

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

Date of Meeting: 21 June 2012

Subject: Pinner Road & County Roads
Controlled Parking Zone Review –
Results of Statutory Consultation

Key Decision: No

Responsible Officer: John Edwards – Divisional Director,
Environmental Services

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

Exempt: No

**Decision subject to
Call-in:** Yes, following consideration by the
Portfolio Holder

Enclosures: **Appendix A** – Area of leaflet
distribution for statutory consultation

Appendix B – Statutory consultation
documents

Appendix C – Petition in support of
the parking proposals.

Appendix D – Summary of
comments/objections and officers
response

Section 1 – Summary and Recommendations

This document reports the result of the Statutory Consultation carried out during March 2012 on the proposed changes to the parking layouts on Pinner Road between The Gardens and Neptune Road and the immediately adjoining sections of the County roads within the existing Pinner Road Controlled Parking Zone (CPZ) and seeks the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with implementation of the proposals as explained in this report.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the parking scheme be implemented as set out below:

- 1) That proposed pay and display parking bays are situated in front of the shops outside nos. 156 to 166 and nos. 170 to 176 Pinner Road operating from Monday to Saturday 7am to 7pm are implemented;
- 2) That the existing bus stop shelter and bus stop clearway markings situated outside nos. 170 - 176 and nos. 176 – 184 Pinner Road are relocated;
- 3) That one proposed disabled parking place is situated outside no. 154 Pinner Road;
- 4) That the existing loading restrictions (7am - 10am & 3pm - 8pm Mon - Fri and 8am - 6.30pm Sat & Sun) in front of the shops on Pinner Road (except at junctions) are removed;
- 5) That waiting and loading restrictions opposite the shops on Pinner Road between Neptune Road and The Gardens are changed as follows:
 - a.) Waiting restrictions outside nos. 173 – 187 and nos. 201 – 217 Pinner Road to be “At any time”,
 - b.) Loading restrictions between nos. 121 – 255 Pinner Road to be 7-10 am and 4-7pm, Monday - Friday and 11am – 5pm Saturday and Sunday.
- 6) That existing single yellow line waiting restrictions be changed to “at any time” waiting restrictions (double yellow lines) in the following locations as follows;
 - a.) On Bedford Road adjacent to no. 184 Pinner Road.
 - b.) On Rutland Road adjacent to no. 166 Pinner Road.
 - c.) On Oxford Road adjacent to no. 146 and 148 Pinner Road.

- 7) That the existing pay and display / permit holder parking bays on Pinner View, Bedford Road, Rutland Road, Oxford Road and Devonshire Road be changed to operate Monday - Saturday 7am – 7pm;
- 8) That the existing pay and display / permit parking bays in The Gardens are changed to allow use by either zone U or zone W permit holders;
- 9) That adjacent to no. 90 Pinner Road an additional pay & display / permit parking bay is provided on Devonshire Road and the existing double yellow lines rescinded;.
- 10) That the Service Manager – Traffic & Highway Network Management is authorised to take the necessary steps to implement the above recommendations;
- 11) That residents within the consultation area are informed of this decision.

Reason: (For recommendation)

To recommend an amended scheme for implementation having considered the results of statutory consultation on the parking scheme proposed for Pinner Road between its junction with The Gardens and Neptune Road and on the County roads within the existing Pinner Road CPZ zone W as detailed in this report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area and the subsequent outcomes of statutory consultation.

Section 2 – Report

Introduction

- 2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in the Pinner Road area are being addressed in order to support local residents and businesses.

Options considered

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object the proposed scheme advertised.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultation and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 Since May 2010, the council has received complaints from local businesses on Pinner Road that the new waiting and loading restrictions were affecting their business. Residents in neighbouring side streets outside of the CPZ, in particular Cornwall Road, Devonshire Road, Dorset Road and Oxford Road, complained that parking spaces were hard to find because of the number of non-resident vehicles using those locations to park all day or longer.
- 2.5 An informal consultation on the parking controls along Pinner Road between The Gardens and Neptune Road (western end) and on the immediately adjoining sections of the County roads was carried out between February 2011 and July 2011 following a review of parking arrangements in the area. The results of this consultation were reported to TARSAP on 20th September 2011 and the recommendations were approved by the Portfolio Holder. It was recommended that scheme approval from Transport for London (TfL) be sought.
- 2.6 As Pinner Road forms part of London's Strategic Road Network (SRN) it means that TfL have authority to consider any proposed measures. This is necessary to ensure that any scheme does not impede the operational effectiveness of the SRN. TfL can therefore choose not to approve measures if they consider them to have a detrimental impact on traffic flow.

