

Report for: **Portfolio Holder Decision**

Subject: NORTHOLT ROAD AREA PARKING REVIEW
RESULTS OF STATUTORY CONSULTATION

Portfolio Holder: Anjana Patel Portfolio holder for Environment and
Community Safety

Key Decision: No

Urgent/Non-Urgent: Non urgent

Responsible Officer: Dipti Patel – Corporate Director, Place

Decision subject to Call-in: Yes

Power to be exercised: Refer Appendix to the Executive Procedure Rules
<http://modern.gov/documents/s153716/031%20Part%204D%20Executive%20Procedure%20Rules.pdf>
Page 37 onwards. Part 4D of the Constitution

Exempt: No

Wards affected: Roxeth

Enclosures: Appendix A – Consultation leaflet.

Section 1 – Summary and Recommendations

This report sets out the results of the statutory consultation on proposals to introduce a new controlled parking zone (CPZ) on the southeast side of Northolt road between Wyvenhoe Road and Roxeth Grove.

Recommendations:

The Portfolio Holder is requested to consider the objections submitted during the statutory consultation and notwithstanding the objections, the Authority will be complying with its duties arising under section 122 of the Road Traffic Regulation Act 1984 in authorising that the Traffic Management Order be confirmed and agree that the measures in the following locations be implemented as follows:

1. a new CPZ, in the form of resident parking bays, operational Monday to Saturday 8am to 6:30pm on the south-eastern side of Northolt Road between property nos'.345 – 391, and;
2. Two (2) pay and display parking bays adjacent to the existing loading bay outside 387/389 Northolt Road. These two bays are to have the same operational hours (Monday to Saturday 10am to 6.30pm) as the existing pay and display bays outside numbers 393 – 399.
3. Agree that residents and businesses within the agreed consultation area be informed of the PH's decision.

Reason: (For recommendation)

To act in accordance with the results of the statutory consultation that was undertaken in direct response to residents and businesses requests for changes to the existing parking arrangements in their area.

Section 2 – Report

Introductory paragraph

This report provides details of the responses received to the recent statutory consultation undertaken in September 2021 regarding the introduction of a new localised controlled parking zone (CPZ) in Northolt Road area.

Options considered

A proposal was provided for residents to consider:

1. Monday – Friday 8am – 6.30pm: Benefits - These restrictions will prevent all day parking up to and including early evening. It will be

easier for residents to find parking during Monday to Friday when returning from work. Dis-benefits – There is a wider period of control requiring residents and their visitors to display their permits to park during the controlled hours.

Background

The Council received a petition from local residents asking the Council to introduce a controlled parking zone on Northolt Road HA2 8JD to deal with the reported issue of non-residential parking and shopper parking resulting in some residents being unable to park their cars on-street.

The petition was considered at the annual parking review meeting of the Traffic and Road Safety Advisory Panel (TARSAP) in February 2020. At this meeting the Panel agreed to include 345 – 391 Northolt Road in the Councils parking programme for 2020/21.

This section of Northolt Road is situated on the edge of two existing CPZs: zone (M) operational Monday to Saturday 10am-11am and 2pm-3pm, and zone (M2) operational Monday to Saturday 8:00am - 6:30pm.

All of the respondents from the initial public consultation undertaken in July 2020 supported the introduction of parking controls, and the proposal to introduce a CPZ operational Monday to Saturday 8am to 6:30pm on the eastern side of Northolt Road between numbers 345 – 391, was taken forward to statutory consultation.

The Statutory consultation was undertaken in September 2021 and this report sets out the results of the consultation.

Responses

44 consultation leaflets were delivered to properties within the consultation area.

Objection/Comment	Officer Response
I live at 365 Northolt Road. Although I and my household support the parking review on Northolt Road. We have an objection to why the disabled bay outside my house is being reduced in size. This space is currently used by my son to park on most days. He drives a regular size company van and does not own a car. He drives me to dialysis three times a week, takes me shopping, takes me to hospital appointments etc. If the disabled space is reduced in size and he cannot park his van outside then what is the need for the disabled space. Due to encroachment of other drivers a reduction would mean he can no longer park. He	Support noted. The dimension of 6.6m will be large enough to accommodate all but large vans. For example, the length of a Ford Transit is between 5.53m and 5.98m.

