

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

Date of Meeting:	2 nd October 2014
Subject:	North Harrow area parking review - Statutory Consultation results
Key Decision:	No
Responsible Officer:	Caroline Bruce - Corporate Director of Environment and Enterprise
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	Appendix A - North Harrow Area Parking Review Statutory Consultation Document Appendix B - Consultation responses by road Appendix C - Summary of formal objections / comments with officers response Appendix D - Petition from Cornwall Rd, Cumberland Rd, Durham Rd, Norfolk Rd, Somerset Rd, Surrey Rd and Westmorland Rd – Opposed to proposed Controlled Parking Zone Appendix E - Petition from residents of Argyle Road- Objecting to all day Monday to Friday 8.00am to 6.30pm Controlled Parking Zone

Section 1 – Summary and Recommendations

This report provides results of the statutory consultation exercise carried out in the wider North Harrow area in July 2014 regarding the introduction of parking controls in the roads listed below. The report seeks the Panel's recommendation to implement the controlled parking measures.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment, Crime and Community Safety the following:

1. To introduce a controlled parking zone (NH2) as shown on **Appendix A** with operational times of Monday-Friday 10.00am to 11.00am in the following roads:
 - Northumberland Road (from Imperial Drive to 97, Northumberland Road)
 - Suffolk Road (from Northumberland Road and The Ridgeway)
 - Lancaster Road
2. To introduce a controlled parking zone (NH1) as shown on **Appendix A** with operational times of Monday-Friday 10.00am to 11.00am and 2.00pm to 3.00pm in the following roads:
 - Canterbury Road (between Station Road to 87, Canterbury Road)
 - Gloucester Road
 - Cumberland Road
 - Westmorland Road
 - Durham Road
 - Sussex Road (between Durham Road to 154, Sussex Road)
 - Norfolk Road
 - Surrey Road
 - Collapit Close
3. That the objections to the scheme received during the statutory consultation for the roads outlined above be overruled and the parking controls be implemented as shown on the plans in Appendix A,
4. That the parking proposals in Cornwall Road, Somerset Road, Sussex Road (between Pinner View to 152, Sussex Road), Argyle Road and Blenheim Road are not implemented and the objectors informed,
5. That all residents in the consultation area be informed of the decision once approved by the Portfolio Holder for Environment, Crime and Community Safety.

Reason

To control parking in the North Harrow area as detailed in the report. The measures are in direct response to resident requests for changes to the existing

parking arrangements in their area in order to maintain road safety and parking access.

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 residents and businesses and is one of the main concerns reported to the Council regarding transport issues. This report summarises the results and outcomes of the statutory consultation exercise agreed by the panel in February 2014 for roads in the North Harrow consultation area.

Options considered

- 2.2 Statutory consultation proposals were developed having taken account of previous consultations, stakeholder meetings and panel meetings involving local residents, businesses, councillors and the panel. The options available to local people in the consultation were to support, object or agree to reduced hours of operation of the proposed controlled parking zone proposals developed by the Council.
- 2.3 It should be noted that whilst there were a range of views received from the statutory consultation it was not possible to act on every individual comment, however, all views from responses were analysed so that recommendations could be made based on where majority support was received, which may include roads that do not have a majority support but have been included within the proposed controlled zone as they would be adversely affected by displaced parking.
- 2.4 Because a number of the roads have shown a wide range of views during previous consultations it was decided to include a questionnaire in this statutory consultation to re-examine the views of residents. This approach is cost effective because it is necessary to distribute a leaflet to residents anyway outlining the results of the initial public consultation and detailing how to make a statutory objection. As the legal requirement to seek formal comments to the advertised traffic orders only gives limited information this questionnaire helps to demonstrate the level or pattern of support especially where adjoining or nearby roads may have not shown support.

Background

- 2.5 The North Harrow Area is a mixture of residential roads with a number of businesses and shops located centrally around the signalled junction (Station Road/ Pinner Road). There are currently no controlled parking zones in the review area. A mixture of existing pay and display parking is found in the shopping areas and there is a centrally located public car park by Cambridge Road which is situated to the rear of the shops.

