

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

Date of Meeting:	20 th September 2011
Subject:	Marlborough Hill Controlled Parking Zone review – results of statutory consultation
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director, Community & Environment
Portfolio Holder:	Councillor Phillip O'Dell, Deputy Leader and Portfolio Holder for Environment & Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Enclosures:	Appendix A – Recommended proposal Appendix B – Consultation material distributed Appendix C – Consultation plans on deposit at Civic Centre

Section 1 – Summary and Recommendations

This report explains the outcomes of consultations on parking undertaken in the Marlborough Hill area and seeks the Panel's recommendation to proceed with the proposals.

Recommendations:

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

- (a) retain the existing zone boundaries and address lists for controlled parking zones C and K;
- (b) implement dual-zone bays in Rusland Park Road to resolve existing confusing layout, and that the revised bays would be available to both **Zone C** and **Zone K** permit holders only during the hours **8.30am-6.30pm Monday-Saturday**, as shown on the plan at **Appendix A**;
- (c) modify the length of **Zone C** permit parking bay and implement **at any time waiting and loading restrictions** on **Milton Road** to help prevent obstruction of dropped kerbs and vehicle accesses, as shown on plan at **Appendix A**;
- (d) remove **4 pay and display parking bays** in **Sandridge Close** and introduce **at any time waiting restrictions** and **Mon-Fri 7-10am and 4-7pm loading restrictions** to resolve vehicle conflict at the entrance to Harrow & Wealdstone station car park, as shown on plan at **Appendix A**;
- (e) provide **10 additional Pay & Display parking spaces** in **Marlborough Hill**, adjacent to the Civic Centre campus, with operational hours **Monday-Saturday 8am-6.30pm** at the same tariff as the existing bays in Sandridge Close, with accompanying **at any time waiting restrictions** on **Marlborough Hill** east of Barons Mead, as shown on plan at **Appendix A**;
- (f) introduce **24 hour loading bay** on **Railway Approach** outside **Moon House**, as shown on plan at **Appendix A**;
- (g) authorise Traffic Officers to take the necessary steps to implement the above recommendations;
- (h) instruct officers to write to all residents in the consultation area advising of the outcome and the Portfolio Holder's final decision;
- (i) uphold the 13 statutory objections received in respect to the proposals, which were all in opposition to the proposed controlled parking zone changes in Badminton Close, Marlborough Hill and Milton Road, and instruct officers to write to all objectors notifying them of the resolution of their objection;

- (j) authorise officers to make minor amendments where required for technical or practical reasons;

Reason: (For recommendation)

To control parking in the existing Wealdstone CPZ Zone C and K as detailed in the report. The measures are in direct response to resident requests for changes to the existing parking arrangements in their area and the subsequent outcomes of consultation.

Section 2 – Report

Introduction, background and options considered

- 2.1 This report outlines the consultation undertaken with residents in part of Marlborough Hill, Milton Road, Barons Mead and Badminton Close, in the area where a petition requested an extension to the current hours of parking control.
- 2.2 The petition stated that visitors to the Civic Centre, and staff, were occupying spaces after the existing 10-11am hour of control and that this was making it hard for residents to find somewhere to park close to their homes.
- 2.3 The petition was the basis of a motion put forward by Cllr David Perry (Marlborough ward) to TARSAP in February 2011. The petition was signed by 12 identifiable individual residents, and by 12 of their visitors, and was officially presented to TARSAP at their June 2011 meeting. The motion put forward, and agreed, at the February 2011 TARSAP meeting was to carry out consultation in Marlborough Hill on an extension to the operational hours of existing parking controls.
- 2.4 Marlborough Hill is situated in the existing Zone C controlled parking zone (Wealdstone Royal Estate) with operating hours of 10-11am Monday-Friday. It adjoins Rusland Park Road, which is part of Harrow Town Centre (North) controlled parking Zone K with operational hours of 8.30am-6.30pm Monday-Saturday.
- 2.5 The simplest method to extend the hours of control would be to transfer the addresses to the adjacent Zone K. With the small budget for the consultation set at £10,000, this would be the only option affordable. This budget was set by the June 2011 recommendation of TARSAP in their amendment of the 2011-12 Capital Programme for Parking Consultations and Schemes.
- 2.6 An alternative option would be to consult on an additional hour, however for this to be workable, a much larger area would be required, and this would require additional funding. A consultation of that scale would also be considered as a wholesale review, rather

