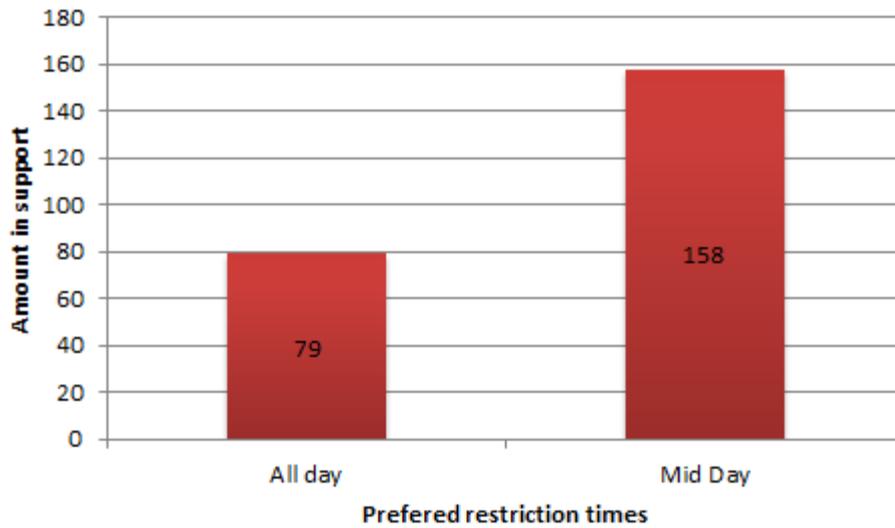
Question 1:

Do you agree with the proposed scheme?	YES	244	45%
	NO	279	52%
	Neither	13	2%



- 5.3 It was further put to residents who would have supported the proposed parking management measures the hours residents would prefer the restrictions to be enforceable.
- 5.4 A total of 79 respondents prefer All-Day restrictions (e.g. Mon – Fri 8.30am to 6.30pm) and 158 respondents prefer Mid-Day restrictions (e.g. Mon – Fri 2pm to 3pm or 10am to 12noon)

Question 2:



## 6. Further Analysis

- 6.1 Comments were received from the Parish Council who opposed in principle introduction of parking restrictions or controls anywhere within the Parish except where they are absolutely necessary for road safety, justified to support the local economy (near shops and schools) and where substantial majority of residents affected are in favour of restrictions.
- 6.2 **Beechcroft Avenue** – 36% responded. 58% supports the proposals; mixed comments were received from residents in support. Respondents suggest that a one or two hour restriction will help stop commuters parking to use railway. Questions were raised on how the scheme will be effectively enforced and the need to introduce junction protection (yellow lines) where Beechcroft Av. meets Valley Walk as a safety measure. Those mostly against the scheme feel it is another money making scheme by the council.
- 6.3 **Cherwell Close** – some parts of this road is private, of the 14 responses received, 13 respondents do not support the proposals. Responses received suggest the close is mainly inhabited by senior citizens who constantly require carers and visitors to be able to park. The parking issues identified is due to the nearby school when parents pick up and drop their wards. It is suggested that the presence of enforcement officers to enforce existing controls and community police will help the situation rather than new controls.
- 6.4 **Dickinson Avenue** – 19 of 32 (59%) support the scheme, 11 of 32 (34%) responses states there is no problem with parking in the road. Comments against range from the view that most residents have off-street parking, no parking problem has have been stated in previous consultations, the scheme is not alter the fact that there are more cars than spaces available and that the notion of parking problem is to stir up public opinion in favour of the proposals. Those in favour of the scheme believe non-residents and commuters park in their road and mostly support mid-day restrictions with yellow lines to protect the junctions.
- 6.5 **Dickinson Square** – of the 69% of responses received, 68% favoured introducing parking measures to help address parking problems in the road due to most not having driveways but most respondents in favour do not support having yellow lines at junctions as it is believed will reduce the availability of kerb space. 39% of responses received will not support the proposals, comments states, parking controls will devalue homes, scheme will not guarantee space and that yellow lines around the corners will take away valuable parking spaces. It is also suggested that the scheme will spoil the conservation nature of the area and that a permit scheme will not solve the issue of more residents' cars than spaces available.

