

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

Date of Meeting:	29 November 2012
Subject:	Pinner Road / County Roads Controlled Parking Zone - Proposed Phase 2 Extension
Key:	No
Responsible Officer:	Caroline Bruce – Corporate Director for Environment and Enterprise
Portfolio Holder:	Councillor Phillip O'Dell – Portfolio Holder of Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	Appendix A – Proposed CPZ Phase 2 Extension on the county roads Appendix B – Proposed Shared Use Bays, Pay & Display Bays and Waiting Restrictions on Neptune Road Appendix C – Summary of responses & Engineers response Appendix D – Pinner Road _ County Roads CPZ zone U, Proposed Extension, Statutory Consultation Documents Appendix E – Consultation Area

Section 1 – Summary and Recommendations

This report sets out the results of the Statutory Consultation carried out in July-August 2012 on Pinner Road - County roads, proposed Controlled Parking Zone U extension, and the proposals to regulate parking along Neptune Road with a variety of parking controls. The report seeks the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with implementation of the proposals as outlined in this report.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment & Community Safety that the parking scheme (see **Appendices A & B**) be implemented as set out below:

1. That the Controlled Parking Zone U permit parking for residents operating Monday to Friday, 11am - 12 noon be extended to incorporate the following roads:
 - Oxford Road (up to and including property numbers 28 & 33)
 - Dorset Road
2. That the Controlled Parking Zone U permit parking for residents operating Monday to Friday, 11am - 12 noon be extended to Devonshire Road subject to a separate statutory consultation in this road being undertaken and consideration of the results of consultation by the Portfolio Holder for Environment & Community Safety.
3. That shared use resident / pay & display bays operating Monday to Friday, 9.30am to 5.30pm and Saturday 9.30am to 1.30pm, be introduced at the western end of Neptune Road,
4. That pay & display bays operating Monday to Friday, 9.30am to 5.30pm and Saturday 9.30am to 1.30pm, be introduced at the eastern end of Neptune Road,
5. That free parking bays be introduced at 6 locations on Neptune Road,
6. That waiting restrictions be introduced on Neptune Road operating Monday to Saturday, 8.30am to 6.30pm and Sunday 10am to 6pm,
7. That 'No waiting at any time' restrictions be introduced at strategic locations along Neptune Road to aid through movement/access,

8. That 3 loading bays be introduced on Neptune Road operating Monday to Friday, 7am to 7pm and Saturday 7am to 2pm,
9. That the Service Manager - Traffic & Highway Network Management is authorised to take the necessary steps to implement the above recommendations
10. That residents within the consultation area are informed of this decision.

Reason: (For recommendation)

To recommend for implementation an amended scheme for Controlled Parking Zone U having considered the results of statutory consultation. To introduce measures to regulate parking on Neptune Road with a variety of parking controls designed to accommodate residents and businesses requests for changes to the existing parking arrangements in their area and also maintain road safety and accessibility for all traffic.

Section 2 – Report

Introduction

- 2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in the Pinner Road, county roads and Neptune Road area are to be addressed in order to support local residents and businesses.

Options considered

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object to the proposed scheme advertised.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultations and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 Since introduction of the original scheme in May 2010 the council received complaints from traders on Pinner Road that the new restrictions were affecting their business. Residents in the neighbouring side streets outside the CPZ, in particular Cornwall Road, Devonshire Road, Dorset Road and Oxford Road (known locally as the county roads) complained that parking places were hard to find due to commuters leaving their vehicles parked at these locations for long periods at a time.
- 2.5 This situation will be further exacerbated by the new development taking place at Trident Point adding to the demand for on-street parking spaces. Neptune Road was not included in the original proposals because at the time of making the decision, insufficient details were available about the proposed redevelopment of the former Travis Perkins site (now called Trident Point) which includes 147 residential units and a supermarket 6,425 m² (gross floor area). It is clear that parking controls will be required in Neptune Road itself to mitigate the impact of that development, control parking and loading in the area and enable the free flow of traffic.
- 2.6 The existing extents of the CPZ are shown in (**Appendix A**) operating with Monday to Friday, 11am to 12 noon restrictions. A CPZ review was initiated approximately 6 months after the original scheme was introduced.
- 2.7 Phase 1 of the CPZ review which focussed on Pinner Road was previously reported to TARSAP on 21st June 2012 when the statutory consultation results and the proposed changes were recommended and subsequently agreed by the Portfolio Holder. The proposals which are to be implemented in December 2012 consist of pay and display and disabled bays along Pinner Road, loading restrictions on the northern side of Pinner Road and at any time waiting restrictions at its junctions with Bedford Road, Rutland Road, and Oxford Road as well as relaxations of loading restrictions on the southern side of Pinner Road between its junction with Gardens and its western junction with Neptune Road.
- 2.8 Phase 2 of the CPZ review (dealt with in this report) focuses on the surrounding area of the County Roads and Neptune Road. A public consultation on these proposals was carried out between February and July 2011 which sought the views of residents and businesses in the county roads area about whether they would like the CPZ to be extended into their road and for introducing controlled parking proposals and waiting / loading restrictions in Neptune Road. The results were reported to the TARSAP meeting held on 20th September 2011 and members recommended that the amended proposals proceed to statutory consultation. This was subsequently approved by the Portfolio Holder.