- 2.6 In 2012 additional on-street parking bays were provided to support the demand for local parking and assist existing businesses and traders. With the new development of flats and the Gym in the area there has been a continued increase in demand for central parking facilities.
- 2.7 On 12th September 2013 an informal Public Consultation was undertaken on parking issues and possible measures in the area and the results were presented to the Traffic and Road Safety Advisory Panel (TARSAP) on 5th February 2014 together with the officer's recommendations. TARSAP agreed to some minor amendments to the recommendations which were approved by the then Portfolio Holder for Community Safety and Environment (PH) to enable the scheme to proceed to the statutory consultation stage.
- 2.8 The statutory consultation was agreed on the basis of proposals to introduce a controlled parking zone (CPZ) operating Monday-Friday 8.00am to 6.30pm in roads where majority support had been demonstrated.

Statutory Consultation

- 2.9 In July 2014 consultation documents were distributed to approximately 4,500 properties within the agreed consultation area. The roads proposed to be included in the CPZ's (Zone NH1 and NH2) were included because the residents and businesses had demonstrated majority support for parking control measures in the previous public consultation.
- 2.10 The consultation material included a questionnaire inviting them to submit their comments or objections to the proposals by reply paid envelope, on-line via the council's web site or via email/letter. A copy of the public consultation document is shown in **Appendix A**.
- 2.11 The traffic regulation order was advertised on 10th July 2014 for a 21 day period in a local newspaper as well as on street notices placed in the affected roads during this period. The statutory consultation ended on the 30th July 2014.

Statutory Consultation results

- 2.12 During the statutory consultation period, officers received a total of 1000 responses of which 169 were statutory objections. This represents a 22 % response rate in relation to the 4500 properties in the area where leaflets were distributed.
- 2.13 Independent quality assurance checks have been carried out on the responses received and a complete copy of all responses is available for members to review in the member's library. A tabulated summary of the responses received can be seen in **Appendix B** and a summary of the formal objections can be found in **Appendix C**.

2.14 The main issues raised by the objectors within the proposed CPZ area were as follows:

- The proposed measures would displace parking
- CPZ would reduce on road parking
- Another tax on motorists
- Proposals will impact visitors, traders
- Difficult to find parking space in the evening & weekends
- Parking only on one side will increase speeds and rat-running

Analysis of results – area south of the railway line (Zone NH2)

Argyle Road

2.15 In Argyle Road, 93 properties were consulted, 55 responses were received which represents a 59% response (high response). The results are shown in the table:

Argyle Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	14	12	-
Do not support parking controls	3	32	17
Support alternative operational hours	-	11	-
Total	17	55	17

2.16 A petition was also submitted during the statutory consultation period with 54 signatures from residents of Argyle Road who found the consultation confusing and unclear, and rejected the all-day restrictions but did not stipulate an alternative zone time (see Appendix E). The petition consisted of the following participants:

- 27 who had previous not support the proposals;
- 9 who had previous support some form of restriction; and
- 18 new objectors.

2.17 As the above table shows 14 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 3 who did not. The results of the statutory consultation indicate that 12 support the proposals and 32 do not. If those that support a change to the shorter operational hours is included this is still only 23 for and 32 against. Given the significant shift in opinion from the earlier consultation it is therefore recommended that proposals for Argyle Road are not taken forward.

Blenheim Road

- 2.18 In Blenheim Road, 80 properties were consulted within the proposed CPZ area, 41 responses were received which represents a 51% response (high response). The results are shown in the table:

Blenheim Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	9	8	-
Do not support parking controls	15	20	9
Support alternative operational hours	-	12	-
No opinion	4	1	-
Total	28	41	9

- 2.19 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because neighbouring Argyle Road did support measures at that stage and there was potential for parking displacement.

- 2.20 As the above table shows 9 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 15 who did not. The results of the statutory consultation has validated this position by indicating that only 8 support the proposals and 20 do not. It is therefore recommended that proposals for Blenheim Road are not taken forward.

Lancaster Road (Zone NH2)

- 2.21 In Lancaster Road, 46 properties were consulted, 26 responses were received which represents a 57% response (high response).

Lancaster Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	9	5	-
Do not support parking controls	4	4	7
Support alternative operational hours	-	17	-
No opinion	-	-	-
Total	13	26	7

- 2.22 As the above table shows 9 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 4 who did not. The results of the statutory

consultation indicate that 5 support the proposals and 4 do not. However, the number that supports a change to the shorter operational hours is 17 with 11 supporting morning only restrictions, 1 supporting afternoon only restrictions and 5 supporting morning and afternoon restrictions. It is therefore recommended that proposals for Lancaster Road proceed with operating times of Monday to Friday 10.00am to 11.00am.

