

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

Date of Meeting: 23 November 2015

Subject: South Harrow Area Parking Review -
Public Consultation

Key Decision: No

Responsible Officer: Venetia Read-Baptiste
Divisional Director
Community Directorate

Portfolio Holder: Portfolio Holder for Environment,
Crime and Community Safety.

Exempt: No

**Decision subject to
Call-in:** Yes

Wards affected: Roxbourne, Roxeth

Appendix A

Enclosures: South Harrow Area Parking Review -
Public Consultation Document

Appendix B

Consultation responses listed by road
and questions

Appendix C

Consolidated consultation responses

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the wider South Harrow area in August/September 2015 to consider changes and additions to parking controls in the area. The report asks the Panel to recommend a number changes to the Portfolio Holder for Community Safety and Environment and to proceed with statutory consultation.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Community Safety and Environment that the following roads and measures be considered for statutory consultation:

- (a) Include Wyvenhoe Road within the existing South Harrow CPZ zone M which will operate Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm
- (b) Create a new CPZ zone which will operate from Monday to Saturday between 8.00 am and 6.30pm in the following roads or sections of road as follows:
 - Torrington Drive
 - Brendon Gardens
 - Leathsail Road
 - Corbins Lane between Northolt Road and no. 79 Corbins Lane
- (c) Create a new CPZ zone operating Monday to Saturday 10am – 9pm in the following roads:
 - Sherwood Road
 - Stanley Road
- (d) Introduce 'At any time' waiting restrictions in Corbins Lane adjacent to and opposite to the entrances to Sainsbury's car park and service yard.
- (e) Introduce "at any time" waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

Reason: (For recommendation)

To regulate parking in the wider South Harrow area as detailed in the report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area 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 South 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 to the consultees to accept or reject and to provide further comments if necessary.
- 2.3 It should be noted that there is a wide range of opinion within the consultation area on a road by road basis. Whilst it is not possible to act on every individual comment, the majority view was reflected in the recommendations made.

Background

- 2.4 The South Harrow consultation area consists of numerous residential properties and a number of businesses and shops located on either side of the Northolt Road near South Harrow underground station.
- 2.5 The reported problems were in two main areas:
- Roads that are not currently in the South Harrow CPZ (for example: - Wyvenhoe Road and Torrington Drive) that are experiencing issues with displaced parking and with access for emergency services and public service (refuse collection) vehicles,
 - Stanley Road and Sherwood Road that are experiencing issues (mainly in the evenings) associated with overflow parking from visitors to the cultural centre and other high occupancy developments.
- 2.6 The consultation material required different questionnaires to be developed to reflect the specific circumstances in each area.

Public consultation

- 2.7 The public consultation for the South Harrow area parking review was undertaken late August / early September 2015. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public

website and public consultation documents were hand delivered to 516 properties within the consultation area.

- 2.8 All the responses received were analysed on a road by road basis and where a majority of responses indicated a consensus about the extent of the problems and support for the proposed measures these are recommended to be taken forward to the statutory consultation phase of the project.
- 2.9 Where measures that may not have local support but do have greater local community benefits on safety and public amenity grounds then these have also been recommended to proceed.

Responses

- 2.10 Of the 516 properties consulted 75 responses were received by questionnaire, letter or email. This represented an overall response rate of 14.5% and is on the low side but consistent with the expected response rate for this type of consultation. It should be noted that there were some roads that had a much higher individual response rate.
- 2.11 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**. 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.
- 2.12 In some instances more than one response has been received from a household, where this is the case these have been counted as one response.
- 2.13 During the consultation period telephone and email correspondence was also received from residents. The main comments received concerned difficulties experienced by residents in parking in the evenings and weekends as well as difficulties for Council refuse collection vehicles.
- 2.14 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.
- 2.15 A meeting was held with ward councillors and the chair of TARSAP, in accordance with standard practice, to discuss the results of consultation and distribution of responses. The recommendations in this report reflect the outcomes agreed at the meeting.