Statutory Consultation

- 2.9 A statutory Consultation on the phase 2 review proposals was undertaken between 19th July 2012 and 8th August 2012 (see **Appendix D**). This consultation took into account, where practicable, all the comments received during the previous consultation stages.
- 2.10 As part of the statutory consultation process, leaflets were delivered to residents and businesses which are directly affected by the proposals. The extent of the area where leaflets were distributed is shown in **Appendix E**. Notices were displayed on lamp columns along Pinner Road, County roads and Neptune Road and traffic orders were advertised in local newspapers. All relevant stakeholders including Transport for London (TfL) and ward councillors were also consulted. Leaflets were delivered to 869 properties along Pinner Road, the County roads, Neptune Road and The Gardens as part of the Phase 2 proposals.
- 2.11 A total of 115 responses were received by questionnaire, letter and email, representing an overall 13% response rate. Although this is relatively low response it is worth noting that a large amount of consultation in this area has already been undertaken on this issue probably leading to reduced response rate and so the consultation is still considered to be representative. Two petitions were also received from residents of Devonshire Road objecting to the exclusions of the western side of Devonshire Road from the proposed CPZ and the proposed double yellow lines. These petitions were reported as information items to the Panel on 3rd October 2012.
- 2.12 The ward councillors were invited to a meeting held on 29th October 2012, where they were briefed on the results of the statutory consultation as well as the revised parking proposals. It was agreed at the meeting to proceed with the revised proposal as set out in **Appendix A & B**.
- 2.13 Details of all the statutory objections received along with officer's responses can be found in **Appendix C**.

Analysis of results

Bedford Road

- 2.14 It is proposed to introduce double yellow lines and an extension of the CPZ up to its junction with Sussex Road in Bedford Road. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
2	11	0	85	13	15

- 2.15 A significant number of the respondents oppose the proposed extension of the CPZ and officers in discussion with the ward councillors have agreed not to extend the existing CPZ in Bedford Road.

Cornwall Road

- 2.16 The residents were included in the statutory consultation but were not included in the proposed CPZ extension proposal. Those that responded felt the proposals would have a detrimental impact on their street by displacing parking into Cornwall Road.

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
0	5	0	59	5	9

- 2.17 No changes are proposed on the roads immediately adjacent to Cornwall Road and the risk of displacement parking is minimal.

Devonshire Road

- 2.18 It is proposed to introduce double yellow lines and extend the CPZ on the western side between number 27 and Sussex Road and on the eastern side between number 44 and Sussex Road. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
7 (4 within existing CPZ and 3 within proposed CPZ extension)	14 (3 within existing CPZ and 4 within proposed CPZ extension)	0	78	21	27

- 2.19 A total of 28 responses were received 7 for and 14 against the proposals. Of the 14 that were against the proposals 6 were opposed to the double yellow lines and the CPZ, 4 were opposed to the proposed double yellow lines only, 3 were opposed to being excluded from being in the proposed CPZ and 1 was opposed to the hours of operation.
- 2.20 Two petitions were also submitted by the residents of Devonshire Road which were reported to the Traffic and Road Safety Advisory Panel (TARSAP) on 3rd October 2012 and a public question was asked of the Chair of TARSAP. The petitions received were as follows:
- Petition 1 - against the proposed CPZ extension excluding residents on the western side.
 - Petition 2 - against the proposed double yellow lines to facilitate passing places.
- 2.21 The majority of the residents of Devonshire Road (western side) responded to an earlier public consultation confirming they did not want

to be included in the CPZ whilst those on the eastern side did want to be included. The proposals were therefore revised for the statutory consultation excluding the western side of Devonshire Road. They have subsequently changed their opinion and have submitted the above petitions objecting to why they have been excluded from the proposals to extend the CPZ. It is too late to include these proposals within the draft traffic order as proposals cannot be added in after publication. A further localised mini statutory consultation with the residents of Devonshire Road would need to be undertaken in order to do this.

- 2.22 Officers have agreed in discussion with the ward councillors to carry out a localised mini statutory consultation with the residents of Devonshire Road in this area. The results of consultation will be considered by the Portfolio Holder for Environment & Community Safety before proceeding with implementation.

Dorset Road

- 2.23 It is proposed to extend the CPZ between Oxford Road and Devonshire Road. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
4	0	1	27	5	19

- 2.24 Officers have agreed in discussion with the ward councillors to include Dorset Road in the proposed CPZ extension.