- 6.6 **Dorrofield Close** – 11 feedback forms were received, 55% of respondents were in support of the proposed scheme. Some responded that residents of Watford Road park in their road and mention was made of resident of Watford Road running a car repair facility and using Dorrofield Close to store customers' vehicles. One comment mentioned that restrictions should include weekends and evenings, whilst another is supporting the scheme to stop displacement into the close and will prefer not to have parking bays marked. Responses objecting the scheme include, not having any issues with parking, not having faith the measures will be enforced and having to pay to park outside their property.
- 6.7 **Dulwich Way** – 2 out of 17 (12%) respondents support the scheme, 15 out of 17 (88%) responses received oppose the scheme. The general consensus amongst respondents not in favour is that the parking issues are to do with school run which is for few minutes in the morning and afternoon; therefore new controls are not needed. It is advised that existing controls should be properly enforced and residents are not willing to pay to park in their roads when the inconvenience is for short times during the day. The only comment received in support of the scheme does not agree with the scheme but states it will be helpful if the school could help in alleviating the parking problem caused by parents.
- 6.8 **Frankland Close** – 5% of the 19 respondents support the proposals. Majority of responses received comment that they always have parking spaces available, questions were asked of statistics to back the need of parking controls, and many do not understand the need of yellow lines in the close as the vehicles parked belong to residents of the close. Some of the respondents believe there will be need of restrictions in the close to stop displacement from other roads should the scheme go ahead in nearby roads. The one support received states that residents damage the grass verges by parking on it and the issue of cars parked on both sides as the road is too narrow to support such parking.
- 6.9 A petition against the parking proposal signed by 34 houses was received pointing out their opposition to the yellow lines and would like to be consulted further on the possibility of having the same scheme as Frankland Road if Frankland Road goes ahead with the scheme.
- 6.10 **Frankland Road** – of the 67% responses received, 47% supports and 53% did not support the proposals. The range of comments received supporting the scheme includes, complaints of commuters parking in the road and blocking most driveways, support for one or two hours of restrictions rather than all day. Some respondents do not like the idea of having pay and display

bay in Frankland Road and the general view of the road proximity to the station attracts commuters to park.

- 6.11 Some of the comments received opposing the scheme in Frankland Road suggest that at meetings held in the past, most do not support any change to parking in Frankland Road and that parking in the road will be an issue but it is manageable with the current white lines. Generally, most of the respondents from southwest end of the road are against the proposal stating reasons which include, not to have to pay to park outside their property, there is no reason for yellow lines, proposed measures are unwanted and unnecessary, no parking problem experienced, better enforcement of existing restrictions, costs for permits are too high and that the proposals are a massive over reaction to a small easily managed and occasional problem.
- 6.12 Suggestions were made to increase availability of parking at the station car park and improvement on the current rate of enforcement should suffice in tackling any parking problem.
- 6.13 **Fuller Way** – 18 responses were received and 3 respondents supported the scheme. In their comments, the respondents would favour a scheme with reasonable permit prices, each road being made a zone and stopping commuter from parking all day. Mention was made of school drop and pick up parking problems associated with parents parking on double yellow lines and blocking residents' drives.
- 6.14 83% of respondents were against the scheme. They are not happy to have to pay to park outside their properties and that the scheme will not stop parents parking to drop or pick up their children which is the main issue in the area. A comment was made to introduce PSPO order like outside the Shepard's primary school in Mill End.
- 6.15 **Gonville Avenue** – 87% of those who responded support the scheme. Comments from responses in favour believe commuter parking has been a nightmare for a very long time, it is encouraged to include weekend restrictions as well are seen to cause the current parking issues in the road. It is suggested that Gonville Avenue is being used as a car park by commuters and that with the manner of parking; emergency vehicles will find it difficult gaining access. Most respondents prefer one of two hours of restrictions to deter commuters.
- 6.16 13% of those who did not support the proposal made comments relating to not happy to pay to park and not having any problems with parking on the road.

