

**REPORT FOR: TRAFFIC AND ROAD  
SAFETY ADVISORY  
PANEL**

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<b>Date of Meeting:</b>	20 <sup>th</sup> September 2011
<b>Subject:</b>	West Harrow Controlled Parking Zone Review – results of consultation
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Brendon Hills - Corporate Director, Community and Environment
<b>Portfolio Holder:</b>	Councillor Phillip O'Dell, Deputy Leader and Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes
<b>Enclosures:</b>	<b>Appendix A</b> - Overview Plan  <b>Appendix B</b> - Tabulated summary of consultation results for West Harrow  <b>Appendix C</b> - Tabulated summary of consultation results for Whitmore School area  <b>Appendix D</b> - West Harrow Residents' Group 10/5 proposal and response letters from the Police and London Fire Brigade

## Section 1 – Summary and Recommendations

This document brings together the results of public consultations on two separate parking reviews in the West Harrow area including associated parking restrictions at junctions and bends, and requests the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with the proposals in this report to statutory consultation.

### Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety the following are taken forward to Statutory Consultation (an overview plan is available to view in **APPENDIX A**):

- (a) Bouverie Road – the section between Vaughan Road and the existing Controlled Parking Zone (CPZ) W - be included within CPZ W with the exception of properties numbered 2-10 and 1-19;
- (b) Butler Avenue - the existing section not within the existing CPZ V remain out of a CPZ;
- (c) Butler Road - the western extremity be removed from the existing CPZ W;
- (d) Drury Road (Vaughan Road to Sumner Road) - be included within the existing CPZ W;
- (e) Heath Road - be included within the existing CPZ W;
- (f) Sandhurst Avenue - be included within the existing CPZ W;
- (g) Vaughan Road between the two existing CPZs be included as part of CPZ W;
- (h) Vaughan Road near its junction with Bouverie Road - install a time limited loading bay and 4 time limited Pay and Display parking bays to assist local businesses in the area;
- (i) Unnamed link road between Vaughan Road and Butler Avenue – change the existing Pay and Display (P&D)/shared business permit parking bays to be operational Monday to Friday 8.30am – 6.30pm and shared P&D with any CPZ V resident or business permit holder;
- (j) Keep the existing CPZ V and W separate administratively, as there was no clear majority wish of those properties between the two CPZs

to join either CPZ so each CPZ will still maintain their own individual permits;

- (k) Bessborough Road (Roxborough Avenue to Whitmore Road) - be included within the existing CPZ E;
- (l) Honeybun Estate south (Charles Crescent, Pool Road, Wood Close, Farmborough Close) - a new Monday to Saturday 1 hour morning and 1 hour afternoon CPZ be created;
- (m) Lascelles Avenue – be included in the new CPZ for Honeybun Estate south to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road;
- (n) Merton Road, Ferring Close and that section Porlock Avenue between the two roads - a new Monday to Friday 1 hour morning and afternoon and Saturday and Sunday 1 hour morning CPZ be created;
- (o) Treve Avenue – be included in the new CPZ for Whitmore Road to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road;
- (p) Whitmore Road (Bessborough Road to Shaftesbury Avenue) - a new Monday to Friday 1 hour morning CPZ be created;
- (q) Marshall Close – south side, remove the waiting restrictions from the shoulders of the parking lay-by;
- (r) Vaughan Road near Bowen Road - shorten the existing permit bay away from the junction and replace with a short section of waiting restrictions in response to concerns raised by the Police;
- (s) The results of the Statutory Consultation be presented to a future Traffic and Road Safety Advisory Panel meeting;
- (t) Residents within the consultation areas are informed of this decision.

