

Report for

Portfolio Holder Decision

Subject:

**MONTGOMERY ROAD, GRESHAM ROAD
CHURCHILL ROAD AREA PARKING REVIEW
RESULTS OF PUBLIC 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 to Paragraph 2(ii) of the Delegated Powers of
the Portfolio Holders, Appendix to the Executive
Procedure Rules

[http://moderngov/documents/s153716/031%20Part
%204D%20Executive%20Procedure%20Rules.pdf](http://moderngov/documents/s153716/031%20Part%204D%20Executive%20Procedure%20Rules.pdf)

Page 37 onwards, Part 4D of the Constitution.

Exempt:

No

Wards affected:

Canons

Enclosures:

Appendix A – Consultation leaflet.

Appendix B – Comments and officer response

Section 1 – Summary and Recommendations

This report sets out the results of the recent public consultation undertaken in November 2021 with residents and businesses in Montgomery Road, Gresham Road Churchill Road Area.

Recommendations:

The Portfolio Holder (PH) for Environment is requested to:

1. Note the results of the consultation and approve that the proposed introduction of a new CPZ in Montgomery Road, Gresham Road and Churchill Road is not taken forward.
2. Agree to residents and businesses within the agreed consultation area being advised of the PH's decision.

Reason: (For recommendation)

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

Section 2 – Report

Introduction

This report provides details of the responses received to the recent public consultation undertaken in November 2021 with residents and businesses in the area.

Options considered

Residents were asked whether they would support the introduction of a new zone in Montgomery Road, Gresham Road and Churchill Road operational Monday to Sunday noon to midnight.

Background

A petition containing 52 signatures was received by the council in February 2019. The petition requested the council “to come up with alternative means of dealing with the present unsatisfactory situation caused by the over expansion of the Madonna Hotel and to consult us again.”

In March 2021 TARSAP agreed to include the Gresham Road area in the councils parking programme for 2021-22.

A public consultation was carried out in November 2021 asking the residents/businesses whether they were experiencing parking problems and would support the introduction of a new zone operational Monday to Sunday noon to midnight.

Responses from the consultation area.

108 leaflets were delivered to households within the consultation area.

We received 32 responses. 2 households submitted multiple responses these have been redacted and only 1 from each household has been included. This gives 30 responses and a response rate of 28%, this is considered normal for a consultation of this type and is a reasonable basis from which to make a decision.

The responses are tabulated below.

	Question: Q2. Do you or your visitors find it difficult to find a convenient parking space nearby in the evening?		Question: Q3. Would you support the introduction of a new zone in Montgomery Road, Gresham Road and Churchill Road...	
	Yes	No	Yes	No
Montgomery Road	10	4	6	8
Gresham Road	3	3	0	6
Churchill Road	4	6	3	7
Total	17	13	9	21

The results indicate that 57% residents who responded (17/30) find it difficult to find a place to park in the evenings.

However, 70% of residents who responded (21/30) do not support the introduction of a new zone in Gresham Road, Churchill Road or Montgomery Road. If we take the results on an individual road basis, none of the roads in the area support the introduction on new zone with extended hours of control.

Respondents submitted comments with their questionnaires, these are summarised below. Full details of the comments are attached in Appendix B.

Comment	Officer Response
The existing operational hours are sufficient. Do not want or need any changes.	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.
Problem is only Friday and Saturday after about 8pm, due to people visiting Madonna Hailey and club nearby. There is no need for a new	The new Parking Management Strategy seeks to standardise the operational hours of new parking schemes. In the strategy there are three standard solutions to solve the main types of parking problems

one operational Monday to Sunday noon to midnight.	encountered. The one best suited to the situation here is: Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g., Mon – Sun, 8am – Midnight).
There are too many cars parked on Montgomery road by people who don't live or know anyone on the street. Having a new parking zone and time would be perfect for all residents and for our family and friends who want to visit us.	Comments in support noted.

Conclusion and recommendations

The results clearly indicate that residents/businesses within the consultation area do not support the proposed CPZ with extended hours of control. It is therefore recommended that the proposed measures as consulted upon (Appendix A) be abandoned.

Ward councillors' comments

Ward councillors were invited to a TEAMS meeting to discuss the results of the consultation on 11th February 2022.

Councillor Jogia commented: "Thank you for sharing the results. This is yet another example of residence identifying an issue and calling for a scheme, but when it comes down to the consultation there is widespread opposition. It's interesting to note that the majority of residents do feel there is a problem. However, have the residents provided a solution that they might be more in favour of? I am happy to support the objections, but I wouldn't want the consultation to be entirely wasted. So, if there is an opportunity to do something else at least it would make the consultation more worthwhile."

Officers responded: The respondents have not put forward any realistic alternative options.

What appears to be the recurrent issue is the parking on Friday, Saturday and Sunday evenings that is generated by the premises on Whitchurch Lane. The comments suggest that residents would rather put up with the parking inconvenience in the evenings as opposed to having to purchase resident and or visitors permits following the introduction of a new zone with extended hours of control, With the existing restrictions allot of the residents may not need to purchase residents/visitors permits as they may be at work during the day and being in the new zone will prevent them from parking in other roads in zone TB if there are no spaces in their road.
No other comments were received.

Performance issues

The proposal supports the wider aims, objectives and targets as outlined in the council Parking Management and Enforcement Strategy. These have been discussed above and in summary the proposal to introduce sections of waiting restrictions at strategic locations throughout the consultation area will help improve safety, access and sightlines in accordance with the Highway Code and corporate parking objectives.

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 the highway.

Financial Implications

The scheme is part of the 2021/22 Parking Management Programme with a total budget allocation of £300k.

A sub-allocation of £32k for the statutory consultation and implementation of this review was agreed by TARSAP in February 2021. Therefore, the cost of

not implementing the scheme can be reallocated to fund other schemes in the programme.

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 those with mobility difficulties as more spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous/obstructive parking at these locations and thereby further assist those with mobility difficulties. 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
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>

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:

Signed on behalf of the Chief Financial Officer

Jessie Mann

Date: 25-02-22

Statutory Officer:

Signed on behalf of the Monitoring Officer

Jimmy Walsh

Date: 28-03-22

Section 3 - Procurement Officer Clearance

Statutory Officer:

Signed by the Head of Procurement

Nimesh Mehta

Date: 25-02-22

Section 3 – Corporate Director Clearance

Statutory Officer

signed by the Corporate Director

Tony Galloway

Date: 09-06-22

Mandatory Checks

Ward Councillors notified: YES

EqlA carried out: NO

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: Bruce Bolton/Sajjad Farid, Project Engineers.

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: 08 August 2022

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

(for completion by Democratic Services staff only)

YES/ NO / NOT APPLICABLE*