Analysis of results – Wyvenhoe Road area

- 2.16 **Appendix B** gives a full breakdown of the responses received on a road by road basis. 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 support for measures will be analysed in more detail.

Wyvenhoe Road

Wyvenhoe Road results	Number
Number consulted	45
Number responses	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	10
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.17 Wyvenhoe Road is on the periphery of the South Harrow CPZ zone M and is the only street in this location that is not included in the CPZ. In Wyvenhoe Road there was a 27% response rate (12 no.) with a majority that did experience parking problems and would support the introduction of a parking control scheme to improve the situation (10 no.). Seven respondents (including one who said they did not support the introduction of a parking control scheme) supported the option of a scheme operational Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm. Five respondents supported the introduction of a parking control scheme operational Monday to Saturday 8.00am to 6.30pm.
- 2.18 It is therefore recommended that Wyvenhoe road is added to the existing zone M CPZ which operates Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm.
- 2.19 During the course of site investigations it became apparent that the existing single yellow line near Northolt Road was incorrect. According to the Traffic Management Order these lines should be double yellow lines. It is therefore recommended that this lining be amended as soon as possible.

Kingsley Road

Kingsley Road results	Number
Number consulted	29
Number responses	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.20 Kingsley Road is currently within the existing CPZ. In Kingsley Road there was a 10% response rate (3 no.) with a majority indicating that they did not experience parking problems (2 no.). A majority of respondents (2no.) agreed that the Council should introduce a parking control scheme to improve the situation. One respondent replied that the Council should not introduce a parking control scheme. The majority of responses (2no.) indicated that a scheme should be operational as the existing scheme i.e. Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm. It is

recommended that no changes are made to the existing parking controls in Kingsley Road.

Scarsdale Road

Scarsdale Road results	Number
Number consulted	52
Number responses	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	7
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	5

- 2.21 Scarsdale Road is currently within the existing CPZ. In Scarsdale Road there was a 23% response rate (12 no.) with a majority indicating that they did experience parking problems (9 no.). A majority of respondents (7no.) agreed that the Council should introduce a parking control scheme to improve the situation. Five respondents replied that the Council should not introduce a parking control scheme. The majority of responses (7no.) indicated that a scheme should be operational as the existing scheme i.e. Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm. It is recommended that no changes are made to the existing parking controls in Scarsdale Road.

Analysis of results – Torrington Drive area

- 2.22 **Appendix B** gives a full breakdown of the responses received on a road by road basis. 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 support for measures will be analysed in more detail.

Torrington Drive

Torrington Drive results	Number
Number consulted	75
Number responses	18
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	6

- 2.23 Torrington Drive is not within a CPZ. In Torrington Drive there was a 24% response rate (18 no.) with a majority that did experience parking problems (12 no.). A majority (12no.) agreed that the Council should introduce a parking control scheme to improve the situation. Of the respondents in agreement 11no. were of the opinion that a scheme should operate Monday to Saturday between 8.00 am and 6.30pm. It is recommended that a controlled parking scheme is introduced in Torrington Drive operational from Monday to Saturday between 8.00am and 6.30pm.

Brendon Gardens

Brendon Gardens results	Number
Number consulted	14
Number responses	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.24 Brendon Gardens is not within a CPZ. In Brendon Gardens there was a 14% response rate (2 no.) with all respondents agreeing that they did experience parking problems (2 no.). All respondents (2no.) were of the opinion that a scheme should operate Monday to Saturday 8.00am to 6.30pm. Although there is a relatively low response rate it is recommended that a controlled parking scheme is introduced in Brendon Gardens operational from Monday to Saturday between 8.00am and 6.30pm to be consistent with Torrington Drive so that Brendon Gardens is not isolated and exposed to potential parking displacement.

