

**REPORT FOR: Traffic And Road Safety
Advisory Panel**

Date of Meeting:	5 February 2014
Subject:	North Harrow Parking Review – Results of Public Consultation
Key Decision:	No
Responsible Officer:	Caroline Bruce – Corporate Director, Environment and Enterprise
Portfolio Holder:	Councillor Susan Hall, Leader and Portfolio Holder for Community Safety and Environment
Exempt:	
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	Appendix A - Consultation Area plan Appendix B - Consultation document and Questionnaire Appendix C - Stakeholder meeting minutes Appendix D - Consultation results Appendix E - Plan of proposed CPZ

Section 1 – Summary and Recommendations

This document reports the results of the public consultation of the North Harrow Parking Review and seeks the recommendation of the Panel to the Portfolio Holder for Community Safety and Environment to proceed to statutory consultation with the proposals in this report.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Community Safety and Environment and that the following proposals are taken forward to a formal Statutory Consultation:

1. To introduce a controlled parking zone as shown on **Appendix E** with operational times of Monday – Friday 8.00am to 6.30pm in the following roads:
 - Argyle Road
 - Blenheim Road
 - Canterbury Road
 - Collapit Close
 - Cornwall Road
 - Cumberland Road
 - Durham Road
 - Gloucester Road
 - Lancaster Road
 - Norfolk Road
 - Northumberland Road
 - Somerset Road
 - Suffolk Road
 - Surrey Road
 - Sussex Road
 - Westmorland Road
2. To confirm to the portfolio holder if Cambridge Road should be included in the proposed controlled parking zone detailed in recommendation (1) due to the significant risk of parking displacement occurring,
3. To confirm to the portfolio holder if a separate controlled parking zone in Lincoln Close as shown on **Appendix E** with operational times of Monday – Friday 8.00am to 6.30pm should be included in the proposals,
4. To introduce throughout the consultation area “at any time” waiting restrictions (double yellow lines) at 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.

Reason: (For recommendation)

To control parking in the County Roads area as well as the surrounding roads located near to North Harrow Station. 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

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 wider North Harrow area are being addressed in order to support local residents and businesses concerns about parking.

Options considered

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses. A range of options were presented during the public consultation for the consultees to accept or reject and to provide further comment on if necessary.
- 2.3 It should be noted that there is a wide range of opinion in the consultation area, and indeed within some roads, and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.1 On the 6th February 2013, TARSAP agreed to allocate funding for a parking review of the North Harrow Area in the 2013/14 financial year. This recommendation from the panel was subsequently ratified by the Portfolio Holder for Community Safety and Environment.
- 2.2 Officers were tasked to carry out a public Consultation exercise of the North Harrow Area so that residents and businesses could highlight local parking issues within the consultation area.
- 2.3 On 17th July 2013 Officers held a Stakeholders meeting for the North Harrow Area at the Savoy Court Community Centre. The purpose of the meeting was to agree the consultation area and listen to the views of residents and businesses and the existing parking problems being experienced. All key stakeholders were invited to attend the meeting. The minutes of this meeting can be found in **Appendix C**. The consultation area was subsequently agreed and a copy of the plan showing the extents can be seen in **Appendix A**.

- 2.4 Following the stakeholders meeting, officers prepared and distributed public consultation documentation to residents and businesses within the agreed consultation area.

Public consultation

- 2.5 On 12th September 2013 Public Consultation documents were distributed to approximately 4,500 residents and businesses within the agreed consultation area and ran for 21 days until 3rd October 2013. A copy of the consultation document and questionnaire can be seen in **Appendix B**. The consultation documents were also available on the Harrow Council public website. All consultation documents were hand delivered to all premises within the consultation area. This area is shown on the plan in **Appendix A**.

- 2.6 As mentioned in the consultation leaflet it is intended to include the installation of “at any time” waiting restrictions (double yellow lines) at all junctions, bends and narrowings. This is in accordance with the well established rules in the Highway Code and to improve and maintain emergency and service vehicle access and road safety.