Objection/Comment	Officer Response
<p>sometimes struggles to park without a reduction in size. The disabled space has been approved as I am registered disabled and although for any disabled user If I had not asked it would not be outside my house.</p> <p>I have been told to continue shielding by my dialysis team and have limited contact with outside people. I have up-to now not had to use NHS transport, as my son will take me to all appointment. If the time comes and my son will no longer be able to take me to my appointments then I will use NHS transport, they will also need a larger space to park and pick me up or they will double park. When I comeback from dialysis I am very tired and unable to walk a long distance. I have a walker to assist me from the car to the door. Sometimes I walk with a stick and assistance at the same time. If this space was to be reduced it would have a major impact on my wellbeing and very detrimental to my health. After living at the same house for 40 years I understand the parking problem more than most but will not support it if you decide to reduce the size. At 69 years old, suffering from a terminal illness you can always review, reduce, or remove the disabled space when it is no longer needed. Please update me when this email is received and update me to your conclusion. If you decide to reduce the space as planned I will have to speak to my local councillors and MP to see if they can assist me as your decision would be unacceptable to me</p>	
<p>I object to the proposed measures detailed in the parking scheme consultation for 345-391 Northolt Road since the new CPZ will be too small and only includes our small stretch of road.</p>	<p>The proposals have been developed in response to a residents’ petition, in 2020 a consultation was undertaken to determine residents and businesses opinions regarding the introduction of a controlled parking zone in the section of Northolt Road between property nos’.345 – 391. The results of the consultation indicated that all of the respondents from the area supported the introduction of parking controls in the precise section of Northolt Road The important thing to note is that this is statutory consultation and not a public consultation. There is a significant difference. Just because an objector may say that something is not desired it does not necessarily qualify as a substantive response</p>

Objection/Comment	Officer Response
	<p>as it is necessary to demonstrate a material impact.</p> <p>It is not the purpose of the statutory consultation to have a second chance to amend the proposal. The purpose is to state what is the Council's final scheme and to only make changes where there are strong material grounds to do so.</p>
<p>I would like to OBJECT to the proposal as they currently are.</p> <p>Already I as well as every other road user pays road tax to drive and park on the road. For us to then have to pay for a yearly permit is an unacceptable additional cost at such a time.</p> <p>The proposal is something that I can only consider or accept to if we as the householder receive 1 free lifetime parking pass to park outside our own properties.</p>	<p>This is not considered to be a material objection.</p> <p>Road tax was abolished in 1937 and replaced by Vehicle Excise Duty This is a tax on cars, not roads, based on the size of engine and emissions. This does not provide a right to park on the highway – there is no right to park on the highway.</p> <p>The government requires all Councils to ensure that their Controlled Parking Zones are self-financing. Revenues are raised through combination of revenues from enforcement and money from the sale of the various types of permits.</p> <p>In fact, the road is a public highway and that means that any driver has an equal right to park, providing they are not contravening any existing parking restriction or causing an obstruction. In effect, what a resident permit pays for is the exclusion of other drivers.</p>
<p>I was glad to receive a brochure regarding the parking on Northolt road. I personally would like to emphasise that it has been a long time waiting. As parking is just been ridiculous in the area. I would like to give my full support on this as it would make my life and I am sure most of the people on the road life's so much easier. I look forward to further updates on this matter through my post as I would like this to be put into action as soon as possible.</p>	<p>Support noted</p>
<p>I support this scheme in favour of resident permits regarding 345-391 Northolt Road Review.</p>	<p>Support noted</p>
<p>YES to resident parking.</p>	<p>Support noted</p>

A total of six responses were received, two were “objections”, one indicated support whilst raising concerns about the proposed reduction in length of a disabled bay. Three letters registered support for the scheme. Two of the responses came from residents in one household, this being a statutory consultation all three responses are included.

Conclusion

The proposals have been developed in response to a petition from residents for the introduction of parking controls. The problems have been identified by these residents and the consultation initiated accordingly. In the initial consultation all respondents supported the proposal.

This is a statutory consultation, the purpose of which is to state what is the Council’s final scheme and to only make changes where an objector can identify strong material grounds, such as a business being prevented from loading close to its premises and causing operational difficulties that would affect its commercial activities. Anyone can object and officers review all of the objections and make a judgement as to whether an objection has a material impact or not. It should be noted that it is not the purpose of the statutory consultation to have a second chance to amend the proposal.

