

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

Date: 16th September 2010

Subject: South Harrow Controlled Parking
Zone Review – Consultation results

Key Decision: No

Responsible Officer: Brendon Hills – Corporate Director
Community and Environment

Portfolio Holder: Councillor Phillip O’Dell - Environment
and Community Safety

Exempt: No

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

Enclosures: **Appendix A**
Consultation documents

Appendix B
Breakdown of responses for all roads
consulted

Appendix C
Extract from February 2010 TARSAP
report showing consultation procedure

Appendix D
Plans of proposals to be taken to
statutory consultation and
implementation

Section 1 – Summary and Recommendations

This report sets out the findings of a public consultation on a possible extension of the controlled parking zone M in South Harrow and possible loading bay facilities in Northolt Road, and recommends the roads/ area for which parking controls should be progressed to statutory consultation and implementation based on business and resident responses.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that:

- a) The South Harrow controlled parking zone proposals be extended and implemented into the following roads :-
 - Corbins Lane
 - Leathsail Road
- b) Loading bay proposal be implemented in the following road :-
 - Northolt Road – outside No. 391
- c) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendix B, to notify all consultees of the consultation results and decision and how they can make final statutory objections to the advertised proposals, to undertake statutory consultation under the Road Traffic Regulation Act 1984, to advertise traffic regulation orders and to implement the scheme subject to consideration of any objections; and
- d) that the Service Manager - Traffic and Highway Network Management be authorised to determine any objections to the scheme received as a result of the statutory consultation or otherwise in consultation with the Portfolio Holder

REASON: To control parking in roads as set out in the report

Section 2 – Report

Background

- 2.1. The South Harrow Controlled Parking Zone M (CPZ) was introduced in 2004 and reviewed in 2008. It was originally implemented primarily to prevent commuters for South Harrow Station parking all day and causing parking difficulties for residents in the surrounding area. The CPZ hours of control are Mon – Sat 10.00am – 11.00am and 2.00pm – 3.00pm and covers sections of Roxeth and Roxbourne Wards.
- 2.2. Since the last review and implementation of the South Harrow CPZ, Harrow Council has received requests from residents for roads on the periphery of the existing zone who suffer from displaced and inconsiderate parking which causes access problems for residents entering and exiting their off street parking facilities. There was a commitment to review the scheme approximately twelve months after implementation and Ward Councillors were asked if any issues had been raised. Requests for parking controls have come from residents of Corbins Lane, Stroud Gate and Valentine road. A request was also received from a councillor, on behalf of a business on Northolt Road which sells/ hires building supplies and equipment, to provide designated loading bays in the vicinity of 391 Northolt Road. Currently their customers and delivery vehicles park on sections of double yellow lines in Roxeth Grove causing access problems, and are receiving penalty charge notices as a result. This is due to the 'free parking' bays in Northolt Road being occupied by long stay vehicles, preventing a turnover of parking spaces. During the consultation for Corbins Lane a petition was received from some residents from a section of Eastcote Lane requesting parking controls. This is because Eastcote Lane is situated on the periphery of the existing zone and suffering from displaced parking. The petition was dated 16th May 2010 and was reported to the Panel in July 2010 with a request that it be included in the South Harrow CPZ.

Corbins Lane

- 2.3. Corbins Lane runs from Northolt Road to Eastcote Lane and is situated on the immediate periphery of the South Harrow CPZ. Parking concerns for residents are the lack of available on-street parking throughout the daytime Monday to Friday. There was a petition from residents reported to the panel in 2009 requesting a CPZ. A previous consultation had taken place when the CPZ was reviewed in 2008 with no majority support for inclusion.

Leathsail Road

- 2.4. Leathsail Road is situated off Corbins Lane approximately 80 metres from Northolt Road and is a small cul de sac comprising of 11 properties. Residents have reported similar parking problems to those in Corbins Lane, caused by shoppers and commuters parking and causing obstruction to residents' off-street parking facilities.