than a localised consultation. The only way to carry out a larger review would be to drop another scheme from the 2011-12 programme. However, Wealdstone was recently consulted (in 2006) and other areas, such as Canons Park, North Harrow and Pinner, have been waiting for a long time to be including in the programme for consultations and reviews. It would be unfair to drop these areas in favour of an area where a consultation had only recently taken place.

- 2.7 Only the section of Marlborough Hill east of Marlborough School was considered, as the School Keep Clear markings outside the school offer those residents a certain degree of protection from non-resident parking outside the one hour of CPZ operation, and the remaining section of Marlborough Hill is sufficiently far from the Civic Centre and Harrow & Wealdstone station to be unattractive for part-time staff, customers and off-peak station users.
- 2.8 The proposal taken to consultation also covered minor amendments to deal with the following issues locally:
- a confusingly-signed permit bay in Rusland Park Road;
 - obstruction of a dropped kerb in Milton Road where a parking bay has been located;
 - evening parking in Milton Road (outside the existing hours of restriction) too close to accesses;
 - access conflicts at the entrance to Harrow & Wealdstone station car park; and
 - lack of legal loading facilities for Moon House on Railway Approach.
- 2.9 In the period after the February 2011 TARSAP meeting at which the consultation was proposed and agreed, and while proposals were still be investigated by officers, Cllr Perry also raised the issue of foreign coaches using Milton Road as a loading and unloading point for schoolchildren staying with families in the Harrow area. A resident of Sparkbridge Road had complained to Cllr Perry that this was causing a disturbance. In light of these concerns, officers included an alteration to the yellow lines in Milton Road in an attempt to prohibit parking on the side of Milton Road nearest the rear of properties in Sparkbridge Road.

Public consultation

- 2.10 The consultation was carried out in July 2011 as a single-stage statutory consultation. Because of the small area involved, and the lack of options available for a workable scheme, this meant the consultation could be completed expeditiously and cost-effectively.
- 2.11 Approximately 150 addresses were included in the consultation, and were delivered by hand the information pack shown at **Appendix B**. Larger scale plans were placed on display at the Civic Centre. These are shown at **Appendix C**.

- 2.12 The council's corporate consultation officer is encouraging the adoption of online consultation methods, so as a trial this consultation did not include a printed questionnaire and reply-paid envelope. Instead, residents were directed to the council's website where they could fill out an online survey. Those without access to the internet were given the opportunity to telephone the council and request a printed form.
- 2.13 A total of 31 responses were received, which represents a participation rate of just over 20%. This is on a par with recent consultations. Of these responses, 20 came via the website and 11 in paper format.
- 2.14 Out of the 31 responses, 15 responded in favour, 14 against, with 2 expressing that they had a mixed opinion on the proposal. Of the 14 responses that indicated opposition to the proposal, 11 asked for their comments to be treated as a statutory objection.
- 2.15 At the end of the consultation period, a petition was submitted to the council asking that the proposal not go ahead. This petition was signed by 9 identifiable individuals from 7 residential addresses in Marlborough Hill.
- 2.16 Of the 7 households that were represented by the petition, 5 had not completed the council's official questionnaire.
- 2.17 To fairly and adequately reflect the views of local people, the consultation responses should be analysed alongside the signatories to both petitions. No double counting is undertaken: if a household has submitted a questionnaire response, this is what is counted and not their petition signature. The table below summarises that analysis.