**Reason: (For recommendation)**

To control parking in the existing West Harrow CPZ Zones V and W, as well as the area surrounding Whitmore School as detailed in the report. The measures are in direct response to residents' requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

## **Section 2 – Report**

### **Background**

- 2.1 The results of a Statutory Consultation on the original West Harrow Controlled Parking Zones (CPZ) V and W were presented to the Traffic and Road Safety Advisory Panel (TARSAP) meeting of 29 November 2009 with the recommendation that The West Harrow CPZs and the waiting restrictions (double yellow lines) outside of the CPZs in the West Harrow area be implemented. This was completed and became operational in April 2010. A CPZ was provided in those sections of road that showed a majority support for their desire to deal with obstructive and inconsiderate parking. The waiting restrictions were installed for safety reasons in locations that would improve access for emergency and be of benefit to other service and delivery vehicles.
- 2.2 The same TARSAP meeting also recommended that the Whitmore School area and the Honeybun Estate south area also be consulted on possible future CPZ and parking controls.

### **Public consultation**

- 2.3 The West Harrow area was sub divided into two separate CPZ areas during the previous consultation and implementation. Different areas requested different controls to deal with their specific issues, ie commuter parking near West Harrow Station and commuter and shopper parking, near Bessborough Road, accessing the town centre. The central area between these new CPZ was left uncontrolled with only the waiting restrictions installed at junctions due to the majority of respondents not wanting to join a CPZ. A review consultation of the West Harrow area took place during June-July 2011.
- 2.4 Residents around Whitmore School reported they experienced parking issues mainly due to the redevelopment of the school. Now that the school has become fully operational the residents are still experiencing parking problems associated with the use of the school, including weekend activities. The Honeybun estate (south) experiences parking problems during the day mainly from commuters using the area as free parking for the town centre. A consultation took place in these areas during August-September 2010.
- 2.5 It was anticipated that the results of the Whitmore School consultation would be consolidated and presented to TARSAP along with the post implementation review of the CPZ and the waiting restrictions in the West Harrow area which became operational in April 2010. Officers met with local councillors at the end of October 2010 to discuss the West Harrow parking review, with the intention that the meeting would be a starting point of the main area review. At that meeting, councillors requested that a local residents group – West Harrow Residents' Group (WHRG) – be given the opportunity first to conduct their own review of the West Harrow parking controls, and therefore the councils review had to be put on hold whilst this was undertaken. This is a departure from normal procedure, and therefore was not accounted for in the programming of the project.

As the Whitmore School area forms part of the overall West Harrow review, this was also put on hold.

## **Consultation responses**

### West Harrow CPZ

- 2.6 There were 407 responses overall from the West Harrow area received from 1799 addresses within the consultation area. These were by return of the questionnaire, email and web submissions. This represented an overall return rate of 22.6%. A tabulated summary of the responses for each road can be found in **APPENDIX B**

### Whitmore Road area CPZ

- 2.7 From the Whitmore Road and Honeybun area 234 responses were received from 752 addresses within the consultation areas. These were by return of the questionnaire, email and web submissions. This represented an overall return rate of 31.1%. A tabulated summary of the responses for each road can be found in **APPENDIX C**

## **Quality Assurance**

- 2.8 Quality assurance checks have been carried out on the responses from both consultations and a copy of all replies received in response to the consultations are available for members to review in the members library.

## **Analysis of results - West Harrow CPZ**

### Bouverie Road

- 2.9 Bouverie Road, between Vaughan Road and the existing CPZ 'W' boundary is not currently included within a CPZ.

Bouverie Road results	Number
Number consulted	50
Number responses	14
Would you like to join CPZ - No	7
Would you like to join CPZ – Yes V	0
Would you like to join CPZ – Yes W	5
Would you like to join CPZ – Other	0

- 2.10 Of the 14 responses there was a concentration of support from the section of 'through road' and opposition from the section of cul-de-sac. As there is a divide in the results, it is recommended to sub divide Bouverie Road and as such it is recommended that the 'through road' section be included in CPZ W.

### Butler Avenue

- 2.11 The remaining section of Butler Avenue not within the existing CPZ V.