Suffolk Road (Zone NH2)

- 2.23 In Suffolk Road, 32 properties were consulted within the proposed CPZ area, 26 responses were received which represents a 81% response (high response).

Suffolk Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	13	2	-
Do not support parking controls	4	4	6
Support alternative operational hours	-	17	-
No opinion	-	2	-
Total	17	26	6

- 2.24 As the above table shows 13 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 4 who did not. The results of the statutory consultation indicate that 2 support the proposals and 4 do not. However, the number that support a change to the shorter operational hours is 17 with 8 supporting morning only restrictions, 3 supporting afternoon only restrictions and 6 supporting morning and afternoon restrictions. It is therefore recommended that proposals for Suffolk Road proceed with operating times of Monday to Friday 10.00am to 11.00am.

Northumberland Road (Zone NH2)

- 2.25 In Northumberland Road, 97 properties were consulted within the proposed CPZ area, 63 responses were received which represents a 65% response (high response).

Northumberland Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	27	13	-
Do not support parking controls	9	18	19
Support alternative operational hours	-	30	-

No opinion		2	
Total	36	63	19

2.26 As the above table shows 27 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 9 who did not. The results of the statutory consultation indicate that 13 support the proposals and 18 do not. However, the number that support a change to the shorter operational hours is 30 with 15 supporting morning only restrictions, 3 supporting afternoon only restrictions and 13 supporting morning and afternoon restrictions. It is therefore recommended that proposals for Northumberland Road proceed with operating times of Monday to Friday 10.00am to 11.00am.

Analysis of results - Area north of Pinner Road and east of Station Road (Zone NH1)

Collapit Close (Zone NH1)

2.27 In Collapit Close, 48 properties were consulted, 6 responses were received which represents a 13% response (low response).

Collapit Close	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	2	4	-
Do not support parking controls	3	1	-
Support alternative operational hours	-	1	-
Total	5	6	0

2.28 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because neighbouring roads did support measures at that stage and there was potential for parking displacement.

2.29 As the above table shows 2 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 3 who did not. The results of the statutory consultation indicate that 4 support the proposals and 1 does not. Given the significant shift in opinion from the earlier consultation it is therefore recommended that proposals for Collapit Close are taken forward.

2.30 Support in the nearby county roads has been demonstrated for a scheme operating Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm and therefore it is therefore recommended that proposals for Collapit Close be revised to the same operating times. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads

by local businesses operating in the near vicinity, without adversely affecting the amenity of residents.

Cornwall Road

2.31 In Cornwall Road, 59 properties were consulted, 29 responses were received which represents a 49% response (high response).

Cornwall Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	8	3	-
Do not support parking controls	16	21	8
Support alternative operational hours	-	3	-
No opinion	1	2	-
Total	25	29	8

2.32 A petition was also submitted during the statutory consultation period with 59 signatures from residents of Cornwall Road who were opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**). The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 27 who had previous not supported the proposals;
- 1 who had previous support some form of restriction; and
- 31 new objectors.

2.33 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because neighbouring roads did support measures at that stage and there was potential for parking displacement.

2.34 As the above table shows 8 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 16 who did not. The results of the statutory consultation validated that position by showing that 3 support the proposals and 21 do not. It is therefore recommended that proposals for Cornwall Road are not taken forward.

Somerset Road

2.35 In Somerset Road, 49 properties were consulted, 25 responses were received which represents a 52% response (high response).

Somerset Road	Original consultation results (Public	Statutory Consultation Results	Formal Written Objection
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	Consultation)		
Support parking controls	12	12	-
Do not support parking controls	6	12	3
Support alternative operational hours	-	1	-
No opinion	1	-	-
Total	25	25	3

2.36 A petition was also submitted during the statutory consultation period with 19 signatures from residents of Somerset Road who were opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**). The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 10 who had previous not supported the proposals;
- 2 who had previous support some form of restriction; and
- 7 new objectors.

2.37 As the above table shows 12 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 6 who did not. The results of the statutory consultation changed that position by showing that 12 support the proposals and 12 do not. Given the significant shift in opinion from the earlier consultation and the petition received it is therefore recommended that proposals for Somerset Road are not taken forward.

Surrey Road (Zone NH1)

2.38 In Surrey Road, 30 properties were consulted, 11 responses were received which represents a 37% response (high response).