- 2.7 Therefore previous practice has been to follow TfL's recommendations for the measures they consider being appropriate for the SRN and including these in public consultation and statutory consultation so that the public are presented with viable schemes.
- 2.8 Following receipt of TfL approval a statutory consultation was subsequently carried out in March 2012 on these proposals. This report summarises the process and outcome of this statutory consultation.

Proposals on County roads and Neptune Road

- 2.9 The proposals at the junction of Pinner Road and Neptune Road were not included in the statutory consultation because insufficient details were available about the proposed redevelopment at Neptune Point (formerly Travis Perkins site) at the time of writing this report. With the construction now underway and more information about the parking arrangements for the residential units available, it is clear that parking controls are required in Neptune Road itself to mitigate the impact of that development. The number of parking spaces given to the new dwellings is limited, and residents would not be eligible to purchase a CPZ permit. Therefore, it is likely that a large number of residents will opt to park their vehicles at the closest uncontrolled location, which would be Neptune Road.
- 2.10 Because of the potential for objections to the CPZ proposals in the County Roads and Neptune Road, it was agreed with ward councillors and the Portfolio Holder to separate the Pinner Road part of the scheme in the statutory consultation so as not to unduly delay the scheme by objections from other roads which were more contentious.
- 2.11 The statutory consultation for proposals in the County Roads and Neptune Road are scheduled to be presented to TARSAP in November 2012.

Statutory Consultation

- 2.12 Following the recommendation of TARSAP on 20th September 2011 and subsequent approval of the Portfolio Holder on 20th October 2011 TfL's Network Assurance Team (NAT) was requested to provide their view on the proposals. The Council provided background information and offered to meet the officers on site if required.
- 2.13 The NAT carried out an internal review on the proposals and fundamentally disagreed with two elements of the scheme.
- a.) TfL's bus operator London Buses objected to the provision of parking bays on the approach side of the bus stop. Their major concern was that the proposed parking bays will reduce the accessibility of the bus stop and are likely to increase traffic queues and thereby reduce bus reliability along Pinner Road due to vehicles parked on the opposite side of the road.

- b.) TfL's Cycling team expressed severe concerns to the provision of the parking bays on the basis of general safety of the cyclists using Pinner Road which forms a part of London Cycle Route Network (LCN plus).
- 2.14 The NAT recommended carrying out design changes to the original proposals to mitigate these issues. Since TfL has authority in this matter the following changes were made to the proposals.
 - a.) The proposed pay and display parking bays and bus stop markings have been swapped over to allow buses direct access to the bus stop. Double yellow line waiting restrictions have been proposed on the opposite side of the relocated bus stop (outside nos. 173 - 187 and nos. 201 – 217 Pinner Road) to reduce any potential for traffic queues and to maintain bus reliability along the Pinner Road corridor.
 - b.) As requested by NAT, a traffic survey was carried out in December 2011 to quantify the number of cyclists using Pinner Road. The analysis of the survey data proved that the number of cyclists using Pinner Road was very low and the proposals are unlikely to pose any significant increase in risks to the cyclists along the road. TfL were provided with the survey data and agreed with that view.
 - c.) In response to TfL's recommendation to swap the bus stop and proposed parking bays, it was requested to move the bus stop outside nos. 186-194 Pinner Road. However this was not agreed by TfL as it would not meet their guidelines regarding the distance between two consecutive bus stops along the route. In addition it would severely restrict the visibility at the Bedford Road / Pinner Road junction.
- 2.15 After considerable liaison with NAT, London Buses and TfL's Cycling Team, TfL finally approved the revised proposals.
- 2.16 The ward councillors and Portfolio Holders were invited to a meeting held on Monday, 5th March 2012 where they were briefed on the revised parking proposals. It was agreed at the meeting to proceed with the statutory consultation on this basis.
- 2.17 As part of the statutory consultation process, leaflets were delivered to residents and businesses which are directly affected by the proposals. The extent of the area where leaflets were distributed is shown in **APPENDIX A**. Notices were displayed on lamp columns along Pinner Road and County roads and traffic orders were advertised in local newspapers. All relevant stakeholders including Transport for London (TfL) and ward councillors were also consulted. Leaflets were delivered to 315 properties along Pinner Road, County roads, Neptune Road and The Gardens.