Butler Avenue results	Number
Number consulted	72
Number responses	14
Would you like to join CPZ - No	8
Would you like to join CPZ – Yes V	4
Would you like to join CPZ – Yes W	2
Would you like to join CPZ – Other	1

- 2.12 It is therefore recommended that this section of Butler Avenue remain outside of a CPZ.

#### Butler Road

- 2.13 The western extremity of Butler Road is currently within CPZ W.

Butler Road results	Number
Number consulted	20
Number responses	7
Do you wish to remain in CPZ - Yes	3
Do you wish to remain in CPZ – No	4

- 2.14 It is therefore recommended that this section of Butler Road be removed from CPZ W.

#### Drury Road

- 2.15 Drury Road, the section between Vaughan Road and Sumner Road, is not currently within a CPZ.

Drury Road results	Number
Number consulted	96
Number responses	41
Would you like to join CPZ - No	22
Would you like to join CPZ – Yes V	10
Would you like to join CPZ – Yes W	8
Would you like to join CPZ – Other	0

- 2.16 There was a significant division in responses along Drury Road, with a concentration of support for a CPZ from the properties north of Sumner Road. Although overall there is a majority against joining a CPZ, there is a clear divide in the results. North of Sumner Road 82% of the respondents there wished to join a CPZ and south of Sumner Road 79% of the respondents there did not wish to join a CPZ. Therefore it is recommended to sub divide Drury Road at Sumner Road and include the northern section in CPZ W and the southern section remains outside of a CPZ.

#### Heath Road

- 2.17 Heath Road is not currently within a CPZ

Heath Road results	Number
Number consulted	44

Number responses	15
Would you like to join CPZ - No	4
Would you like to join CPZ – Yes V	4
Would you like to join CPZ – Yes W	7
Would you like to join CPZ – Other	0

- 2.18 As there is a majority of respondents wishing to join a CPZ and within that a majority wishing to join CPZ W, it is therefore recommended that Heath Road be included in CPZ W.

#### Sandhurst Avenue

- 2.19 Sandhurst Avenue is not currently within a CPZ.

Sandhurst Avenue results	Number
Number consulted	16
Number responses	4
Would you like to join CPZ - No	1
Would you like to join CPZ – Yes V	1
Would you like to join CPZ – Yes W	2
Would you like to join CPZ – Other	0

- 2.20 In accordance with the consistent approach to respond to the majority of responses it should be recommended to include Sandhurst Avenue within a CPZ and in this instance that would be the recommendation. However it should be noted that this would isolate Sandhurst Avenue as the only road within the local road network at the western end of West Harrow that would have CPZ, but this is what the local residents are telling the council they wish.

#### Vaughan Road

- 2.21 Vaughan Road between the two existing CPZ V and W boundaries is not currently within a CPZ.

Vaughan Road results	Number
Number consulted	142
Number responses	20
Would you like to join CPZ - No	10
Would you like to join CPZ – Yes V	4
Would you like to join CPZ – Yes W	4
Would you like to join CPZ – Other	2

- 2.22 A local business in Vaughan Road, who had made a previous submission to the panel, requested the council install a loading bay to the west of Bouverie Road. This will assist their business and other businesses in this location due to the amount of uncontrolled parking in this section of Vaughan Road. It may also be prudent to install 4 x Pay and Display (P&D) parking bays in this location, as this would also assist local businesses by providing short term parking for their customers. It is recommended that these bays be installed and be operational Monday to Friday 8.30am to 6.30pm so they would be available for all residents to use outside normal weekday working hours.

- 2.23 As there was no clear majority from residents about wishing to join a CPZ, but clearly a demand for parking in the area during the day, as shown by the business request for loading bay facilities, it is recommended that this section of Vaughan Road be included in CPZ W.