Surrey Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	11	6	-
Do not support parking controls	4	2	1
Support alternative operational hours	-	3	-
Total	15	11	1

2.39 A petition was also submitted during the statutory consultation period with 12 signatures from residents of Surrey Road who were opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**). The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 1 who had previous not supported the proposals;

- 2 who had previous support some form of restriction; and
- 9 new objectors.

2.40 As the above table shows 11 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 4 who did not. The results of the statutory consultation validated that position by showing that 6 support the proposals and 2 do not. However, the petition received contradicts the position of the two consultations undertaken. It is important to note that the two separate consultations have consistently demonstrated support and that residents were free to indicate a particular outcome. These results therefore are probably a truer reflection of the majority view in the road.

2.41 It should also be considered that in previous consultations and correspondence with residents of Surrey Road that they have complained about parking problems as a result of businesses operating in the near vicinity. It is likely that excluding Surrey Road from the proposed CPZ would have a detrimental impact on residents who will suffer from displaced parking.

2.42 Support in the nearby county roads has been demonstrated for a scheme operating Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm and therefore it is therefore recommended that proposals for Surrey Road be revised to the same operating times. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without adversely affecting the amenity of residents.

Norfolk Road Zone NH1

2.43 In Norfolk Road, 5 properties were consulted, 4 responses were received which represents an 80% response (high response).

Norfolk Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	1	-	-
Do not support parking controls	3	4	3
Support alternative operational hours	-	-	-
No Opinion	1		
Total	5	4	3

2.44 A petition was also submitted during the statutory consultation period with 9 signatures from residents of Norfolk Road opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**). The area

wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 4 who had previously not supported the proposals; and
- 5 new objectors.

- 2.45 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because neighbouring roads did support measures at that stage and there was potential for parking displacement.
- 2.46 As the above table shows 1 respondent from the original consultation stated that they experienced parking problems and supported the proposals compared to 3 who did not. The results of the statutory consultation validated that position by showing that there was no support for the proposals and 4 that did not support the proposals. The petition received also validated that position.
- 2.47 Whilst Norfolk Road clearly demonstrates a lack of support it is surrounded by roads that do support a scheme. Support has been demonstrated in Surrey Road, Durham Road and the nearest section of Sussex Road. To implement the scheme on the basis of these results, with Norfolk road effectively isolated, would create significant parking displacement and be detrimental to the small number of residents living there.
- 2.48 It is therefore recommended that proposals for Norfolk Road be revised to Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm to align with the support in the surrounding roads in order to allow the creation of a uniform inclusive zone. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without resulting in too great an impact on the amenity of residents.

Durham Road (Zone NH1)

- 2.49 In Durham Road, 51 properties were consulted, 15 responses were received which represents a 29% response.

Durham Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	12	11	-
Do not support parking controls	7	2	1
Support alternative operational hours	-	2	-
Total	19	15	1

2.50 A petition was also submitted during the statutory consultation period with 11 signatures from residents of Durham Road opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**). The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 1 who had previous not supported the proposals;
- 1 who had previous support some form of restriction; and
- 9 new objectors.

2.51 As the above table shows 12 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 7 who did not. The results of the statutory consultation validated that position by showing that 11 support the proposals and 2 do not. However, the petition received contradicts the position of the two consultations undertaken. It is important to note that the two separate consultations have consistently demonstrated support and that residents were free to indicate a particular outcome. These results therefore are probably a truer reflection of the majority view in the road.

2.52 Support in the nearby county roads has been demonstrated for a scheme operating Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm and therefore it is therefore recommended that proposals for Durham Road be revised to the same operating times. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without adversely affecting the amenity of residents.

Westmorland Road (Zone NH1)

2.53 In Westmorland Road, 56 properties were consulted, 19 responses were received which represents a 34% response.

Westmorland Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	5	0	-
Do not support parking controls	9	5	5
Support alternative operational hours	-	13	-
No Opinion	1	1	
Total	15	19	5

2.54 A petition was also submitted during the statutory consultation period with 30 signatures from residents of Westmorland Road opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**).

The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 7 who had previous not in support of the proposals;
- 7 who had previous support some form of restriction; and
- 16 new objectors

2.55 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because neighbouring roads did support measures at that stage and there was potential for parking displacement.