Leathsail Road

Leathsail Road results	Number
Number consulted	14
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.25 Leathsail Road is located within the existing CPZ. Correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours.
- 2.26 In Leathsail Road there was a 36% response rate (5 no.) with all respondents agreeing that they did experience parking problems (5 no.). A majority of respondents (3no) agreed that the Council should introduce a parking control scheme to improve the situation. One respondent, who initially said “no” to the introduction of parking controls was prepared to give support if adjoining roads had parking controls. A majority of respondents (4no.) were of the opinion that a scheme should operate from Monday to Saturday 8.00am to 6.30pm. It is recommended that a controlled parking scheme is introduced in Leathsail Road operational from Monday to Saturday between 8.00am and 6.30pm.

Corbin's Lane (Part – Northolt Road to width restriction)

Corbin's Lane results	Number
Number consulted	12

Number responses	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.27 Corbin's Lane is located within the existing South Harrow CPZ, correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours. The consultation leaflet was delivered to properties in Corbin's Lane between Northolt Road and the width restriction located outside number 79 Corbin's Lane.
- 2.28 In the section of Corbin's Lane consulted there was a 17% response rate (2 no.) with all respondents agreeing that they did experience parking problems and would support the introduction of a parking control scheme to improve the situation . Both respondents were of the opinion that a scheme should operate from Monday to Saturday 8.00am to 6.30pm, (although one respondent also ticked the Monday to Saturday 10.00am to 3.00pm option).
- 2.29 It is therefore recommended that a controlled parking scheme is introduced in Corbin's Lane (between Northolt Road and the width restriction located outside number 79 Corbin's Lane) operational from Monday to Saturday between 8.00am and 6.30pm.
- 2.30 A new CPZ with operational hours of Monday to Saturday between 8.00am and 6.30pm will therefore be created in Torrington Drive, Brendon Gardens, Leathsail Road and the section of Corbins Lane between Northolt Road and no. 79 Corbins Lane.

Analysis of results – Stanley Road area

- 2.31 **Appendix B** gives a full breakdown of the responses received on a road by road basis. 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 support for measures will be analysed in more detail.

Sherwood Road

Sherwood Road results	Number
Number consulted	115
Number responses	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.32 Sherwood Road is within the existing CPZ, correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours.
- 2.33 In Sherwood Road there was an 8% response rate (9 no.) with a majority indicating that they did experience parking problems (8 no.). All respondents (9no.) agreed that the Council should introduce a parking control scheme to improve the situation.
- 2.34 The responses concerning the preferred operational hours of a parking control scheme were as follows:

Operational hours	Number
Monday to Friday 10.00am – 11.00am; 2.00pm – 3.00pm, and Monday to Sunday 6.00pm – 9.00pm	5
Monday to Saturday 10.00am – 9.00pm	4

- 2.35 The results of Stanley road (in the following section) which runs parallel with Sherwood Road are considered also in determining the most suitable measures.

Stanley Road

Stanley Road results	Number
Number consulted	123
Number responses	38
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	35
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	3

- 2.36 Stanley Road is within the existing CPZ. Correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours.
- 2.37 In Stanley Road there was a 31% response rate (38 no.) with a majority indicating that they did experience parking problems (34 no.). The majority of respondents agreed that the Council should introduce a parking control scheme to improve the situation (35no.).
- 2.38 The responses concerning the preferred operational hours of a parking control scheme were as follows:

Operational hours	Number
Monday to Friday 10.00am – 11.00am; 2.00pm – 3.00pm, and Monday to Sunday 6.00pm – 9.00pm	16
Monday to Saturday 10.00am – 9.00pm	25

- 2.39 Six respondents ticked both options for preferred operational hours.