Vaughan Road – west of Bowen Road

- 2.24 Following the introduction of the West Harrow CPZ the permit parking bay in Vaughan Road, on the south side just west of its junction of Bowen Road, was installed to close to the give way of Bowen Road. The Police have highlighted this is hazardous and have requested that the council remove a section of the bay and extend the waiting restrictions to improve the egress from Bowen Road.

Unnamed link road between Vaughan Road and Butler Avenue

- 2.25 Various comments by residents from the consultation identified the 8 existing shared use pay and display bays in this location as a valuable parking resource that is under utilised because of restricting the shared use permits to business permit holders only. At time of writing there had been no business permits issued despite these bays being made available following previous requests from businesses in the area for such a facility. It is therefore recommended to change the conditions of these shared use pay and display bays to also include resident permit holders for CPZ V.

Extension of the operational times of CPZ W

- 2.26 There had been requests for the time of operation of the existing CPZ e W to be extended to include an afternoon time similar to that operational in CPZ V. Question 4 of the consultation questionnaire asked 'If you answered Yes to Q3 would you like the control hours in your section of road changed?' Question 3 (Q3) asked if you are currently in a CPZ 'do you wish your section of road to remain in the controlled zone?'

Extension of the operational times of CPZ W results	Number
Number consulted	141
Number responses	60
Do you wish to remain in CPZ - Yes	53
Would you like control hours changed - Keep existing	24
Would you like control hours changed - Same as V	14
Would you like control hours changed - Same as W	6
Would you like control hours changed - Mon-Fri am & pm	9
Would you like control hours changed - Also Saturdays	8
Would you like control hours changed - Also Saturdays and Sundays	3

- 2.27 Within the existing CPZ W there was an overall majority to keep the existing hours and therefore it is recommended that there be no change to the current time of operation of CPZ W. It is not possible for different roads within a CPZ to have different operational times.

The Gardens – loading bay

- 2.28 A request was received during the consultation for a loading bay to be installed outside a local business premises. In this instance due to the



proximity of waiting restrictions at the bend in the road, it was not possible to recommend this be carried forward. There are 7 shared use pay and display bays within close proximity of the premises that could be utilised for loading/unloading purposes and for customers. In line with national guidelines, limited loading and unloading is permitted on waiting restrictions so long as there is no other loading restrictions in place and that no obstruction of the highway occurs.

### **Analysis of results – Whitmore CPZ**

#### Bessborough Road

- 2.29 Bessborough Road, between Roxborough Avenue and Whitmore Road, is not currently within a CPZ,

Bessborough Road results	Number
Number consulted	96
Number responses	19
Would you support CPZ in your road - Yes	11
Would you support CPZ in your road - No	7
Would support if neighbouring road voted yes - Yes	2
Would support if neighbouring road voted yes - No	7
Which existing zone would you prefer to join - E	9
Which existing zone would you prefer to join - V	6
Other Mon-Fri am	5
Other Mon-Fri pm	4
Other Mon – Fri eve	1
Other Sat am	1
Other Sat pm	1
Other – Sat eve	0
Other – Sun am	1
Other – Sun pm	1
Other - Sun eve	0

- 2.30 Of the 11 respondents who wanted to join a CPZ, 8 indicated a preference to join CPZ E. A further respondent wished to be included in a CPZ if the nearby roads were included after initially saying they did not support a CPZ and indicated they wished to join CPZ V. It is therefore recommended that Bessborough Rd be joined with existing CPZ E

#### Honeybun Estate south

- 2.31 The Honeybun Estate, south, consisting of Charles Crescent, Pool Road, Wood Close and Farmborough Close are not currently within a CPZ.