- 2.7 During the consultation period officers held three exhibitions enabling residents and businesses to discuss any concerns directly with staff, seek clarifications and be informed about the consultation objectives and process. These exhibitions were held on:

- Saturday 14th September between 1.00pm – 5.00pm
- Monday 16th September 2013 between 11.30am – 4.30pm
- Friday 20th September 2013 between 3.30pm – 6.30pm

- 2.8 There were a steady number of returns received both online and via the post 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. It was also noticed that a significant amount of consultation responses were received using the online questionnaire.

Responses

- 2.9 There were a total of 1214 questionnaire responses received, including 250 online and 964 by post. This represented an overall return rate of 27%. This level of response is higher than officers would typically see for this type of consultation exercise.
- 2.10 A full breakdown of the responses received on a road by road basis is shown in **Appendix D**. It should be noted that the totals may not tally as expected due to respondents completing more than the required number of responses on the questionnaire.

- 2.11 At the time of preparing this report a meeting was scheduled to be held with ward councillors, in accordance with standard practice, to discuss the results of consultation and distribution of responses. The recommendations in this report are those that will be presented to councillors at the meeting and so may be subject to change. Any changes from this report will be explained verbally at the meeting.
- 2.12 Quality assurance checks have been carried out on the responses received and a complete copy will be made available for members to review in the member's library.

Analysis of results (road by road)

- 2.13 A large proportion of roads did not indicate support and these are not analysed. In this section of the report roads, or sections of roads, which have demonstrated majority support for measures will be analysed in more detail. Some roads without majority support that would be affected by displaced parking from neighbouring streets are also analysed. The roads assessed in detail are as follows:
- Argyle Road
 - Blenheim Road (potential parking displacement)
 - Cambridge Road (potential parking displacement)
 - Canterbury Road (part)
 - Collapit Close (potential parking displacement)
 - Cornwall Road (potential parking displacement),
 - Cumberland Road
 - Durham Road
 - Gloucester Road
 - Lancaster Road
 - Lincoln Close
 - Norfolk Road (potential parking displacement),
 - Northumberland Road (part)
 - Somerset Road
 - Station Road
 - Suffolk Road (part)
 - Surrey Road
 - Sussex Road
 - Westmorland Road (potential parking displacement)
- 2.14 The following table summarises the key questions and results from the above list of roads.

Question 2 - Do you experience parking problems in your street?
Question 3 - If yes, which of the following measures do you support to address these problems?

Road	Parking problems experienced	Q2 Yes	Q2- No	Q2- Don't know/No opinion	Q3 CPZ Permit Bays	Q3 Do nothing	Q3 Pay and display parking	Q3 Single yellow lines
Area north of Pinner Road and east of Station Road								
Cumberland Road	Yes	9	1		5		1	5
Durham Road	Yes	12	7		10	6		2
Gloucester Road	Yes	7	3		4	3	2	2
Northumberland Road	Yes	35	31	1	22	10	1	14
Somerset Road	Yes	12	6	1	10	8	1	1
Station Road	Yes	15	4	1	2	10	6	2
Surrey Road	Yes	11	4		9	4		
Sussex Road	Yes	10	7		6	8		
Canterbury Road	No	17	38	3	13	24		6
Collapit Close	No	2	3		3	1		
Cornwall Road	No	8	16	1	6	11	1	
Norfolk Road	No	1	3	1		5		
Westmorland Road	No	5	9	1	2	9		4
Area South of the railway line								
Argyle Road	Yes	14	3		6	5	2	7
Lancaster Road	Yes	9	4		5	4	1	2
Lincoln Close	Yes	1	0		1			
Blenheim Road	No	9	15	4	6	10	3	4
Suffolk Road	No	18	24	1	11	13	3	11
Area North of the railway line and south of Pinner Road								
Cambridge Road	No	12	43	1	3	41	1	3