The review did not identify any material objections regarding the proposed new CPZ, in the form of resident parking bays, operational Monday to Saturday 8am to 6:30pm on the south-eastern side of Northolt Road between property nos’ .345 – 391, or the two (2) pay and display parking bays adjacent to the existing loading bay outside 387/389 Northolt Road and it is therefore recommended that these proposals as advertised are to be taken forward to implementation

Ward Councillors’ comments

In October 2021, ward councillors were invited to a TEAMs meeting to discuss the results of the consultation. The councillors agreed that there was no real necessity for a TEAMs meeting as there were only 6 responses, 3 of which supported the scheme, one supported the scheme with reference to a disabled parking bay, and the two objections were against the scheme as it was too small, and the other erroneously objecting in principle. They agreed that they were quite happy for the results of the Statutory Consultation to go to the Portfolio Holder with the recommendation to proceed with implementation.

Performance issues

The proposal supports the wider aims, objectives and targets as outlined in the Councils Parking Management and Enforcement Strategy.

Environmental Impact

The parking policies are included in the LIP3 which has been subject to extensive engagement and consultation including a Strategic Environmental Assessment. The Strategic Environmental Assessment (SEA) indicated that there are environmental benefits from delivering the LIP and the main benefits are in improving air quality and statutory health. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

There are no data protection implications.

Risk Management Implications

Risk included on Directorate risk register? No
Separate risk register in place? Yes

Procurement Implications

There are no procurement implications associated with this report. The scheme will be implemented by the Council's term contractor.

Legal Implications

Subject to statutory consultation requirements, the Council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

In particular section 122 of the Road Traffic Regulation Act 1984, under which the Council has a duty to secure free movement of vehicular and other traffic (including pedestrians) and maintain the provision of suitable and adequate parking facilities on and off highway

Financial Implications

The scheme is part of the 2021/22 Parking Management Programme. There is £300k budget allocation in the existing capital programme.

A sub-allocation of £21k for the statutory consultation and implementation of this review has been agreed by TARSAP. Therefore, the cost of implementing the scheme can be funded from within this budget.

Equalities implications / Statutory Sector Equality Duty

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. In addition, all CPZs have a positive impact on all road users, especially those that have mobility difficulties, the elderly as well as mothers with young children by removing

dangerous/obstructive parking and freeing up road space for those that live in the area. The typical benefits are likely to be as follows:

Protected characteristic	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 and the elderly are particularly sensitive.

Each scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition, all statutory consultations are subject to issue of the Council's corporate Equality Monitoring Forms. The returned forms are subject to analysis to ensure that they reflect the local community by comparing them to data held by the Council at the time such as Census and vitality profiles. Any significant differences are used to adapt future consultations and would be reported to the Panel as part of the scheme reports.

Council Priorities

The parking scheme detailed in the report accords with the Council's priorities as follows:

Corporate priority	Impact
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Putting residents first	<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 statutory transport and cycling lessening the impact on the local environment.</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> <p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</p>
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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

Statutory Officer:

Jessie Mann

Signed on behalf of-the Chief Financial Officer

Date: 16-03-22

Statutory Officer:

Shinal Badiani

Signed on behalf of the Monitoring Officer

Date: 15-03-22

Section 3 - Procurement Officer Clearance

Statutory Officer:

Nimesh Mehta

Signed on by the Head of Procurement

Date: 12-03-22

Section 3 – Corporate Director Clearance

Statutory Officer:

Signed by the Corporate Director

Tony Galloway

Date: 09-06-22

Mandatory Checks

Ward Councillors notified: YES.

EqIA carried out: NO

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: Bruce Bolton/Sajjad Farid, Project Engineers.

Tel: 0208 424 1484

Bruce.Bolton@harrow.gov.uk; Sajjad.Farid@harrow.gov.uk

Background Papers:

Results of initial consultation

Signature:

Position: Director of Environmental Services

Name: (print) TONY GALLOWAY

Date: 09/06/2022

For Portfolio Holder

* I do agree to the decision proposed

* I do not agree to the decision proposed

* *Please delete as appropriate*

Notification of disclosable non-pecuniary and *pecuniary* interests (if any):

[Should you have a *disclosable* pecuniary interest, you should not take this decision.]

Additional comments made by and/or options considered by the Portfolio Holder

Signature:
Portfolio Holder

Date: 8 August 2022

Call-in waived by the Chair of Overview and Scrutiny Committee

(for completion by Democratic Services staff only)