Neptune Road

- 2.25 It is proposed to implement shared permit holder / pay and display bays, free parking bays, loading bays and single and double yellow lines. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
1	1	0	46	2	4

- 2.26 Neptune Road provides access to deliveries to the proposed supermarket as well as residents parking (less than 1 space per dwelling) and also serves as an emergency access.

- 2.27 Officers have agreed in discussion with the ward councillors that the proposed measures are in direct response to the residents and businesses requests for changes to the parking arrangements and should therefore proceed to implementation.

Oxford Road

- 2.28 It is proposed to introduce double yellow lines and extend the CPZ up to its junction with Sussex Road. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
10	8	-	73	18	25

- 2.29 The results show a clear difference of opinion between the residents at the southern end in favour of the CPZ extension and those at the northern end opposed to the CPZ extension.
- 2.30 Officers in discussion with the ward councillors have agreed therefore to recommend only extending the existing CPZ to include an area where there is a clear majority of residents in favour. This area is between numbers 1 & 2 up to and including numbers 28 & 33 Oxford Road.

Pinner Road

- 2.31 Residents and businesses are currently included within the CPZ area and were consulted as part of the statutory consultation. The phase 2 proposals do not include any changes along the Pinner Road itself. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response	Comments
Yes	No	No Opinion				
3	14	0	303	17	6	1 No. responded from new development

- 2.32 This part of the scheme was the subject of the phase 1 review and amendments to the parking controls along Pinner Road have already been considered and recommended by TARSAP in June 2012, subsequently approved by the Portfolio holder, and are now due to be implemented in December 2012. These will be monitored once they have been introduced.

Pinner View

- 2.33 Residents were consulted as part of the statutory consultation but were not included in the proposed CPZ extension area. The following response was received:

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
1	1	-	23	2	9

- 2.34 No changes are proposed on the roads immediately adjacent to Pinner View and the risk of displacement parking is minimal.

Rutland Road

- 2.35 It is proposed to introduce double yellow lines and extend the CPZ up to its junction with Sussex Road.

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
5	11	1	70	17	24

- 2.36 There was a significant response to the consultation from resident's objecting to the proposed extension of the CPZ. There was no particular pattern or bias shown in the results. Officers have therefore recommended in discussion with the ward councillors not to extend the existing CPZ.

Sussex Road

- 2.37 Residents were consulted as part of the statutory consultation but were not included in the proposed CPZ extension area.

Support Revised Proposals.			Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
1	13	1	105	15	14

- 2.38 Sussex Road has junctions with many of the other county roads and a review of the consultation outcomes in all the other roads was considered in order to take account of the potential impact. Proposals to extend the CPZ in Bedford Road and Rutland Road were opposed and only a small extension is recommended along Oxford Road (between numbers 1 and 33). Dorset Road would be included in the CPZ extension and Devonshire Road would be extended subject to another statutory consultation. On balance it was considered that the changes proposed on the roads immediately adjacent to Sussex Road were not very significant and the risk of displacement parking is minimal.

Financial Implications

- 2.39 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in the 2012/13. A sub allocation of £40k for the implementation of Pinner Road area CPZ was recommended by TARSAP in February 2012 and subsequently approved by the Portfolio Holder. It is expected that implementation can be achieved from within the programme.

Risk Management Implications

- 2.40 Risk included on Directorate risk register? No. Separate risk register in place? No.

- 2.41 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway and this would include all aspects of the proposals included in this report.

Equalities implications

- 2.42 Was an Equality Impact Assessment carried out? Yes.
- 2.43 A review of equality issues 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
Disability	Improved availability of parking on residential streets, local shops, businesses and amenities. This will help disabled people with mobility impairment, wheelchair users and those that are visually impaired by organising parking and improving sightlines.
Age	Improved availability of parking on residential streets, local shops, businesses and amenities. This will help disabled people with mobility impairment, wheelchair users and those that are visually impaired by organising parking and improving sightlines.
Pregnancy & Maternity	Mothers with young children or pregnant women are more likely to benefit from parking spaces closer to their destination.

- 2.44 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. These responses are broadly comparable alongside the data taken from the most recent census.

Corporate Priorities

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

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	<p>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.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
United and involved communities: A Council that listens and leads.	<p>The recommendation seeks to keep whole streets together in forming an extension to the existing CPZ, where the results support this.</p> <p>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.</p>
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.
Supporting our town centre, our local shopping centres and businesses.	The variety of parking controls on Neptune Road will assist viability and vitality of the shops/businesses by removing long term commuter parking, enabling better access for customers.

Section 3 - Statutory Officer Clearance

Name: : Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 13/11/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 14/11/12		

Section 4 - Contact Details & Background Papers

Contact: Sajjad Farid, Traffic Engineer
Tel: 020 8424 1484 Email: sajjad.farid@harrow.gov.uk

Background Papers:

TARSAP report on Pinner Road & County Roads Controlled Parking Zone Review (Stage1) – Results of Statutory Consultation 21 June 2012.

TARSAP report on Pinner Road & County Roads Controlled Parking Zone Review – Results of Public Consultation 20 September 2011.