

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

Date of Meeting: 5 February 2014

Subject: Queensbury Area Parking Review -
Public Consultation

Key Decision: No

Responsible Officer: Caroline Bruce - Corporate Director of
Environment and Enterprise

Portfolio Holder: Susan Hall – Leader and Portfolio
Holder for Community Safety and
Environment

Exempt: No

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

Enclosures:**Appendix A**

Queensbury Area Parking Review -
Public Consultation Document

Appendix B

Consultation responses listed by road
and questions

Appendix C

Copy of pro forma Reynolds Drive
resident letter

Appendix D

Copy of Reynolds Drive resident
petition

Appendix E

Map of Proposed CPZ

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the wider Queensbury area in October/November 2013 to consider the introduction of parking controls in the area. The report asks the Panel to recommend a number changes to the Portfolio Holder for Community Safety and Environment to proceed with statutory consultation.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Community Safety and Environment that the following roads and measures be considered for statutory consultation. That:

- (a) Charlton Road – (west side odd numbers) - double yellow line, no parking at any time, be installed from Queensbury Circle to approximately 15 metres south of Moorhouse Road including the island gaps to the service road;
- (b) Charlton Road – (west side odd numbers) - single yellow line operational Monday to Saturday 8am to 6:30pm be installed from Moorhouse Road to Court Close
- (c) Charlton Road – (east side even numbers) single yellow line operational Monday to Saturday 8am to 6:30pm be installed from Queensbury Roundabout to the property boundary of #232/234;
- (d) Everton Drive – a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8am - Midnight;
- (e) Honeypot Lane – (no..206 to no. 302 and no. 219 to no. 339) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8am - Midnight in conjunction with Everton Drive;

- (f) Honeypot Lane – (the north-eastern slip road, fronting no. 180 to no. 302) – double yellow line, no parking at any time, be installed at the entry points of the slip road off the main Honeypot Lane carriageway;
- (g) Honeypot Lane – (the north-eastern slip road, fronting no. 180 to no. 204) – northeast side install Pay and Display parking bays operating Monday to Saturday 8am to 6:30pm with the tariff of £0.10 per 20 minutes and on southwest side install single yellow line operating Monday to Sunday 8am – midnight;
- (h) Lawrence Crescent – a new Controlled Parking Zone (CPZ) be created operating Monday to Friday 11am – 12 noon be installed;
- (i) Malvern Gardens – (Honeypot Lane to no. 93 and no. 112) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8am – Midnight in conjunction with Everton Drive;
- (j) Mary Close and Ruth Close – single yellow line operational Monday to Friday 3pm to 4pm including slip road from Honeypot Lane;
- (k) Mary Close and Ruth Close – (slip road from Honeypot Lane) double yellow line, no parking at any time, be installed 15 metres either side of the vehicle entrance to playing fields.
- (l) Millais Gardens – a new Controlled Parking Zone (CPZ) be created operating Monday to Friday 11am – 12 noon be installed;
- (m) Mollison Way – (east of Constable Gardens) – extend existing double yellow lines both sides of road approximately 8 metres;
- (n) Mollison Way – (east of Constable Gardens, north side even numbers) – single yellow line operational Monday to Saturday 8am to 6:30pm be installed from end of double yellow lines to the property boundary of nos. 74/76;
- (o) Mollison Way – (east of Constable Gardens, south side odd numbers) – single yellow line operational Monday to Friday 11am – 12 noon be installed from end of double yellow lines to the property boundary of nos. 31/33;
- (p) Mollison Way – (north and south shopping parades) – install Pay and Display Monday to Saturday 9am – 6:30pm with the tariff of £0.10 per 20 minutes;
- (q) Mollison Way – (Turner Road to Cotman Gardens) – to note the installation of parking inset parking bays and waiting in accordance with the Mollison Way Bus Route Improvement Scheme which is separate from this parking review;
- (r) Moorhouse Road – (both sides including across service road entrance) double yellow line, no parking at any time, be installed from Charlton Road to approximately 18 metres into Moorhouse Road;
- (s) Reynolds Drive – (Turner Road to no. 80 and no. 71) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday at any time.
- (t) Turner Road – (Borough boundary to roundabout, southwest side odd numbers) – double yellow lines from borough boundary to northwest side of driveway of no. 1 Turner Road;
- (u) Turner Road – (Borough boundary to roundabout, southwest side odd numbers) – single yellow line operational Monday to Saturday 8am to 6:30pm be installed from double yellow lines detailed above to existing double yellow line at roundabout;
- (v) Turner Road – (Borough boundary to roundabout, northeast side, even numbers) - single yellow line operational Monday to Friday 11am – 12