- 6.17 **Harvey Road** – 38 responses were received of which 24% showed support for the parking measures proposed. Those not in favour comments include the need to restrict (yellow lines) the whole of the road to prevent against displacement. Other comments include not having to pay to park outside their properties and no parking issues in the road.
- 6.18 9 out of the 38 responses received support the proposals commenting about commuters parking in the area, applying restrictions the whole length of Harvey Road to prevent displacement and the general consensus from all who favour and oppose the scheme is to extend the double yellow lines at the junction with Watford Road to stop inappropriate and inconsiderate parking.
- 6.19 **Hazelwood Road** – 12 responses received, 9 (75%) support and 3 (25%) opposed parking controls. General comments supporting states the proposal is welcomed, commuters have been identified as major problem relating to parking in the area and that the proposal is long overdue to stop inappropriate parking.
- 6.20 Two comments made opposing the controls states that they do not have parking problems as most houses have driveways and that the current yellow lines are not enforced. Most respondents will like to the dangerous parking at the bend where Hazelwood joins Oakleigh restricted with double yellow lines as it is dangerous.
- 6.21 **New Road** – 26 of 42 responses (62%) support the need for parking controls. Comments received highlight the desire for effective enforcement, no pay and displays parking to help local worker to park, parking bays marked out to encourage better use of kerb space, and to restrict parking on the bend approaching Evans close, parking there currently brings about congestion.
- 6.22 Comments from 12 respondents opposing the scheme state that there is not enough parking as it is and introducing restrictions will reduce available parking. Further comments believe that more parking should be provided at the station, data provided in previous consultation is bias, parking not a major issue in the area, restrictions will impact local businesses and a business suggest that staff member who travel from various locations will be greatly affected as there are not enough parking spaces in the local car parks.
- 6.23 A resident highlighted that installation of single yellow line at the north end of Yorke Road will deprive the household of available parking.
- 6.24 **Nuttfeld Close** – 5 responses were received and 4 of the questionnaire respondents who favour the proposals views differ slightly. 2 of the responses states that current restrictions work well but will like restrictions aligned with



the controls that come in place on Frankland Road. A response indicated willingness to pay for a permit and the response not in favour will like the existing controls retained because it works well.

- 6.25 **Oakleigh Drive** – 34% of residents responded and 35% of questionnaire respondents support the proposals. 38% of those in support indicated they are not happy permits will be paid for to park outside their properties. Dangerous parking at the junction with Valley Walk was highlighted and also the need to enforce the double yellow lines at the junction of Hazelwood Road with Watford Road.
- 6.26 General comments from residents not in favour of the proposal indicate that there is no parking problem in the road and that residents are not willing to pay to park outside their properties. It was mentioned that the scheme is about making more money for the council. Notable comments also include the believe that if the Community Way car park becomes paying car park, it will affect parking in the whole area and the small businesses.
- 6.27 **Repton Way** – 22 of 24 responses (92%) do not support the proposed parking measures. Comments indicate they have no problem with commuters and parking is not an issue is the road. The proposal is seen a bit extreme to deal with the issue of school drop off and pick up. Of the 2 responses received in favour, one suggests the restrictions will protect grass verges and enable access to emergency vehicles. The second comments that only if the nearby roads implement the scheme, it should be the same for Repton Way.
- 6.28 A petition was received from residents of Repton Way to protest against the proposed scheme. In their views, there is no parking problem that requires the imposition of such a scheme. This view was supported by photographic evidence and 69 signatories.
- 6.29 **The Crescent** – 9 responses were received. 5 were in support and the consensus indicate commuter parking problems. 4 of the responses received did not offer support, one of the response will not like residents penalised financially and other do not think they have problem with parking in the road. The overview from all who made comments is the need to extend the yellow lines at the junction with Watford Road and to stop parking opposite the entrance to The Crescent.
- 6.30 **Watford Road** – 59 items of correspondence received of which 34 (58%) responses support the proposals, 8% were undecided and 34% are against. Residents towards west of the road from the station indicated the scheme is really welcomed due to problems with commuters parking on the road. Some of the comments will like to see double yellow lines from Number 103 to The

Red House to stop inappropriate parking. The overview is the reported parking problems which are much more visible around the station where the road is narrow bringing about congestion during rush hour.