- 2.40 Owing to the close proximity of Sherwood Road and Stanley Road, it is considered that both roads should have the same operational hours as a number of historical correspondence items relate to the same parking issues. If the responses from Sherwood Road and Stanley Road are combined, 29 respondents consider that the restriction should operate Monday to Saturday 10am – 9pm, 21 respondents consider that the restriction should operate Monday to Friday 10am – 11am, 2pm – 3pm and Monday to Sunday 6pm – 9pm
- 2.41 It is therefore recommended that a new controlled parking scheme operational from Monday to Saturday 10am – 9pm should be introduced in Sherwood Road and Stanley Road.

Brember Road

Brember Road results	Number
Number consulted	24
Number responses	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	3

- 2.42 In Brember Road there was a 17% response rate (4 no.) with a majority indicating that they did experience parking problems (3 no.). A majority of respondents did not think the Council should introduce a parking control scheme (3no.). It is therefore recommended that that no changes are made to the existing parking controls.
- 2.43 However, during the course of site investigations it became apparent that the existing single yellow line at the junction of Brember Road and Stanley Road was incorrect. According to the Traffic Management Order these lines should be double yellow lines. It is therefore recommended that these lines be reinstated as soon as possible.

Summary

- 2.44 In Torrington Drive, Brendon Gardens, Leathsail Road and Corbin's Lane (part) there is overall support for the introduction of a CPZ operational Monday to Saturday 8.00am to 6.30pm. It is therefore proposed that these roads will become an independent CPZ separate from CPZ zone M. This will mean that residents in this new CPZ area will not be able to park in the existing zone M and people from the existing zone will not be able to park in the proposed new zone.
- 2.45 It is further proposed that this new zone be designed using the new style CPZ arrangement where there are no permit bays or single yellow lines marked on the road. The CPZ will be indicated by zone entry / exit signs only and with "at any time" restrictions (double yellow lines) where parking should be prohibited for safety or access reasons. This layout is being

proposed because of the number of residential driveways along the road and the narrow width of the road which would significantly reduce the number of permit bays that could be marked out. This new style allows more flexibility for the residents to park during the control hours as legitimate parking takes place on unmarked areas of the carriageway. For example it will allow them to park across their own driveways during the control hours if they so wish which would not be possible if a traditional style CPZ was marked on the road. By removing the non-residents from the road, more space will be available for the residents and the problems of congestion or inconsiderate parking occurring in the road currently will be significantly reduced.

- 2.46 In Wyvenhoe Road the majority of respondents (7no.) consider that the Council should introduce a parking control scheme with the same hours of control as the adjacent existing CPZ i.e. Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm and so this road will be added to the existing CPZ zone M.
- 2.47 In Sherwood Road and Stanley Road the majority of respondents (9no.) and (35no.) respectively wish to see amendments to the existing hours of control. A majority of the respondents across both roads consider that the restriction should operate Monday to Saturday 10am – 9pm. It is therefore proposed that Stanley Road and Sherwood road will become a new independent CPZ operating at those hours. Residents in this new CPZ area will not be able to park in the existing zone M and people from the existing zone will not be able to park in the proposed new zone.

Risk Management Implications

- 2.48 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.49 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.

Legal implications

- 2.50 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 2.51 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 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

- 2.52 The principal traffic and management powers given to local authorities are contained in the Road Traffic Regulation Act 1984 and traffic regulation orders made by the Council are governed mainly under the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
- 2.53 The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 stipulates 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 that 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

- 2.54 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2015/16. A sub allocation of £50k for implementation of the South Harrow area parking review was recommended by TARSAP in February 2015.
- 2.55 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.

Equalities Implications / Public Sector Equality Duty

- 2.56 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.
- 2.57 A review of equality issues was undertaken 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 lines at junctions will

	<p>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>

2.58 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.

Council Priorities

2.59 The parking scheme detailed in the report accords with the administration's 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>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	<p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</p>

2.60 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: 10/11/15		
Name: Banke Osoba	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 12/11/15		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact: Andrew Leitch - Project Engineer, Parking and Sustainable Transport
020 8424 1888

Background Papers:

South Harrow Parking Review - Minutes of the Stakeholders Meeting