Honeybun Estate (south) results	Number
Number consulted	205
Number responses	27
Would you support CPZ in your road - Yes	13
Would you support CPZ in your road - No	12
Would support if neighbouring road voted yes - Yes	6
Would support if neighbouring road voted yes - No	10
Which existing zone would you prefer to join - E	10
Which existing zone would you prefer to join - V	3

Other Mon-Fri am	9
Other Mon-Fri pm	7
Other Mon – Fri eve	6
Other Sat am	7
Other Sat pm	6
Other – Sat eve	5
Other – Sun am	5
Other – Sun pm	5
Other - Sun eve	5

- 2.32 A meeting took place on site recently with the MP for Harrow West, council officers and local residents. During the discussions it was established that the majority of the parking problems is commuter and shopper parking during the week and Saturdays and the MP expressed concerns that this was affecting the local residents.
- 2.33 There are three unauthorised disabled bays on the public highway in Farmborough Close that would need to be formalised assuming the councils criteria for disabled bays on the public highway are met.
- 2.34 Given the results above it is recommended that a new Monday to Saturday 1 hour morning and 1 hour afternoon CPZ be created as this will discourage all day commuters and shoppers but with the minimum inconvenience to residents.

#### Lascelles Avenue

- 2.35 Lascelles Avenue is not currently within a CPZ.

Lascelles Avenue results	Number
Number consulted	43
Number responses	10
Would you support CPZ in your road - Yes	4
Would you support CPZ in your road - No	5
Would support if neighbouring road voted yes - Yes	1
Would support if neighbouring road voted yes - No	3

- 2.36 Although this road currently has waiting restrictions and inset free inset parking bays, if it was left outside of a CPZ it would become an oasis for commuter parking, if the Honeybun Estate south and Whitmore Road are taken forward. It should be noted that this road is classed as a Borough Distributor Road and serves the 140 bus route which operates 24 hours a day. The inset parking bays were installed due to delays experienced by the bus operators. It is also a regular topic of discussion with the Harrow Public Transport Users Association (HPTUA). The consultation results show no clear majority therefore it is recommended that this section of Lascelles Avenue be joined with the new CPZ for the Honeybun estate area.

#### Merton Road, Ferring Close and Porlock Avenue

- 2.37 Merton Road, Ferring Close and Porlock Avenue, between these two roads, are not currently within a CPZ.

Merton Road, Ferring Close and Porlock Avenue results	Number
Number consulted	107
Number responses	60
Would you support CPZ in your road - Yes	42
Would you support CPZ in your road - No	16
Would support if neighbouring road voted yes - Yes	4
Would support if neighbouring road voted yes - No	14
Other Mon-Fri am	50
Other Mon-Fri pm	35
Other Mon – Fri eve	17
Other Sat am	41
Other Sat pm	26
Other – Sat eve	15
Other – Sun am	30
Other – Sun pm	22
Other - Sun eve	14

- 2.38 It is recommended that a new Monday to Friday 1 hour morning and 1 hour afternoon and a Saturday 1 hour morning CPZ be created to cover this area.

#### Treve Avenue

- 2.39 Treve Avenue is not currently within a CPZ.

Treve Avenue results	Number
Number consulted	40
Number responses	15
Would you support CPZ in your road - Yes	7
Would you support CPZ in your road - No	8
Would support if neighbouring road voted yes - Yes	1
Would support if neighbouring road voted yes - No	7

- 2.40 This road does not have any waiting restrictions along it and any parking happens wholly on the carriageway. If this section of road was left outside of a CPZ it would become an oasis for commuter parking, assuming the Honeybun Estate south and Whitmore Road are taken forward. It should be noted that this road is classed as a Borough Distributor Road and serves the 140 bus route which operates 24 hours a day. The inset parking bays were installed due to delays experienced by the bus operators. It is also a regular topic of discussion with the HPTUA. The results show no clear majority therefore it is recommended that this section of Treve Avenue be joined with the new CPZ for the Whitmore Road area.

#### Whitmore Road

- 2.41 Whitmore Road between Bessborough Road and Shaftesbury Avenue is not currently within a CPZ.