- 6.31 Residents of Watford Road that were undecided have indicated that in principle they support the proposal but have concerns of displacement if scheme is implemented in nearby roads and feel it is best to have no parking on one side of Watford Road to allow free flowing traffic.
- 6.32 Comments from responses not in support of the scheme highlight that parking is not a problem in the road and not willing to pay to park outside their properties.
- 6.33 **Yorke Road** – 17 responses received, 35% expressed support for the scheme, and residents indicate hope of being able to park outside their house and the need for the yellow lines at the junction with Watford Road to be extended further into Yorke Road to help with visibility. Highlights of comments of those against include that Yorke Road is far away from the station for commuters to park, no parking issues on the road, permits would mean family have to pay to park and that by allowing parking on one side of Yorke Road will impact on the availability of spaces in a road where there is no parking problem.
- 7 **Additional Comments** - Most notably from the comments received, respondents suggested they indicated in the initial consultation that they would not support the proposal due to the fact that there are no parking problems in the road. Comments also suggest the important issues to deal with will be inappropriate and inconsiderate parking at junctions. Appendices C, D & E provides an overview of areas in support, response level and area summaries for support of the scheme.

## 8. Support Range

### 50-100%

Road	Total Received	YES		NO		UNDECIDED
		№	%	№	%	%
Beechcroft Avenue	24	14	58	10	42	0
Dickinson Avenue	32	19	59	11	34	6
Dickinson Square	35	24	69	11	31	0

Dorrofield Close	11	6	55	5	45	0
Gonville Avenue	30	26	87	4	13	0
Hazelwood Road	12	9	75	3	25	0
New Road	42	26	62	12	28	10
Nuttfield Close	5	4	80	1	20	0
The Crescent	9	5	56	4	44	0
Watford Road	59	34	58	20	34	8

#### 40 – 49%

Road	Total Received	YES		NO		UNDECIDED
		No	%	No	%	No
Frankland Road	92	43	47	49	53	0

## 9. Conclusions & Recommendations

- 9.1 Implementing parking measures in the area will protect spaces for local residents and also contribute to the free flow of traffic in this area, especially where it is usually congested.
- 9.2 Whilst roads within close proximity to schools suffer from parking problems during school drop off and pick up times, residents report that introducing parking scheme will be extreme solution to tackle the problem.
- 9.3 Following a review of the comments received throughout the informal consultation process. It is recommended to proceed to the formal consultation stage of the roads that show 50% or more support for the proposals **(Appendix 1)** and implement various junction protection measures as reported.
- 9.4 The above recommendations is to resolve commuter parking issue and inappropriate parking, should the proposed parking measurement bring about displacements this will be looked into when a review of effectiveness of the parking measures are undertaken.

APPENDIX A – Questionnaire

APPENDIX B – Response Summary

APPENDIX C – Overview map of areas in support

APPENDIX D – Overview map of response levels

APPENDIX E – Area summaries

APPENDIX F - Consultation feedback

## Appendix A

### CROXLEY GREEN AREA WIDE PARKING SURVEY

The Council is seeking views on parking proposals through this survey as part of a study being carried out in roads around Croxley Green.

Please take a few minutes to complete this form and return to Three Rivers District Council using the FREEPOST envelope provided by 16 November 2018. No Stamp required.

#### [ 1 ] – About you

Name	
Property number or name	
Road name	
Postcode	
Email address	

#### [ 2 ] – Your views

**Q1. Do you support the proposed parking management measures for your road?**

Yes  No

**Q2. If you answered “Yes” to Q1, which of the following hours do you consider should be permit-only? Please circle or tick.**

**A. All- Day Parking Restrictions (e.g. Monday- Friday from 8.30am to 6.30pm)**

This would be appropriate where parking problems occur all day, but will not affect loading/unloading, such as deliveries or school collection)

Yes

**B. One or two hours in the middle of the day for example (2pm- 3pm or 10am - 12noon)**

This would prevent long-term parking by, for example, commuters.