- noon be installed from borough boundary to existing double yellow line at roundabout;
- (w) Turner Road – (south-western side of roundabout) - single yellow line operational Monday to Friday 11am – 12 noon be installed around southwest side of roundabout between existing double yellow lines;
 - (x) Turner Road – (roundabout to Camrose Avenue) - a new Controlled Parking Zone (CPZ) be created operating Monday to Friday 11am - 12 noon and 3pm – 4pm and Saturday - Sunday 11am - 12 noon;
 - (y) Winchester Road - (Honeypt Lane to no. 40 and no. 41) - a new Controlled Parking Zone (CPZ) be created operating Monday to Sunday 8am – Midnight in conjunction with Everton Drive;
 - (z) Winchester Road – (northwest side even numbers) – single yellow line operational Monday to Sunday 8am – midnight from no. 40 to Malvern Gardens;
 - (aa) Introduce “at any time” waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths throughout the consultation area.

Reason: (For recommendation)

To regulate parking in the wider Queensbury area as detailed in the report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

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 wider Queensbury area are being addressed in order to support local residents’ and businesses’ concerns about parking.

Options considered

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses. A range of options were presented during the public consultation for the consultees to accept or reject and to provide further comment on if necessary.
- 2.3 It should be noted that there is a wide range of opinion in the consultation area, and indeed within some roads, and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 The London Borough of Brent (LBB) installed a Controlled Parking Zone (CPZ) around the Queensbury Underground Station some years ago, which is operational

Monday to Saturday 10am to 3pm. This displaced commuter parking into the residential roads of London Borough of Harrow (LBH). Nearby Harrow residents have been experiencing parking problems ever since and have contacted the council to request something is done to address this.

- 2.5 Other parking issues have been raised in the past and reported to previous TARSAP meetings for other locations including some roads southwest of Honeypot Lane. It was therefore more efficient to include these roads within a wider Queensbury area review at this time.
- 2.6 Existing parking controls in Reynolds Drive that were installed approximately 10 years ago. At the time the residents were given the opportunity to have a parking bay across their property or have double yellow lines. As a result there is a mixture of parking bays and yellow lines along the road. However, this arrangement is creating problems in some locations and needs to be reviewed.

Public consultation

- 2.7 The public consultation to review parking in the wider Queensbury area took place during late October / early November 2013. Three public drop-in sessions were also conducted on various days and times to allow any interested party to come and speak with council officers. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public website and public consultation documents were hand delivered to 3079 properties within the consultation area.
- 2.8 All the responses received were analysed and where the majority of responses indicated support for the proposed measures these are recommended to be taken forward to the statutory consultation phase. Where measures that may not necessarily be supported by the residents have greater benefits to the local community on safety and public amenity grounds then these have also been recommended to proceed.

Responses

- 2.9 Of the 3079 properties consulted 540 responses were received by questionnaire, letter or email. This represented an overall response rate of 17.5% and is consistent with the expected response rate for this type of consultation. It should be noted that there were some roads that had a much higher individual response rate.
- 2.10 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**. It should be noted that the totals may not tally as expected due to respondents completing more than the required number of responses on the questionnaire.
- 2.11 During March 2013 the council received 20 pro forma letters from addresses in the central and western end of Reynolds Drive which started as follows:

“In Reynolds Drive we have an ongoing problem with the commuter and non resident’s parking. Because of the present parking boxes anyone can park across our driveways which prevents us from either entering or driving out of our properties.”

Each of these letters was responded to in April stating that a review of the parking in the Queensbury area was going to be undertaken and it had been approved at TARSAP in February 2013 and ratified by the Portfolio Holder. A copy of the pro forma letter is attached as **Appendix C**.

- 2.12 In addition, a petition was received from the 17 properties at the eastern end of Reynolds Drive. This petition explains: “We, the residence of **Reynolds Drive, do not** wish for an enforcement of a controlled Parking Zone; Pay & Display or Single Yellow Lines.” The petition has been included in the processing of the results for this consultation. A copy of the front page of the petition is attached as **Appendix D**.
- 2.13 As mentioned in the consultation leaflet we would include the installation of double yellow lines at all junctions, bends and narrowings. This is in accordance with the well established rules in the Highway Code and to improve and maintain emergency and service vehicle access.
- 2.14 A meeting was held with the ward councillors, in accordance with standard practice, to discuss the distribution of responses and the detailed responses. This information is not reproduced in this report for data protection reasons
- 2.15 Quality assurance checks have been carried out on the responses received and a complete copy is available for members to review in the member’s library.