Whitmore Road results	Number
Number consulted	139
Number responses	79
Would you support CPZ in your road - Yes	42

Would you support CPZ in your road - No	35
Would support if neighbouring road voted yes - Yes	16
Would support if neighbouring road voted yes - No	23
Other Mon-Fri am	39
Other Mon-Fri pm	29
Other Mon – Fri eve	16
Other Sat am	12
Other Sat pm	12
Other – Sat eve	12
Other – Sun am	15
Other – Sun pm	10
Other - Sun eve	11

- 2.42 It is recommended that a new Monday to Friday 1 hour morning CPZ be created, as this will cause the least disruption to residents particularly those that were not in favour of a CPZ.

### **Waiting restrictions (double yellow lines)**

#### West Harrow waiting restrictions (areas outside of CPZ)

- 2.43 Waiting restrictions were installed throughout the West Harrow area at the same time as the CPZ and also became operational in April 2010. There has been a mixed response from residents who responded and this is brought out in the comments in response to the consultation questionnaire. There was a total of 142 residents, out of total consultation response of 407, that chose to respond to Question 6 of the questionnaire that asked “Do you feel that there are locations where the council should reconsider reducing the length of existing double yellow lines on safety grounds?”
- 2.44 There were 31 responses that were positive about the waiting restrictions and below is a condensed summary of some of these comments:
- They have put a stop to the selfish and dangerous parking on corners and road junctions;
  - The yellow lines are fine and for safety help, as cars can pull in to let flow of traffic through;
  - Since we have had waiting restrictions it has been much safer, easier to cross roads at corners instead of stepping into the road with no idea what is coming along the road;
  - Much better for people with buggies, wheel chairs and those who are not that quick on their feet;
  - I believe the waiting restrictions in our street add to our safety by allowing safer visibility on corners and easier guaranteed access for emergency vehicles and council waste disposal;
  - We also thank you for keeping the public and residents safe, by implementing generous yellow lines;
  - These lines ensure that the public/residents can always be certain emergency vehicles can access their homes.
- 2.45 There were considerably more responses denouncing the length of the waiting restrictions with most respondents focused on the shortening of

the waiting restrictions to create more parking with no acknowledgement of the safety aspect or the well established rules within the Highway Code. There was a standard response paragraph that appeared in 8 responses that read: The '10/5 Residents solutions' is a good compromise where safety is considered alongside with other needs of the residents. We would like the CT&H to work in partnership with residents & police to look for to relax the existing WAITING RESTRICTIONS design. No clarification has been provided as to the meaning of CT&H but officers surmise it to mean Council Traffic and Highways. There was no formal response to the consultation received from the West Harrow Residents' Group (WHRG).

- 2.46 An information item was presented to the Traffic and Road Safety Advisory Panel (TARSAP) on 23 June 2011 which included a copy of the WHRG "10/5" proposal document along with comments submitted by the Police and the London Fire Brigade following a fire appliance test organised by the WHRG in response to the "10/5" proposals. A copy of these documents is attached again as **APPENDIX D** for reference.
- 2.47 The waiting restrictions are primarily installed for safety to reinforce the well established rules of the Highway Code and help provide better access for the emergency service vehicles in areas where there is consistent inconsiderate and dangerous parking on junctions and bends. They also assist other service and delivery vehicles that require access to the area for refuse collections, both council operated and private, home and business deliveries etc. As borne out by some of the positive comments received it also improves the environment for pedestrians, the disabled and people with wheelchairs and pushchairs by improving sightlines at the junctions.
- 2.48 Previously an accessibility trial was arranged by council officers utilising a standard council refuse lorry in direct response to resident's concerns shortly after the scheme became operational. Representatives of the council, WHRG, emergency services and local ward councillors were present. As a result of this trial three locations were identified at the time as being suitable for a reduction in the length of waiting restrictions. These lines were shortened in March 2011.
- 2.49 Officers accept that the WHRG have submitted their "10/5" proposal and have given consideration to the situation. However the "10/5" proposal concentrated solely on the reduction of the waiting restrictions to give back more parking spaces throughout the area and the council recognise their desire for this to happen. There was no apparent consideration given to the actual response requirements of emergency vehicles although some diagrams were included in their proposal document that showed how it they thought such a vehicle would manoeuvre and how quickly it would do so at the junctions. The LFB test demonstrated that the length of waiting restrictions installed was consistent with the actual requirements of the emergency services.
- 2.50 Officers feel that following the LFB and refuse service trials that the WHRG "10/5" proposal is not workable as a total package proposal, based on the need to protect access into and throughout the area for these types of vehicles.