Area north of Pinner Road and east of Station Road

- 2.15 In the area to the north of Pinner Road between Station Road and the existing CPZ zone U a large number of streets experienced parking problems and indicated a preference for resident permit bays. Eight streets showed majority support and are listed in the table above.
- 2.16 A more detailed analysis of Canterbury Road showed that majority support existed in the section between Station Road and Durham Road. Of 12 responses in this section 11 showed support for measures.
- 2.17 Whilst a large number of streets in this area showed support, a few neighbouring streets did not, and they will be at significant risk of parking displacement if the scheme proceeds only in the streets with support. The streets at risk are Collapit Close, Cornwall Road and Norfolk Road. It is therefore recommended that these roads are included in the

statutory consultation to offer residents a second opportunity to be included in a CPZ scheme given the potential for parking displacement.

- 2.18 In Station Road the current parking control arrangements have been reviewed in recent years under the Mayor's Outer London Fund initiative. There are already "pay and display" bays and loading bays within the inset parking areas along the road. There is no further scope to improve on the physical arrangements. However, residents would be eligible to purchase resident permits if they wish and to park in neighbouring streets within the same zone.
- 2.19 The proposed zone for statutory consultation can be seen in **Appendix E**.

Area north of the railway line and south of Pinner Road

- 2.20 Cambridge Road is also in close proximity to the proposed zone and could potentially suffer from parking displacement because the road under the current proposal will be the only one near the station without controls. The road has been excluded from the proposals because there are a significant number of responses indicating that there are no parking problems (43 no, 12 yes). Members are asked to consider if this road should be included in the statutory consultation just in case there is a change in opinion once the currently proposed scheme becomes known to the wider public.

Area South of the railway line

- 2.21 In the area south of the railway line three streets experienced parking problems and indicated a preference for resident permit bays. These were Argyle Road, Lancaster Road which are in close proximity to the station and Lincoln Close which is more remote. Lincoln Close only received one response so the response rate was very low and members may wish to consider if it necessary to introduce a scheme in this road in isolation.
- 2.22 A more detailed analysis of Suffolk Road and Northumberland Road showed that section of the road had majority support. In Suffolk Road support existed in the section between Imperial Drive and Lincoln Road. Of 17 responses in this section 13 showed support for measures. In Northumberland Road support existed in the section between Imperial Drive and The Ridgeway. Of 36 responses in this section 27 showed support for measures.
- 2.23 A number of streets in the area close to the station showed support, however, the few that did not show support will be at significant risk of parking displacement if the scheme proceeds. These streets are Blenheim Road and Cambridge Road. It is therefore recommended that these roads are included in the statutory consultation to offer residents a second opportunity to be included in a CPZ scheme given the potential for parking displacement.

2.24 The proposed zone for statutory consultation can be seen in **Appendix E**.

Operational hours

2.25 A review of question 4 with different options for operational hours indicated a preference for a CPZ area operating Monday – Friday 8.00am to 6.30pm. Some support for operational hours on Saturday was also demonstrated but this was only half of that for weekdays. The table below provides details of the results for question 4.

Question 4 - If you support either permit bays or single yellow lines, what times would you like them to be in operation and enforceable?