Analysis of results

- 2.16 Summarised information is provided on a road by road basis in this section of the report.

Charlton Road

Charlton Road results	Number
Number consulted	141
Number responses	35
Do you experience parking problems - No	4
Do you experience parking problems - Yes	28
If Yes – what measures would you support – Do nothing	2
If Yes – what measures would you support – Pay & Display	4
If Yes – what measures would you support – Permit Bays (CPZ)	7
If Yes – what measures would you support – Single Yellow Lines	20

- 2.17 The results indicate that parking problems are experienced and that single yellow lines are preferred as a solution.
- 2.18 This road joins the Queensbury roundabout and is the only arm of the junction without any waiting restrictions and so there is a need to control the congestion that can occur in this location due to the obstruction caused by parked vehicles. It is therefore proposed to install double yellow lines on the west side (odd numbers) from Queensbury Circle to approximately 15 metres south of Moorhouse Road, to control parking. This will also incorporate the gaps to and from the service road.
- 2.19 In addition a single yellow line from Moorhouse Road to Court Close on the west side (odd numbers) will be installed operational Monday to Saturday 8am to 6:30pm

This will reduce congestion and was suggested by a number of residents who requested a double yellow line on this side of the road. Officers reviewed the request and considered a single yellow line to be sufficient in this location.

- 2.20 A single yellow line from the Queensbury roundabout to the property boundary of nos. 232/234 Charlton Road will be installed on the east side (even numbers) operational Monday to Saturday 8am to 6:30pm . This will remove inconsiderate parking occurring on the exit of the roundabout and will reduce congestion at this location.
- 2.21 In Moorhouse Road double yellow lines will be installed on both sides of the road, including across the service road from Charlton Road to approximately 18 metres from Charlton Road. This is to improve access to and from Moorhouse Road, Charlton Road and the service road.

Everton Drive

Everton Drive results	Number
Number consulted	150
Number responses	12
Do you experience parking problems - No	5
Do you experience parking problems - Yes	7
If Yes – what measures would you support – Do nothing	5
If Yes – what measures would you support – Pay & Display	2
If Yes – what measures would you support – Permit Bays (CPZ)	5
If Yes – what measures would you support – Single Yellow Lines	2

- 2.22 In the table of results out of those had responded 'Do nothing', four had already indicated that they do not experience parking problems in the road. Therefore discounting these responses the majority of those that did experience problems wanted resident permit bays (CPZ) installed in the road. It should be noted that there were other comments saying that there is not enough parking in the road and a CPZ would make it worse.
- 2.23 A new CPZ zone will be installed in Everton Drive operating Monday to Sunday 8am to midnight. A respondent suggested that local public house / restaurant patrons were causing parking problems for local residents particularly in the evenings and that any restrictions should operate until midnight. This comment about the restaurant patrons has also been made by other residents living in Honeypot Lane, Malvern Gardens and Winchester Road.
- 2.24 A number of respondents suggested that there should be double yellow lines at the entrance of Everton Drive due to parking problems at this location. There are currently existing double yellow lines for 23 metres from the junction into Everton Drive. These could be extended to the first junction of Everton Drive on the northwest side and will be considered in the CPZ design or independently if the CPZ does not progress.

Honeypot Lane

Honeypot Lane results	Number
Number consulted	186
Number responses	13
Do you experience parking problems - No	1
Do you experience parking problems - Yes	11
If Yes – what measures would you support – Do nothing	3
If Yes – what measures would you support – Pay & Display	3
If Yes – what measures would you support – Permit Bays (CPZ)	8
If Yes – what measures would you support – Single Yellow Lines	1

- 2.25 The results indicate that parking problems are experienced and that permit bays are preferred as a solution.
- 2.26 A new CPZ zone will be created in Honeypot Lane operating Monday to Sunday 8am to midnight in conjunction with Everton Drive. The properties to be included are, even numbers, no. 206 to no. 302 and, odd numbers, no. 219 to no. 339.
- 2.27 In addition to this 4 Pay & Display bays will be ,located in front of the small parade of shops (no. 180 to no. 302), operating Monday to Saturday 8am to 6:30pm with a tariff of £0.10 per 20 minutes to allow availability for short term parking for visitors to the shops whilst removing the long term parking.
- 2.28 Opposite this location on the service road island a single yellow line be installed operating Monday to Sunday 8am to midnight in conjunction with Everton Drive and Honeypot Lane CPZ.