2.56 As the above table shows 5 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 9 who did not. The results of the statutory consultation indicated that there was no support for the original proposals and 5 who do not support proposals. However, the number that support a change to the shorter operational hours is 13 with 4 supporting morning only restrictions, 1 supporting afternoon only restrictions and 8 supporting morning and afternoon restrictions.

2.57 Given the significant shift in opinion from the earlier consultation it is therefore recommended that proposals for Westmorland Road proceed with operating times of Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm.

Gloucester Road (Zone NH1)

2.58 In Gloucester Road, 46 properties were consulted, 19 responses were received which represents a 41% response.

Gloucester Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	7	9	-
Do not support parking controls	3	3	
Support alternative operational hours	-	7	-
Total	10	19	-

2.59 A petition was also submitted during the statutory consultation period with 3 signatures from residents of Gloucester Road opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see **Appendix D**). The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 1 who had previous support some form of restriction; and
- 2 new objectors.

2.60 As the above table shows 7 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 3 who did not. The results of the statutory consultation validated that position by showing that 9 support the proposals and 3 do not. However, the petition received contradicts the position of the two consultations undertaken. It is important to note that the two separate consultations have consistently demonstrated support and that residents were free to indicate a particular outcome. These results therefore are probably a truer reflection of the majority view in the road.

2.61 Support in the nearby county roads has been demonstrated for a scheme operating Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm and therefore it is therefore recommended that proposals for Gloucester Road be revised to the same operating times. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without adversely affecting the amenity of residents.

Cumberland Road (Zone NH1)

2.62 In Cumberland Road, 38 properties were consulted, 16 responses were received which represents a 42% response.

Cumberland Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	9	13	-
Do not support parking controls	1	2	-
Support alternative operational hours	-	1	-
Total	10	16	-

2.63 A petition was also submitted during the statutory consultation period with 10 signatures from residents of Cumberland Road opposed to the proposed Monday to Friday 8.00am to 6.30pm CPZ (see Appendix D). The area wide petition simply stated that there was opposition to the proposals and consisted of the following participants in this road:

- 1 who had previous not supported the proposals;
- 2 who had previous support some form of restriction; and
- 7 new objectors

2.64 As the above table shows 9 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 1 who did not. The results of the statutory consultation validated that position by showing that 13 support the

proposals and 2 do not. However, the petition received contradicts the position of the two consultations undertaken. It is important to note that the two separate consultations have consistently demonstrated support and that residents were free to indicate a particular outcome. These results therefore are probably a truer reflection of the majority view in the road.

- 2.65 Support in the nearby county roads has been demonstrated for a scheme operating Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm and therefore it is therefore recommended that proposals for Cumberland Road be revised to the same operating times. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without adversely affecting the amenity of residents.

Canterbury Road – between Station Road and Durham Road (Zone NH1)

- 2.66 In Canterbury Road, 61 properties were consulted within the proposed CPZ, 20 responses were received which represents a 33% response.

Canterbury Road	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	11	15	-
Do not support parking controls	1	1	-
Support alternative operational hours		3	-
No Opinion		1	
Total	12	20	-

- 2.67 As the above table shows 11 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 1 who did not. The results of the statutory consultation validated that position by showing that 15 support the proposals and 1 does not.
- 2.68 Support in the nearby county roads has been demonstrated for a scheme operating Monday to Friday, 10.00am to 11.00am and 2.00pm to 3.00pm and therefore it is therefore recommended that proposals for Canterbury Road be revised to the same operating times. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without adversely affecting the amenity of residents.

Sussex Road (Zone NH1)

- 2.69 In Sussex Road, 53 properties were consulted within the proposed CPZ, 22 responses were received which represents a 41% response.

<u>Sussex Road</u>	Original consultation results (Public Consultation)	Statutory Consultation Results	Formal Written Objection
Support parking controls	10	7	-
Do not support parking controls	7	9	-
Support alternative operational hours	-	6	-
No Opinion			
Total	5	22	-

- 2.70 As the above table shows 10 respondents from the original consultation stated that they experienced parking problems and supported the proposals compared to 7 who did not. The results of the statutory consultation changed that position by showing that 7 support the proposals and 9 do not.
- 2.71 Whilst Sussex Road clearly demonstrates a lack of support it is surrounded by roads that do support a scheme. Support has been demonstrated in Surrey Road, Durham Road and Canterbury Road. To implement the scheme on the basis of these results, with Sussex Road effectively isolated, would create significant parking displacement and be detrimental to the residents living in the road, particularly in the section between Durham Road and Surrey Road.
- 2.72 It is therefore recommended that proposals for Sussex Road be implemented in the section between Durham Road and Surrey Road and that the operating times be revised to Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm to align with the proposals for the surrounding roads in order to allow the creation of a uniform inclusive zone. This will negate any detrimental impact from commuter parking, displaced parking from adjacent roads within the proposed CPZ and parking on residential roads by local businesses operating in the near vicinity, without resulting in too great an impact on the amenity of residents.