Stroud Gate

- 2.5. Stroud Gate is situated off Northolt Road, approximately 300 metres from the boundary of the existing South Harrow CPZ and comprises of two cul de sacs with 40 properties. Parking problems have been reported because of vehicles being left unattended for a number of weeks. This may be due to people parking and using local public transport to travel to Heathrow Airport.

Cadogan Close

- 2.6. Cadogan Close is a cul de sac situated off Stroud Gate and comprises of 31 properties. Parking problems have similarly been reported because of vehicles being left unattended for a number of weeks. Again, this may be due to people parking and using public transport to travel to Heathrow Airport.

Valentine Road

- 2.7. Valentine Road is situated off Northolt Road and is situated on the immediate periphery of the South Harrow CPZ. It is a small cul de sac and suffers from parking problems due to parking by shoppers and commuters for South Harrow Station. Valentine Road was previously consulted in 2008 and there was no majority support for a CPZ at that time. Requests have been received by residents asking for a CPZ due to deteriorating parking problems.
- 2.8. Based on these requests, the roads which were included in the South Harrow CPZ consultation were:-
- Cadogan Close
 - Corbins Lane
 - Leathsail Road
 - Stroud Gate
 - Valentine Road

Loading bay proposal for:-

- Northolt Road (in the vicinity of No 391)

Consultation

- 2.9. 2.9 Consultation took place between 7th June and 28th June 2010 for Corbins Lane, Leathsail Road, Stroud Gate and Cadogan Close and between 2nd and 23rd July for Valentine Road and Northolt Road (loading bay proposal). A total of 217 documents were hand delivered to residential and business addresses throughout the review area. Detailed plan(s) were included with the consultation documents showing the parking measures proposed for individual roads. Consultation documents and questionnaires were also available on the council's web site. Consultees were able to submit their response by prepaid envelope. A copy of the consultation documents is attached at **Appendix A**.

- 2.10. A separate A5 coloured booklet entitled 'Parking – Can We Help You?' was also delivered with the consultation leaflet. The booklet is designed to give more information about how parking controls operate, together with answers to frequently asked questions regarding controlled parking zone schemes.
- 2.11. Detailed plans were also available for inspection during the consultation period at the Civic Centre where officers were available to answer questions and/ or discuss the proposals.
- 2.12. The various consultation stages and procedures are outlined in the extract from the February 2010 TARSAP report as found at **Appendix C**.
- 2.13. A meeting was held with some residents of Eastcote Lane to discuss parking issues and to determine if being included in the South Harrow CPZ would solve parking problems which were being experienced. Residents outlined problems of vehicles parking in the evenings and of work related vehicles such as taxis and vans which were their main concern. It was agreed that the existing hours of control for South Harrow CPZ zone M would not meet the requirements of the residents who attended the meeting and it was explained that it would not be viable to change the hours of control as this would require consulting the whole zone and the funding was not available. It was therefore agreed not to consult on proposing to extend the South Harrow CPZ zone M into Eastcote Lane.

Consultation responses

- 2.14. A total of 99 responses were received for the whole review representing an overall response rate of 46% which is above average when compared with recent consultations (average response rate 25-30%). Folders containing response questionnaires and correspondence received during the consultation are in the Members Library for viewing. A road by road response table showing percentage responses for all the proposals are included at **Appendix B**.
- 2.15. Not all roads showed that there was majority support to implement the proposals. Only roads or sections of roads which show majority support for a scheme/ proposals will be progressed any further, these are shown in Table 1.

Table1

South Harrow Review Consultation June/July 2010 - General Results

Road Name	Consultation documents delivered	Valid responses received	% overall response rate	Would you support the extension of parking zone M into your road? Yes responses	% respondents YES	Would you support the extension of parking zone B into your road? No responses	% respondents NO
Corbins Lane	85	36	42	29	81	7	19
Leathsail Road	14	10	71	7	70	3	30

Total	99	46	46
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Road Name	Consultation documents delivered	Valid responses received	% overall response rate	Would you support conversion of the 'free' parking bays to 2x8m loading bays? Yes responses	% respondents YES	Would you support conversion of the 'free' parking bays to 2x8m loading bays? No responses	% respondents NO
Northolt Road (Loading bay proposal)	22	4	18	3	75	1	25

TOTAL	22	4	18
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- 2.16. Residents of Valentine Road showed no majority in favour of being included in the South Harrow CPZ, with a split response. Of the 19 properties consulted, 6 responded (31% response rate) with 50% in favour of having controls and 50% against parking controls. As there was no majority we recommend that this proposal is not progressed.