- 2.51 Following the introduction of the West Harrow CPZ and waiting restrictions some residents of Marshall Close expressed a desire for the waiting restrictions to be cut back at the shoulders of the layby parking bay in the estate to allow extra parking spaces. This has been considered and as it would have no affect on the access into the road it is recommended that these sections of waiting restrictions be reduced slightly.

#### Whitmore area waiting restrictions

- 2.52 Double yellow lines will be installed throughout the Whitmore School and Honeybun areas on safety grounds for the benefit of the wider community and to reinforce the well established rules of the Highway Code whether the CPZs are adopted or not.
- 2.53 There are specific locations that have already attracted correspondence from residents wanting something done about dangerous or obstructive parking particularly at junctions and bends. As mentioned above the MP for the Honeybun area has also been personally involved in trying to improve the conditions for the local residents. Access for emergency vehicles must be maintained to care facilities and the school that lie within these areas.

#### **Options considered**

- 2.54 The consultations asked a range of different questions to allow options to be considered from the results and discussed with members. The final proposal has been prepared through dialogue with members.

#### **Summary**

- 2.55 A CPZ will always highlight differing views from the residents however where there is majority support for a CPZ it may well assist them although it is recognised that not all residents will fully support such a scheme.
- 2.56 It should be noted that this report is presenting the results of the two separate public consultations to the TARSAP panel. At this time it is only for their approval to take the proposals to the next stage which is Statutory Consultation.
- 2.57 During the statutory consultation stage any person may submit a formal objection to any part of the proposals adopted to go forward following this panel meeting and these will need to be dealt with and reported back to a future TARSAP meeting for approval to proceed to implementation.
- 2.58 Having considered the responses it is recommended that the proposed changes detailed above be progressed to Statutory Consultation.

## Financial Implications

- 2.59 There is funding allocated in the parking programme of schemes which was agreed by the panel in February 2011 of £30k for the review of CPZ Zones V and W which is funded from the Harrow Capital programme. The cost of the final scheme will be dependant on the results of the Statutory Consultation but is currently considered to be adequate to deliver the scheme currently envisaged

## Risk Management Implications

- 2.60 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

## Equalities Implications

- 2.61 A review of equality issues at the design risk assessment stage of the scheme 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:

Equalities Group	Benefit
Women and vulnerable people	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.
Mobility impaired	The use of double yellow lines at junctions will ensure crossing points are kept clear.  Controlled parking bays facilitate parking by blue badge holders to allow easier access to parking.
Children	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.
Others	A reduction in through traffic in residential streets will help minimise noise and air pollution.

## Corporate Priorities

2.62 The parking scheme detailed in the report accords with our wider corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	<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>
United and involved communities: A Council that listens and leads.	The council has listened to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.
Supporting and protecting people who are most in need	Controlled parking zones 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.
Supporting our town centre, our local shopping centres and businesses.	The additional parking pay and display facilities will support local businesses to serve more customers.

2.63 The principle of enforcing parking controls is also integral to delivering the Mayor's Transport Strategy and the Council's LIP.

## Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 30/08/11		



Name: Matthew Adams



on behalf of the  
Monitoring Officer

Date: 01/09/11

## **Section 4 - Contact Details and Background Papers**

**Contact:** Andrew Leitch- Project Engineer Parking and Sustainable Transport  
020 8424 1888

### **Background Papers:**

Previous TARSAP reports