

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

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| <b>Date of Meeting:</b>                 | 11 February 2016   |
| <b>Subject:</b>                         | North Harrow Area Parking Review -<br>Public Consultation  |
| <b>Key Decision:</b>                    | No   |
| <b>Responsible Officer:</b>             | Tom McCourt – Corporate Director,<br>Community   |
| <b>Portfolio Holder:</b>                | Graham Henson - Portfolio Holder for<br>Environment, Crime and Community<br>Safety   |
| <b>Exempt:</b>                          | No   |
| <b>Decision subject to<br/>Call-in:</b> | Yes, following consideration by the<br>Portfolio Holder  |
| <b>Wards affected:</b>                  | Headstone South  |
| <b>Enclosures:</b>                      | <b>Appendix A</b><br>North Harrow Area Parking Review -<br>Public Consultation Document<br><b>Appendix B</b><br>Consultation responses listed by road<br>and questions |

## **Section 1 – Summary and Recommendations**

This report details the results of the public consultation carried out in the localised area previously agreed by TARSAP in North Harrow in December 2015-January 2016 to consider the extension of parking controls in the area around Somerset Road. The report asks the Panel to recommend a number changes to the Portfolio Holder for Environment, Crime and Community Safety and to proceed with legal notification.

### **Recommendations:**

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

- (a) Introduce parking controls / permit bays operating Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm in Sussex Road (between Surrey Road and Pinner View); Cornwall Road and Somerset Road
- (b) 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 regulate parking in the 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 in the localised areas previously agreed by TARSAP 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.

- 2.3 A single option was proposed to extend the existing CPZ (with the same hours of control 10.00-11.00am and 2.00-3.00pm) in Sussex Road, Cornwall Road and Somerset Road where parking displacement problems are being experienced.

### **Background**

- 2.4 As part of the North Harrow CPZ review carried out in September 2013 residents were initially consulted about the parking conditions in the area, the results of this consultation review were reported to the February 2014 Traffic and Road Safety Advisory Panel (TARSAP) meeting for consideration.
- 2.5 The results of the consultation indicated that residents were experiencing some parking problems and that a large number of streets showed support for the introduction of parking controls. Whilst some streets did not indicate support it was reported that they were in significant risk of parking displacement if a scheme proceeded in adjacent roads. It was therefore recommended that a controlled parking zone, in roads in North Harrow including Somerset Road, Cornwall Road and Sussex Road, should be taken forward for formal statutory consultation.
- 2.6 During the statutory consultation petitions were received from residents of Cornwall Road and Somerset Road who were opposed to the proposed Monday to Friday CPZ.
- 2.7 Whilst in Sussex Road, the initial consultation indicated that residents marginally supported the introduction of parking controls, however, this situation reversed during the statutory consultation. It was reported that the introduction of parking controls in Surrey Road, Durham Road and Canterbury Road would effectively isolate residents living in Sussex Road, particularly in the section between Durham Road and Surrey Road and create significant parking displacement. Therefore it was recommended to introduce parking controls 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.
- 2.8 In the period since the introduction of the CPZ the Council has received a number of representations from local residents regarding the difficulties of parking in Somerset Road, Cornwall Road and Sussex Road, requesting the council to take action to help local people with parking in these roads. As a result of the representations a further review of the North Harrow CPZ has been agreed by TARSAP at the meeting in February 2015.

### **Public consultation**

- 2.9 The localised North Harrow consultation area consists of numerous residential properties located to the east of the existing North Harrow controlled parking zone in Somerset Road, Cornwall Road and Sussex Road (between Surrey Road and Pinner View).
- 2.10 The reported problems in the area mainly concerned the effect of displacement parking from the existing North Harrow CPZ.

- 2.11 The public consultation for the localised North Harrow area parking review was undertaken during December 2015 and early January 2016. 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 157 properties within the consultation area.
- 2.12 All the responses received were analysed and in roads where a majority of responses indicated parking problems and support for the proposed measures these are recommended to be taken forward to the statutory consultation phase of the project.
- 2.13 Where measures that may not necessarily be supported by the residents have greater benefits to the local community on safety and public amenity grounds then these have also been recommended to proceed.