Yes

**C. Other hours of control** (*please state your suggestion in the comment box below*)

This would be a suitable way to address parking problems caused by other road users who do not have an address in the area but are not all-day commuters.

Yes

**D.**

**Q3. Please provide any comments on the proposals for your road:**


*...please continue any comments on a separate sheet*

**Thank you for taking your time to complete this survey**

***Privacy Notice***

All personal data held by the Council is treated as strictly confidential. Individuals have a right on written request to obtain a copy of such personal data relating to him/her held by the Council as is required under Data Protection Legislation. For more information see <http://www.threerivers.gov.uk/egcl-page/data-protection> or contact the Data Protection Officer at [dataprotection@threerivers.gov.uk](mailto:dataprotection@threerivers.gov.uk)

<https://www.hertsmere.gov.uk/Transport--Streets--Parking/Parking/Privacy-Policy.aspx>

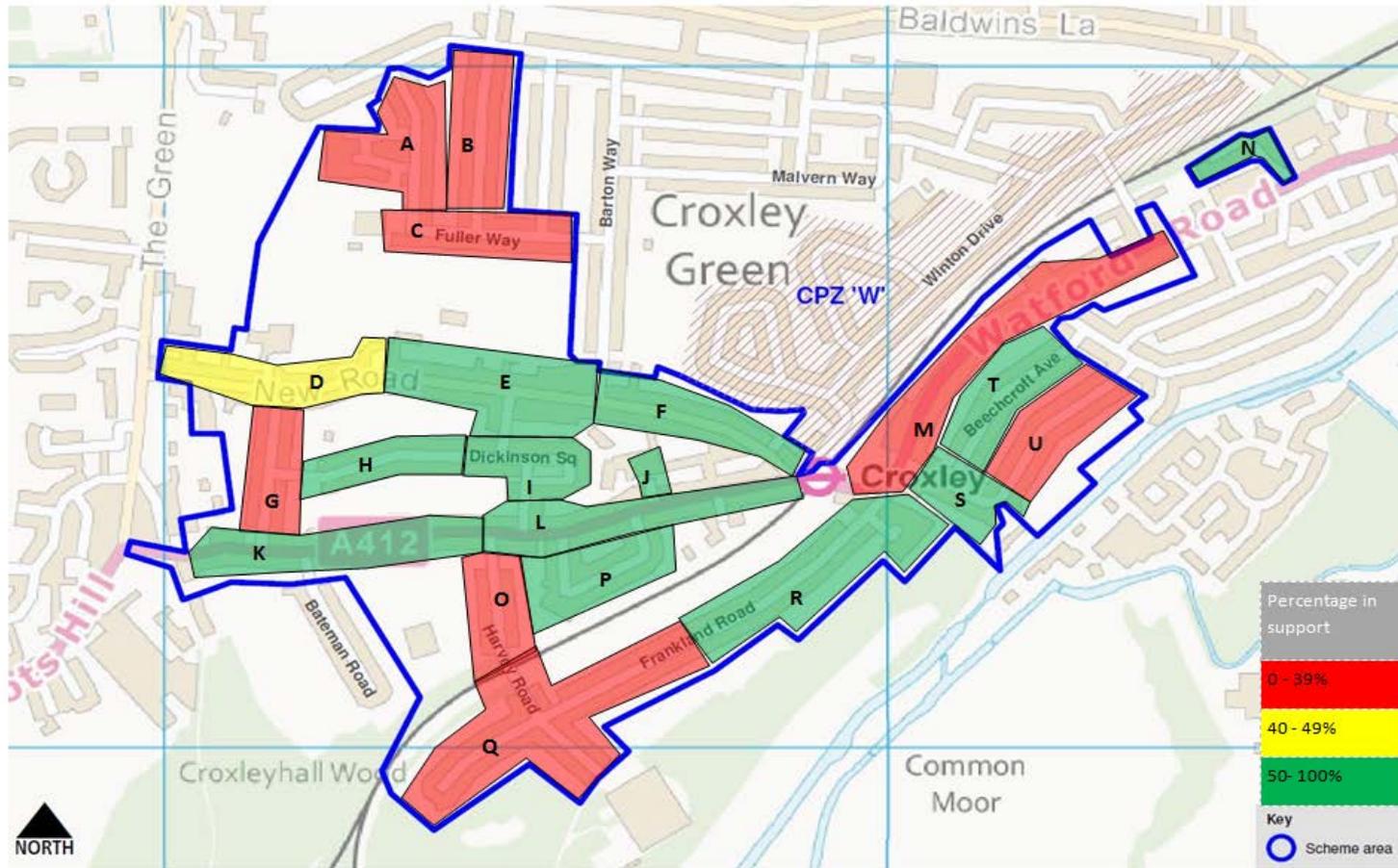