Summary

- 2.73 Officers have met with local ward councillors prior to the panel meeting to discuss all the results from the consultation. They have supported the officer's recommendations in this report.
- 2.74 In the area south of the railway line (proposed zone NH2) the original proposal for a CPZ operating Monday-Friday 8.00am to 6.30pm was not

supported. In Argyle Road and Blenheim Road the proposals have been abandoned due to the reduced level of support and the receipt of a petition. In the remaining roads (Northumberland Road, Lancaster Road, Suffolk Road) the proposals were supported if the operating hours were reduced to Monday to Friday 10.00am to 11.00am. It is therefore recommended that zone NH2 is implemented on that basis.

2.75 In the area north of Pinner Road and east of Station Road (proposed zone NH1) the original proposal for a CPZ operating Monday-Friday 8.00am to 6.30pm is supported in 6 roads. The roads showing support were Canterbury Road, Collapit Close, Cumberland Road, Durham Road, Gloucester Road and Surrey Road. Westmoreland Road only showed support if the operating hours were changed to Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm. There are 4 roads which did not show majority support for a scheme in Norfolk Road, Somerset Road, Cornwall Road and Sussex Road.

2.76 In order to determine a final proposal for zone NH1, given the variability of the results, the following considerations were made in order to create a uniform inclusive zone as follows:

- all roads indicating support are included,
- Westmoreland Road is included,
- proposals in Somerset Road and Cornwall Road are abandoned as they do not need to be included with the roads indicating support in order to create a zone,
- proposals in Norfolk Road are included because the road is sandwiched in between roads that have showed support,
- the section of Sussex Road between Durham Road and Surrey Road is included due its close proximity to other roads that have indicated support and the likelihood of parking displacement occurring if it were excluded,
- that the operating hours are reduced across the proposed zone NH1 to Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm on the basis that all roads which have supported proposals include these operating time periods. This takes account of the fact that Westmoreland Road did not support the original Monday-Friday 8.00am to 6.30pm proposal and that Norfolk Road and a part of Sussex Road are being included despite not showing support.

2.77 The proposed zone NH1 therefore consists of Canterbury Road, Collapit Close, Cumberland Road, Durham Road, Gloucester Road, Surrey Road, Westmoreland Road, Norfolk Road and Sussex Road operating Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm.

Legal implications

2.78 Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZ's under the Road Traffic Regulation Act 1984, The Local Authorities Traffic

Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.79 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £260k in 2014/15. A sub allocation of £20k for implementation of the North Harrow Area Parking review was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder.
- 2.80 There is also £30k funding available from a section106 agreement specifically for the development of the 354-366 Pinner Road site to deal with parking issues which will contribute towards the implementation of the scheme.
- 2.81 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. Any income raised will be used to fund the costs of administration and enforcement.

Risk Management Implications

- 2.82 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.83 There is an operational risk register for transportation projects, which covers all 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

- 2.84 Was an Equality Impact Assessment carried out? Yes.
- 2.85 A review of equality issues was undertaken as a part of the original scheme design process and was recently reviewed to consider the latest changes to the scheme. This review 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 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	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.

2.86 Equalities monitoring data on public consultations were collected to monitor the equality of access to the consultation. These responses were compared with the most recent census data.

Corporate Priorities

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

Corporate priority	Impact
Making a difference for communities	<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> <p>By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling lessening the impact on the local environment.</p>
<p>Making a difference for the vulnerable</p> <p>Making a difference for families</p>	<p>Parking controls 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>

Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.88 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/09/14		
Name: Charles Ward	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/09/12		

Section 4 - Contact Details and Background Papers

Contact: Sajjad Farid - Infrastructure Engineer – Traffic and Parking
Tel: 020 8424 1484 (2484 internal phone system)

Background Papers:

Previous TARSAP reports – February 2014
Consultation responses