- 2.18 The statutory consultation leaflet, questionnaires and plans are shown in **APPENDIX B**.

Statutory Consultation responses

- 2.19 There were 53 responses received from the 327 addresses consulted within the consultation area, 3 of which were from residents outside the consultation area. These were by return of the questionnaire, email and web submissions. This represents an overall return rate of 16.2%. Of those that responded 34 (64.2%) were in support of the proposal, 17 (32.1%) respondents objected to the proposals, out of which 10 (18.9%) were statutory objections. This is summarised in the table below.

	Number
Number consulted	327 (100%)
Number responses	53 (16.2%)
Do you agree with the proposals – Yes	34 (64.2%)
Do you agree with the proposals – No	17 (32.1%)
Do you agree with the proposals– Don't know / No opinion	2 (3.8%)
Submitted formal objections	10 (18.9%)

- 2.20 A summary of the comments and objections submitted together with engineer's responses are shown in **APPENDIX D**.

Analysis of results

Pinner Road – (The Gardens to Bedford Road including nos. 56-60 The Gardens)

	Number
Number consulted	40
Number responses	2
Do you agree with the proposals – Yes	1
Do you agree with the proposals – No	1
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	1

- 2.21 From Pinner Road between The Gardens and Bedford Road, 2 responses were received. One response was in favour of the scheme while the other was against the proposals.
- 2.22 The objector to the proposals claimed that whilst he support the overall objective of the scheme, the proposed increase in hours of operation of pay & display parking bays will potentially damage their patients' health and their ability of have ready access to the facilities at the doctor's surgery.

Pinner Road (Bedford Road to Rutland Road)

	Number
Number consulted	40
Number responses	9
Do you agree with the proposals – Yes	4
Do you agree with the proposals – No	5
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	4

- 2.23 Nine responses were received from this section of Pinner Road. Out of these 9 responses, 4 were in support while 5 were against the proposals. Of all those who objected, 4 responses were statutory objections.
- 2.24 Of the responses received, 2 objectors claimed the extension of hours of operation of shared pay & display and permit parking bays will limit the availability of parking for residents who work on early or late shifts. They were also concerned about the risk of fire at the litter bin when located next to the bus stop shelter.
- 2.25 Of the responses received, 2 objectors requested the first half hour free for parking in the pay & display parking bays to increase business for the local shops.
- 2.26 Of the responses received, 3 objectors claimed that the proposed relocation of bus stop outside their properties will affect their businesses as they will not be able to load/unload outside their business.
- 2.27 Of the responses received, 1 objector claimed that the proposed relocation of bus stop will reduce privacy, cause structural damage to their property and will result in the increase in air and noise pollution.

Pinner Road (Rutland Road to Oxford Road)

	Number
Number consulted	42
Number responses	11
Do you agree with the proposals – Yes	10
Do you agree with the proposals – No	1
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	1

- 2.28 Eleven responses were received from this section of Pinner Road. Out of these 11 responses, 10 were in support while 1 respondent formally objected to the proposals without any reason of objection.

Pinner Road (Oxford Road to Devonshire Road including nos. 7-14 Neptune Road)

	Number
Number consulted	124
Number responses	12
Do you agree with the proposals – Yes	12
Do you agree with the proposals – No	-
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	0

- 2.29 12 responses were received from this section of Pinner Road and Neptune Road. All 12 responses were in support of the proposals.

Pinner View

	Number
Number consulted	13
Number responses	3
Do you agree with the proposals – Yes	0
Do you agree with the proposals – No	3
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	1

- 2.30 There were 3 responses received from Pinner View. All three responses were against the proposals and 1 was a formal objection.
- 2.31 Of the responses received, 1 respondent claimed that the current one hour restriction was sufficient and any additional restriction will cause inconvenience to local residents.