Road	Monday to Friday 08:00 to 18:30	Monday to Friday 08:30 to 09:30	Monday to Friday 10:00 to 11:00	Monday to Friday 10:00 to 11:00 and 14:00 to 15:00	Monday to Friday 12:00 to 13:00	Monday to Friday 14:00 to 15:00	Saturday	Saturday and Sunday 10:00 to 11:00 and 14:00 to 15:00	Sunday
Area north of Pinner Road and east of Station Road									
Cumberland Road	5		2		1	1	5		3
Collapit Close	1		1			1	1		1
Durham Road	8				3		4		4
Gloucester Road	5			1			3		2
Northumberland Road	13		11	3	7	1	3		3
Somerset Road	7		1		1	1	4		4
Station Road	3		4		1	1			
Surrey Road	5		2		2		2		1
Sussex Road	5		1			1	3		2
Canterbury Road	9		3		5		7		5
Cornwall Road	3				1	1	3		3
Norfolk Road									
Westmorland Road	2		4			4	1		1
Area South of the railway line									
Argyle Road	5		3	3	2		2		2
Lancaster Road	1		4	3	3				
Lincoln Close									
Blenheim Road	5		1	1		1	1		1
Suffolk Road	5		12		3	3	4		1
Area North of the railway line and south of Pinner Road									
Cambridge Road	5		1	1	2		1		1
	84	0	46	12	30	14	44	0	34

Summary

- 2.26 There is support for a CPZ centred around the station and the streets identified both north and south of the railway line for inclusion should be included in one complete zone with operational hours of Monday – Friday 8.00am to 6.30pm.
- 2.27 **Appendix E** shows details of the proposed zone boundary and those roads recommended for inclusion in the statutory consultation process.
- 2.28 TARSAP panel are recommended to take the proposals to statutory consultation which is the next stage of the scheme development process. This will provide a further opportunity to consult on the scheme and refine the proposals before a scheme is considered for implementation.
- 2.29 Any comments regarding loading, max stay at Pay & Display, single & double yellow lines etc. will be considered during the statutory consultation period providing that they are reasonable and practical. Any comments regarding disabled parking is already covered by National legislation and existing policies implemented by Harrow Council.
- 2.30 No waiting at any time restrictions (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.

Legal implications

- 2.31 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Statutory consultation is the legal part of the process required before parking controls can be implemented and the Council must follow the statutory consultations procedures under the Road Traffic Regulation Act 1984 (RTRA) and The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 (LATO)
- 2.32 The principal traffic and management powers given to local authorities are contained in the RTRA and traffic regulation orders made by the Council are governed mainly under the RTRA and LATO
- 2.33 Under the LATO it is included that the Council is required to publish notice of its proposals to make a traffic regulation order in the London Gazette and to take such other steps as they consider appropriate for ensuring adequate publicity about the order is given to persons likely to be affected. CPZ's are defined in Section 4 of the Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.34 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £379k in 2013/14. A sub allocation of £30k for the development of the North Harrow parking

review which was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder.

- 2.35 There is £30,000 funding available from a S106 agreement specifically for the development of the 354-366 Pinner Road site to deal with parking issues. A further £30,000 was made available in 2013/14 from Harrow Capital Programme to deal with issues more widely around the above site.
- 2.36 The cost of the final scheme will be dependant on the results of the planned statutory consultation and a funding allocation to complete the implementation of the scheme in 2014/15 will be considered as a part of the annual parking programme review report which is on the agenda of this meeting.
- 2.37 If the scheme is implemented parking income will be generated from resident / visitor permits charges, pay & display charges as well as from penalty charge notices for parking offences. A medium sized CPZ typically generates approximately £15k - £25k per annum depending on the parking layout design.

Risk Management Implications

- 2.38 Risk included on Directorate risk register? No.
- 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	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	The retention of double yellow

	<p>lines at junctions will ensure level crossing points are kept clear.</p> <p>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.</p>
Age	<p>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.</p>

- 2.42 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 with the data available from the most recent census.

Corporate Priorities

- 2.43 The parking scheme detailed in the report accords with our wider corporate priorities as follows: cleaner, safer, fairer.

Corporate priority	Impact
Cleaner, Safer	<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>
Fairer	<p>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.</p> <p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</p>

- 2.44 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: Ann Begley	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16/01/14		
Name: Ian Goldsmith	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/01/14		

Section 4 - Contact Details and Background Papers

Contact: Abdul Karim - Project Engineer Parking and Sustainable Transport 020 8424 1988

Background Papers:

Previous TARSAP reports
Consultation responses – copies placed in member's library