### **Responses**

- 2.14 Of the 157 properties consulted 85 responses were received from 80 households by questionnaire, letter or email. This represented an overall response rate of 51%, this is considered to be an extremely good response rate for this type of consultation.
- 2.15 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.
- 2.16 During the consultation period a number of telephone and email correspondence was received from residents.
- 2.17 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.
- 2.18 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**

- 2.19 **Appendix B** gives a full breakdown of the responses received on a road by road basis. In this section of the report, individual roads are analysed in more detail.
- 2.20 It should be noted that whilst the consultation leaflet was delivered to individual households, in some cases multiple responses have been received from a number of properties. Where this is the case the responses are reported by household, not individual numbers. For example, in Sussex Road

22 responses were received from 19 households so the responses are 19 and not 22.

- 2.21 Only sections of roads not currently included within the existing North Harrow CPZ that are experiencing issues with displaced parking are covered in this section.

Sussex Road

| Sussex Road results  | Number                  |
|--|-------------------------|
| Number consulted   | 46                      |
| Number responses   | 22 (from 19 households) |
| [Q3] Should the council introduce a parking control scheme to improve the situation? - Yes | 17                      |
| [Q3] Should the council introduce a parking control scheme to improve the situation? - No  | 2                       |

- 2.22 In Sussex Road there was a 41% response rate (19no.) with a majority that did have parking problems and thought that the Council should introduce a parking control scheme to improve the situation (17no.).

- 2.23 The results in Sussex Road strongly indicate support for the introduction of parking control and it is therefore recommended that a parking control scheme.

Somerset Road

| Somerset Road results  | Number                  |
|--|-------------------------|
| Number consulted   | 52                      |
| Number responses   | 32 (from 31 households) |
| [Q3] Should the council introduce a parking control scheme to improve the situation? - Yes | 29                      |
| [Q3] Should the council introduce a parking control scheme to improve the situation? - No  | 2                       |

- 2.24 In Somerset Road there was a 60% response rate (31 no.) with a majority that did have parking problems and thought that the Council should introduce a parking control scheme to improve the situation (29 no.).

- 2.25 The results in Somerset Road strongly indicate support for the introduction of parking control and it is therefore recommended that a parking control scheme

Cornwall Road

| Cornwall Road results  | Number                  |
|--|-------------------------|
| Number consulted   | 59                      |
| Number responses   | 31 (from 30 households) |
| [Q3] Should the council introduce a parking control scheme to improve the situation? - Yes | 25                      |

- 2.26 In Cornwall Road there was a 51% response rate (30no.) with a majority that did have parking problems and thought that the Council should introduce a parking control scheme to improve the situation (25no.).
- 2.27 The results in Cornwall Road strongly indicate support for the introduction of parking control and it is therefore recommended that a parking control scheme

### **Summary**

- 2.28 Overall the response rate is an average of 51%. This is considered to be an extremely good response rate for a consultation of this type.
- 2.29 The results of the consultation indicate strong support for the introduction of a parking control scheme.
- 2.30 It is recommended that the existing Controlled Parking Zone operating Monday to Friday 10.00am to 11.00am and 2.00pm to 3.00pm including resident permit bays (as detailed in the report) is extended into the following roads:
- Sussex Road (between Surrey Road and Pinner View);
  - Cornwall Road, and:
  - Somerset Road

### **Risk Management Implications**

- 2.31 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.32 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**

- 2.33 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.
- 2.34 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
- 2.35 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

- 2.36 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**

- 2.37 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 £20k for implementation of the North Harrow localised area parking review was recommended by TARSAP in February 2015.
- 2.38 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. The addition of 2 – 3 streets in a CPZ typically generates approximately £5k per annum depending on the parking layout design and length of roads.

### **Equalities Implications / Public Sector Equality Duty**

- 2.39 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.
- 2.40 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:

| <b>Equalities Group</b> | <b>Benefit</b>   |
|-------------------------|--|
| 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.<br><br>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. |
|--|--------------------------------------|

- 2.41 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

- 2.42 The parking scheme detailed in the report accords with the administration's priorities as follows:

| Corporate priority   | Impact   |
|--|--|
| Making a difference for communities  | 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.<br><br>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents. |
| Making a difference for the vulnerable<br><br>Making a difference for families | 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.   |
| 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.  |

- 2.43 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<br>Chief Financial Officer |
|------------------|-------------------------------------|---|



Date: 27/01/16

Name: Paul Doctors



on behalf of the  
Monitoring Officer

Date: 25/01/16

**Ward Councillors notified:**

**YES**

**EqlA carried out:**

**NO**

**EqlA cleared by:**

An EqlA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqlA 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:** None