**Appendix B**

<b>Response Summary</b>			
	<b>Responses Received</b>	<b>Total addresses sent to</b>	<b>Response Rate %</b>
<b>Overall Total</b>	<b>536</b>	<b>1481</b>	<b>36</b>

Overall summary of responses received is detailed in the table below:

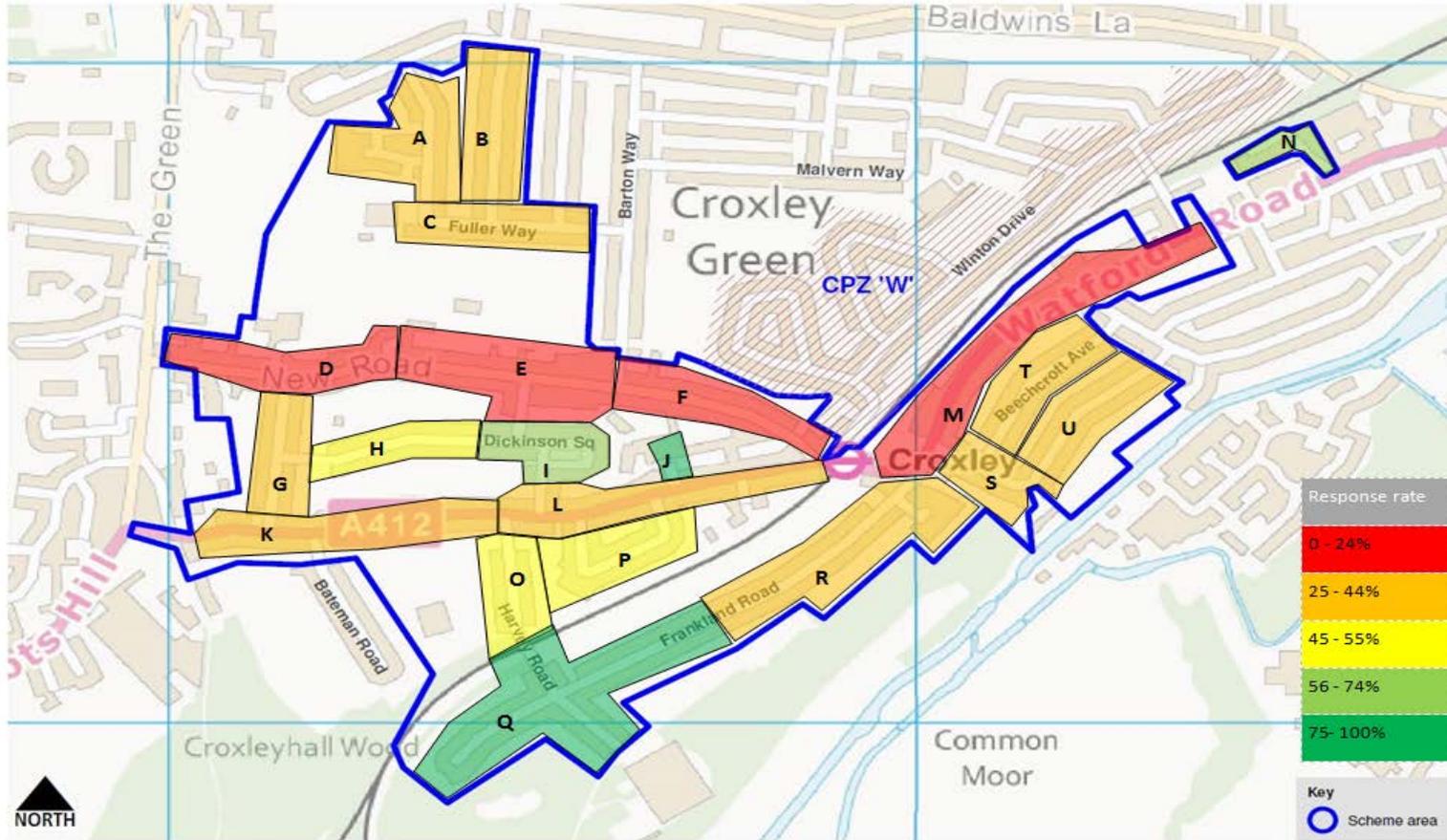
<b>Road name</b>	<b>Parking Restrictions</b>			
	<b>Support</b>	<b>Oppose</b>	<b>Undecided</b>	<b>Support Percentage</b>
Baldwins Lane	0	0	1	0
Beechcroft Av.	14	10	0	58
Cherwell Close	1	13	0	7
Dickinson Avenue	19	11	2	59
Dickinson Square	24	11	0	69
Dorrofield Close	6	5	0	55
Dulwich Way	2	15	0	12
Evans Close	0	1	0	0
Frankland Close	1	18	0	5
Frankland Road	43	49	0	47
Fuller Way	3	15	0	17
Gonville Avenue	26	4	0	87
Hanover Court	1	6	0	14
Harvey Road	9	28	1	24
Hazelwood Road	9	3	0	75
New Road	26	12	4	62
Norwich Way	0	1	0	0
Nuttfield Close	4	1	0	80
Oakleigh Drive	8	15	0	35
Owens Way	0	1	0	0
Repton Way	2	22	0	8
Sherbone Way	1	0	0	100
Sycamore Road	0	1	0	0
The Crescent	5	4	0	56
Watford Road	34	20	5	58
Winton Drive	0	1	0	0
Wood End	0	1	0	0
Yorke Road	6	11	0	35

