**CGRA meeting on proposed local parking measures held on 13th November 2018**

**General**

The meeting was held with aims of: a) making people aware of the overall impact on the community of the proposed parking measures: b) ascertaining the overall level of support for parking measures and: c) ensuring the Council received informed feedback to its consultation via the CGRA, Parish Council, Three Rivers District Council “TRDC” councillors, individual local residents and other local resident groups. Having been a focal point for local resident comments on the topic the CGRA considered the staging of a public meeting to be the vital component in the process.

It was estimated that there were 200+ people in the hall. The audience contained 3 Parish councillors, 3 District councillors, our County Councilor and the TRDC Senior Transport Planner. The Chair advised the audience that TRDC had extended the survey deadline to 30th November.

The Chair of the meeting had obtained key information from TRDC to assist him in outlining the genesis of the parking measures and a scheme overview. TRDC had also provided the answers contained in the FAQ sheet had been handed out before the meeting commenced.

The Chair advised that the parking zone maps were indicative proposals only and that they would be subject to amendment following the current consultative feedback. Such schemes typically involve 3 or more rounds of consultation.

At the outset of the meeting a show of hands poll indicated about two thirds of attendees were not in favour of the scheme with the balance split between “in favour” or “unsure”.

Another show of hands indicted almost all had off street parking with a majority having off street parking for 2 or more cars. A vast majority were not aware a) of the TRDC parking survey in 2017 or b) of the results of that survey. Most of the audience were aware of the current proposals but were unclear as to details for their road.

The review commenced as a consequence of TRDC receiving a total of 39 requests from residents in 26 of our roads. The time period in which those requests had been made was not made clear. However, the statistic did not appear to indicate the need for such wide ranging parking measures.

The above mentioned factors underpinned the meeting as the Chair proceeded to provide information on the background leading to the drafting of the measures - followed by an overview of the scheme.

**Feedback highlights**

Numerous pertinent questions and statements were made during the course of the meeting. We have attempted to summarise them as follows:

A point that received almost universal concurrence was a requirement for publishing the rationale behind the proposals; a reasoned argument both for the scheme (as a whole) and for the individual elements.

There was overall support for the notion that there be public presentations/ displays by TRDC councillors and officers of schemes that reflected majority preferences whilst also outlining overall rationale for the inclusion of specific parking zones within Croxley Green.

The survey results from 2017 lacked key information - number of dwellings in each road - and therefore did not indicate a majority of households were in overall favour of parking measures.

An example of one particular road survey was incorrectly interpreted by the Council and led to a measure that no household in the street indicated they required. It was likely that a review of the results would yield similar defects. Can the Council revisit the 2017 survey results and factor in the number of dwelling per road surveyed in order to derive where there were majority views?

The 2018 survey needed to be withdrawn and reworded in order that:

a) residents not in favour of (but who would be subjected to) parking measures could have a say in the type of measures preferred and;

b) residents not in a “proposed measures road” could provide consultation input. Alternatively, a subsequent survey needed to be formulated that did not automatically assume the measures would be carried forward.

The measures were not a solution, merely moving the commuter parking issue to roads outside of the proposed parking zone.

Residents considered that if an adjacent road was in overall favour of the measures then their road would also have to be included, otherwise it would end up with overspill parking.

Issues raised included commuter parking - but this was by no means a problem for many roads. Issues also included: safety on road corners, school drop off and pickup, inconsiderate parking, partial blocking of dropped curbs, local residents parking for shops and local services, misuse of Community Way public car park, households with 3 or 4 vehicles, A414 road parking for households and shops / pubs / cafe’s etc., parking displacement into non permit roads. It was suggested that a) some issues needed to be looked into separately and b) there were already existing measures in place to deal with most of the aforementioned issues and that c) therefore, a completely new perspective was needed to look into the issues raised that included local community involvement and overall agreement.

There was a negative response to the fact that, by law, every part of a zone must be controlled during its operational hours. There was overall disdain for a) the fact that parking zones would not include any “unrestricted parking” areas and b) the idea of having pay and display areas ( with accompanying pay and display machines.

Reduction of short stay bays from 1 hour to 30 minutes (pay and display thereafter) did not appear to have any support and was agreed to be detrimental to shops.

It was remarked that the measures indicated in the parking zone plans would significantly change the nature of our community for the worse.

The Financial aspects raised included:

Local residents being financially penalised (having to pay for permits / visitor permits).

Permit price rises.

Seen as a revenue generator for TRDC.

Funding / resourcing for enforcement

The Chair constantly reminded the audience that it was a primary aim of the meeting to ensure that local residents provided feedback to the current survey form (even in its flawed state). Question 3 of the survey allowed for free format comments and separate sheets of paper could be utilised if required.

The Chair also reminded the audience that this was a community issue (the actions of individual residents and, individual roads having a marked domino effect on neighbour roads) and suggested that local residents may want to get organised in their own road, get an overall consensus (via door knocking) and submit that as a survey response. The CGRA would be available to provide advice to those who wanted to consider this approach.

**In summary**

It was clear from the meeting that parking measures indicated in the individual parking zone plans were not suitable for remedying the different issues identified.

The plans and associated papers were not easy to locate for residents who received paper versions of the survey.

Residents want to see a scheme rationale based on local resident feedback which is supported by clear evidential survey results. Such a scheme should be made available to all Croxley Green residents.

Residents would expect the joint involvement of local District and Parish councillors and the CGRA prior to being issued with the above.

It was a primary aim of the meeting to ensure local residents provided feedback. The Chair advised the audience that notes of the meeting would be made available to assist residents in their survey responses. If residents had already submitted a survey response to TRDC they could complete a subsequent one, stating it superceded the previous submission.