Bedford Road and Rutland Road

	Number
Number consulted	25
Number responses	7
Do you agree with the proposals – Yes	2
Do you agree with the proposals – No	4
Do you agree with the proposals– Don't know / No opinion	1
Submitted formal objections	0

- 2.32 There were 7 responses received from Bedford Road and Rutland Road together. The 2 respondents from Bedford Road were in support of the proposals.
- 2.33 Of the 5 responses received from Rutland Road, 4 respondents objected without any reason of objection.

Devonshire Road

	Number
Number consulted	43
Number responses	6
Do you agree with the proposals – Yes	5
Do you agree with the proposals – No	1
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	0

- 2.34 There were 6 responses received from Devonshire Road, out of which 5 were in support and 1 was formal objection without any valid reason of objection.

Responses from other areas

	Number
Number consulted	-
Number responses	3
Do you agree with the proposals – Yes	0
Do you agree with the proposals – No	3
Do you agree with the proposals– Don't know / No opinion	0
Submitted formal objections	3

- 2.35 Three responses were received from the area outside the consultation area 1 each from Bouverie Road, Wessex Drive and Homefield Road (outside Harrow). All 3 responses were statutory objections
- 2.36 Of the responses received, 1 respondent claimed that the proposals will increase the risk of accidents due to cars parked on one side of Pinner Road.
- 2.37 Of the responses received, 1 respondent was concerned that the proposals will increase the risk of cycle accidents on Pinner Road and suggested to divert the LCN+ cycle route from Pinner Road to the county roads. The respondent also suggested implementing different tariffs for the proposed pay & display parking bays on Pinner Road and those on County roads to encourage more use of bays on County Roads.
- 2.38 A petition from the businesses/traders and customers of premises on Pinner Road was received by the council on 28th March 2012. The petition contains 30 signatures supporting the revised proposals to provide pay & display parking bays outside the shops for the customers on Pinner Road. The petition is attached in **APPENDIX C**.

Conclusion

- 2.39 The local ward members and London Assembly Member were invited to a meeting on 19th April 2012 to discuss the outcome of the statutory consultation and detailed distribution of responses. The ward

members were briefed on the comments and objections received during the statutory consultation.

- 2.40 Having taken into account the extensive scheme development process, consultations, member involvement and TfL's input it is clear that the scheme has now reached a reasonable compromise in terms of the design. Considering that there is a petition of 30 signatures in support of the proposals, it is recommended on balance to overrule the statutory objections submitted and to implement the scheme as advertised.

Financial Implications

- 2.41 This scheme is part of the parking management programme. There is a Harrow Capital allocation for this programme of 300k in 2012/13. A sub allocation of 40k for the implementation of the Pinner Road area CPZ was made by TARSAP in February 2012.

Risk Management Implications

- 2.42 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 Environment Directorate Risk Register.

Equalities implications

- 2.43 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. These responses are broadly comparable alongside the data taken from the most recent census.
- 2.44 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
Disability	Improved availability of short term parking and additional provision of blue badge holder disabled bays in closer proximity to local shops / amenities. This will help disabled people with mobility impairment and wheelchair users.
Age	Improved availability of short term parking in closer proximity to local shops / amenities. This will help elderly people with restricted mobility. Restrictions on parking at crossing points will make it safer to cross the road particularly for the young and elderly.

Sex	Mothers with young children or pregnant women are more likely to benefit from parking spaces as close as possible to their destination.
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Corporate Priorities

2.45 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.	<p>The recommendation seeks to keep whole streets together in forming an extension to the existing CPZ, where the results support this.</p> <p>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.</p>
Supporting and protecting people who are most in need	<p>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.</p>
Supporting our town centre, our local shopping centres and businesses.	<p>The additional parking facilities on Pinner Road will enable the businesses to serve more customers.</p>

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/06/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 31/05/12		

Section 4 - Contact Details & Background Papers

Contact: Tushar Patel, Traffic Engineer
Tel: 020 8424 1988 (ext 7534), E-mail: Tushar.patel@harrow.gov.uk

Background Papers:

TARSAP Reports on Pinner Road CPZ dated 8 February 2012 and 20 September 2011