**Croxley Green CPZ Proposal Areas in support**



Appendix C

**Croxley Green CPZ Proposal response levels**



Appendix D

### Croxley Green CPZ Proposal Area Summaries

Zone tag	Streets	Support	Neutral	Oppose	Total Properties that responded	Total properties On street	Percentage in support	Percentage that responded
A	Dulwich Way, Cherwell Close, Hanover Court	3	0	34	37	95	8%	38%
B	Repton Way	2	0	22	24	74	8%	32%
C	Fuller Way	3	0	15	18	47	25%	38%
D	New Road West	5	1	6	12	67	41%	17%
E	New Road Central	10	3	2	15	112	66%	13%
F	New Road East	11	0	4	15	96	73%	16%
G	Yorke Road	6	0	11	17	47	35%	36%
H	Dickenson Avenue	17	2	11	30	54	57	56%
I	Dickenson Square	24	0	12	36	59	75%	61%
J	The Crescent	5	0	4	9	10	50%	90%
K	Watford road West	10	1	8	19	75	53%	25%
L	Watford Road Central	22	2	5	29	74	76%	39%
M	Watford Road East	1	1	7	9	151	11%	6%
N	Dorrofield Close	6	0	5	11	17	54%	64%
O	Harvey Road North	5	0	10	15	28	33%	54%
P	Gonville Avenue	25	0	4	29	52	86%	56%
Q	Harvey Road South, Frankland Close, Frankland Road West	16	0	66	82	108	19%	75%
R	Frankland Road East	35	0	20	55	123	63%	44%
S	Hazelwood Road	9	0	3	12	28	75%	43%
T	Beechcroft Avenue	14	0	10	24	66	58%	36%
U	Oakleigh Drive	8	0	15	23	66	35%	35%

## Appendix E