

TARSAP Report - Parking Permit Charges Consultation – 23rd October 2019 Updated results of consultation

This supplementary paper provides an update of the consultation results in the section of the report that explains the results of consultation. The text is the same as the report in the agenda but with the number of responses to the questions and the associated percentages amended to reflect the final results.

Results of consultation

- 2.19 The public consultation document was published online on the Council's website via the public consultation portal. The consultation was open for 6 weeks from Monday 9th September until Friday 18th October 2019. Posters advertising the consultation were also put up in all Council libraries borough wide and a press release issued by the communications team to publicise the consultation.
- 2.20 The consultation included a questionnaire with 9 questions. The results and analysis are shown below.

Questions 1 - 4

Q1. Do you live in a Controlled Parking Zone?

No	51
Not sure	4
Yes	105
Grand Total	160

Q2. Do you have a business in a Controlled Parking Zone?

No	146
Not sure	3
Yes	11
Grand Total	160

Q3. Do you currently have or have you ever used a resident parking permit in Harrow?

No	63
Not sure	2
Yes	96
Grand Total	160

Q4. Do you currently have or have you ever used an on-street business parking permit in Harrow?

No	135
Not sure	4
Yes	14
Grand Total	153

- 2.21 Questions 1 to 4 provided some context with regard to the circumstances of the respondents regarding CPZs and use of permits. Approximately 65% of respondents lived in a CPZ but only 7% had a business within a CPZ. Approximately 59% of respondents used resident permits and 9% used business permits. It is not surprising that a higher number of residents responded to the consultation as this is the largest user group in the borough.

Questions 5

Q5. Do you support the principle of setting charges that encourage improvements to air quality, public health and the environment?

Strongly agree	40
Agree	42
Don't know	7
Disagree	25
Strongly disagree	38
Grand Total	152

- 2.22 Question 5 asks about the proposed approach to improving air quality, public health and the environment. The consultation document explains that this is done through the use of emissions based charging, surcharges for diesel vehicles and subsidised charging for electric vehicles to incentivise the use of reduced or zero emission vehicles. Approximately 54% of respondents agree with these principles and 41% disagree.

Questions 6

Q6. Do you support the principle of setting charges to mitigate the impact of climate change?

Strongly agree	34
Agree	50
Don't know	4
Disagree	25
Strongly disagree	39
Grand Total	152

- 2.23 Question 6 asks about the relevance of this proposed approach to mitigating the impact of climate change. Approximately 55% of respondents agree with these principles and 42% disagree. With the current focus on climate change in the media it is quite clear that there is a high number of respondents in agreement. This approach accords with the Council's declaration of a climate change emergency.

Questions 7

Q7. Do you support the principle of incentivising the uptake of less polluting vehicles by considering vehicle CO2 emissions and fuel type?

Strongly agree	44
Agree	51
Don't know	5
Disagree	13
Strongly disagree	37
Grand Total	150

- 2.24 Question 7 asks specifically about the use of vehicle emissions ratings and the type of fuel or power source as a basis for setting charges. Approximately 63% of respondents agree with these principles and 33% disagree. With an increasing uptake of electric or hybrid vehicles in the borough it is clear that there is wider support for charging based on less polluting vehicles.

Questions 8

Q8. Do you support the principle of setting charges that reflect the parking demand in different types of town centre?

Strongly agree	20
Agree	42
Don't know	17
Disagree	31
Strongly disagree	41
Grand Total	151

2.25 Question 8 asks specifically about varying charges based on the location and type of town centre. This provision applies specifically to business and trader permits as explained earlier in the report and would mean that higher charges would apply in areas with greater parking demand such as Harrow town centre for example. This principle already applies to “pay and display” parking in the borough already. Approximately 41% of respondents agree with this principle and 47% disagree. There are 11% that are uncertain. The results for this question, however, are considered misleading because many residents have responded to this question even though the main impact is on businesses and traders. Therefore an analysis of the responses from businesses only (identifying business respondents from Q2) to this question has also been assessed and is shown below.

Q8. Businesses only - Do you support the principle of setting charges that reflect the parking demand in different types of town centre?

Strongly agree	2
Agree	4
Don't know	1
Disagree	3
Strongly disagree	1
Grand Total	11

2.26 It can be seen in the analysis of responses from businesses that approximately 54% of respondents agree with charging based on location and 36% disagree. When considering the number of businesses located within CPZs there are a much higher proportion located in local or district centres that would attract lower charges under this arrangement. The highest charges only affect Harrow Town Centre. The results therefore do demonstrate a larger number of businesses in agreement with the proposals.

Questions 9

Q9. Do you support the principle of creating Trader permits to provide greater flexibility for local businesses and traders?

Strongly agree	34
Agree	60
Don't know	29
Disagree	10
Strongly disagree	18
Grand Total	151

2.27 Question 9 asks specifically about the introduction of a new permit for traders. Approximately 63% of respondents agree with the proposal and 19% disagree. It is clear that there is strong support for introducing trader permits.