Recommendation of roads to be progressed to the next stage of consultation.

- 2.17. From the above analysis we recommend the following roads be progressed to the next phase of consultation which is statutory consultation. This phase of consultation is a legal requirement under the Road Traffic Regulation Act 1984 and involves putting up notices on the roads where the proposals are being consulted on, and in the Harrow Times, explaining what is proposed in the scheme. A leaflet will be distributed to inform consultees about the statutory consultation and the deadline for responses. At this stage of consultation any member of the public may object and each objection is required to be investigated to determine if it is valid. The Service Manager - Traffic and Highway Network Management in consultation with the Portfolio Holder would decide if any objections are to be upheld or overruled and consider any necessary minor amendments to the scheme as a consequence of this. The roads which we recommend to be progressed to this stage are listed below :-

- Corbins Lane (CPZ extension)
- Leathsail Road (CPZ extension)
- Northolt Road (loading bay proposal, outside No 391)

Financial Implications

- 2.18. There is £30,000 allocated from the Harrow CPZ capital programme for the current financial year (2010/2011) to advertise and implement the scheme; however the scheme is subject to statutory consultation and may change.
- 2.19. The actual costs will depend on the outcome of the number of roads that agreed to be included in the controlled parking zone and the results of the statutory consultation process. The programme for this

scheme, if recommended by this Panel and approved by the Portfolio Holder for Environment and Community Safety is:-

- Advertise Traffic Orders – Mid October 2010
- Consider objections by Panel – Mid November 2010
- Target Completion – End of February 2011

It is considered that the above funding will be adequate to implement the scheme.

Legal Implications

- 2.20. Controlled parking zones and associated waiting and loading restrictions can be implemented by making Traffic Orders pursuant to the Road Traffic Regulation Act 1984.
- 2.21. There are minimum requirements for consultation, publication and consideration of objections that must be met before any Traffic Order can be made and which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Performance issues

- 2.22. There are no National Indicators relating to CPZs.
- 2.23. Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's Local Implementation Plan.
- 2.24. The provision of CPZs meets the following priorities in Mayor of London's Transport Strategy:
- Improving the working of parking and loading arrangements
 - Improving accessibility and social inclusion on the transport network
- 2.25. This proposal supports the Harrow Vision and Corporate Priorities as follows:
- Deliver safer and cleaner streets
 - Improve support for vulnerable people
 - Build stronger communities

Risk management implications

- 2.26. This project is not included on the Directorate risk register.
- 2.27. When approved for implementation, however, it will have its own generic risk register of the project management process.

Equalities Impact

- 2.28. An analysis of the equality of access monitoring form showed that there are no equality implications in relation to this report.

Community Safety (s17 Crime & Disorder Act 1998)

- 2.29. The recommended proposals will have a neutral impact on crime and disorder.

Environmental Impact

- 2.30. There is no environmental legislation or requirements for formal Environmental Impact Assessment which directly relates to the introduction of a CPZ or other parking controls. CPZs are however recognised as a fundamental component of national, regional and local transport policies. They do help support traffic reduction and encouragement of consideration of more sustainable alternatives to private car use (i.e. public transport, walking and cycling). CPZs and the review of parking restrictions address traffic congestion and road safety issues. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution. The reduction in "commuter" traffic touring roads looking for parking will, once the scheme has settled down, lead to a reduction in traffic noise.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 26 th August 2010		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 27 th August 2010		

Section 4 - Contact Details and Background Papers

Contact:

Peter Thorne, Project Engineer, Parking and Sustainable Transport,
Tel: 020 8424 1535, Fax: 020 8424 7662,
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Background Papers:

Report and Minutes of Traffic and Road Safety Advisory Panel February 2010
Harrow Council Local Implementation Plan
Mayors (London) Transport Strategy