Road	Questionnaire YES	Petition for extended controls?	Total YES	Questionnaire NO	Petition against extended controls?	Total NO
Badminton Close	2	0	2	4	0	4
Marlborough Hill	13	1	14	9	5	14
Milton Road	0	0	0	1	0	1
All roads	15	1	16	14	5	19

NB: Not included in the above table are 2 responses from Marlborough Hill that were of a mixed opinion.

- 2.18 In addition to the questionnaires and petitions, a response was also submitted by Marlborough School. Two statutory objections were received from addresses in Milton Road who had not already responded to the consultation. An employee of Harrow Council also submitted a letter of comment via e-mail.

- 2.19 Amongst many issues raised by the school, the concern they expressed about the proposal was the impact on parking for their visitors and also parents at the start and end of the school day. The existing 1 hour of control 10am-11am does not interfere with parents dropping off or collecting children, but 8.30am-6.30pm certainly would.
- 2.20 The school also was concerned about lack of parking for visiting teachers and that some provision should be made on the public highway for parking during the school day for this purpose.
- 2.21 The two statutory objections received from organisations in Milton Road expressed opposition to the proposals on the basis of the reduction in weekend parking that would result.
- 2.22 The comment letter from a Harrow Council staff member expressed concern that should the proposal go ahead, it would displace parking into Queens Walk and Kings Way and other streets in the Royal Estate, which are very narrow and already suffer issues arising from parking occurring both sides of the road causing an obstruction to larger vehicles. The same letter also conveyed the view that the changes proposed on Milton Road would remove parking capacity for staff and visitors to the Civic Centre and other nearby facilities.
- 2.23 The council's normal practice is to proceed with a permit parking scheme if there is a majority in support. In this case, the majority of respondents – including both petitions – were not in favour. Even if Marlborough Hill responses were considered in isolation, the responses were equal: not a majority one way or another.
- 2.24 Given the consultation responses, and the comments and objections raised, there is not adequate justification to proceed with the changes to permit parking in the Marlborough Hill area.
- 2.25 Nevertheless, in order to address some of the known issues in the area, some elements of the proposals should go ahead. These are illustrated in the plan shown at **Appendix A**.

Financial Implications

- 2.26 The parking review and the implementation of its outcome are funded in the 2011/12 Harrow Capital programme for parking schemes. The cost of the recommended changes is less than the initial estimate because the majority of the consulted proposals are not being taken forward. The allocated budget of £10,000 is therefore sufficient to deliver the recommendations without the need for additional funds.
- 2.27 The recommended additional Pay & Display parking bays for station commuters will likely result in an increase in revenue for the council to offset the additional enforcement costs incurred by having more bays. The tariff for the council's on-street bays is much lower than that of the station car park, and thus the bays will be a very attractive alternative for existing commuters.

Performance Issues

2.28 Implementing this scheme will have an impact on the following performance indicators identified in the Community and Environment Service Plan:

- Reduction in road traffic accidents

2.29 In addition, the scheme will help the borough achieve the following statutory targets included in Harrow's Transport Local Implementation Plan:

- Reduction in road traffic casualties

Environmental Impact

2.30 The likely environmental impact will be negligible, as it is likely that the additional parking spaces provided for station commuters would be occupied by people who would otherwise park in the station car park, which charges more than the council's on-street bays.

Risk Management Implications

2.31 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 Pinner Road & county roads parking changes detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

Equalities Implications

2.9 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

2.32 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.

2.33 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	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 01/09/11		

Section 4 - Contact Details & Background Papers

Contact: Andrew Saffrey, Project Engineer – Parking & Sustainable
Transport

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E-mail: andrew.saffrey@harrow.gov.uk

Background Papers:

Minutes of February 2011 TARSAP meeting (reference to petition to review parking controls in Marlborough Hill)

Minutes of June 2011 TARSAP meeting and revised programme to include review in 2011/12