Lawrence Crescent

Lawrence Crescent results	Number
Number consulted	52
Number responses	8
Do you experience parking problems - No	3
Do you experience parking problems - Yes	5
If Yes – what measures would you support – Do nothing	3
If Yes – what measures would you support – Pay & Display	0
If Yes – what measures would you support – Permit Bays (CPZ)	2
If Yes – what measures would you support – Single Yellow Lines	1

- 2.29 The results indicate that parking problems are experienced, that permit bays are preferred as a solution as well as preference for operating times in the morning on week days. A new CPZ zone will be created in Lawrence Crescent operating Monday to Friday, 11am to 12 noon.
- 2.30 There was a suggestion by two residents to make the road one way, one from the resident that suggested this if their request for a single yellow line was not progressed. This option is not necessarily viable but will be assessed under a different work programme.

Malvern Gardens

Malvern Gardens results	Number
Number consulted	161
Number responses	55
Do you experience parking problems - No	32
Do you experience parking problems - Yes	22
If Yes – what measures would you support – Do nothing	20
If Yes – what measures would you support – Pay & Display	3
If Yes – what measures would you support – Permit Bays (CPZ)	13
If Yes – what measures would you support – Single Yellow Lines	10

- 2.31 There was a clear divide in the responses from Malvern Gardens based on the location of responses with those closest to Honeypot Lane experiencing problems and the more southern properties saying they did not experience problems. As mentioned above for Everton Drive there were comments made about the patrons of the local restaurant causing parking problems in the evenings.
- 2.32 A new CPZ zone will be created in a section of Malvern Gardens, from Honeypot Lane to no. 93 (odd numbers side) and no. 112 (even numbers side), Monday to Sunday 8am to midnight. This will operate in conjunction with the proposed CPZ in Everton Drive and Honeypot Lane.

Mary Close and Ruth Close Drive

Mary Close and Ruth Close results	Number
Number consulted	78
Number responses	7
Do you experience parking problems - No	4
Do you experience parking problems - Yes	3
If Yes – what measures would you support – Do nothing	2
If Yes – what measures would you support – Pay & Display	1
If Yes – what measures would you support – Permit Bays (CPZ)	1
If Yes – what measures would you support – Single Yellow Lines	2

- 2.33 Overall the respondents showed that there was no parking problem in these roads. Although there were comments relating to the parking in the turning head in Ruth Close and the service road in front of the playing fields.
- 2.34 There is evidence of long stay parking in this location that does have an affect on the refuse collection. Introducing a single yellow line in the road, including the service road from Honeypot Lane, operating Monday to Friday, 3pm to 4pm would be an alternative to introducing a CPZ which would remove this parking during the working week. This would not affect any evening or weekend activities that may take place on the playing fields.
- 2.35 A double yellow line will be installed 15 metres either side of the vehicle entrance to the playing fields to ensure service and emergency vehicle access is maintained.
- 2.36 A response was also received from the management agent for the properties in Mary Close and Ruth Close saying that there are parking problems in these roads and residents are having problems finding parking space due to commuters.

Although the management company do provide limited private parking within the estate, it would appear that this level of parking is totally inadequate for the number of residents they have and the number of vehicles these residents own. Removing some of this commuter parking with the single yellow line as detailed above this may ease the situation for residents of the private properties that choose to park on the public highway.

Millais Gardens

Millais Gardens results	Number
Number consulted	42
Number responses	5
Do you experience parking problems - No	2
Do you experience parking problems - Yes	3
If Yes – what measures would you support – Do nothing	0
If Yes – what measures would you support – Pay & Display	0
If Yes – what measures would you support – Permit Bays (CPZ)	3
If Yes – what measures would you support – Single Yellow Lines	1

2.37 The results indicate that parking problems are experienced, that permit bays are preferred as a solution as well as preference for operating times in the morning on week days. A new CPZ zone will be created in Millais Gardens Monday to Friday, 11am to 12 noon.

2.38 There was a suggestion by one resident to make the road one way. Another resident said the road was used as a cut through to avoid Mollison Way and suggested the speed limit should be 20mph. These options will be assessed as a part of another work programme.

Mollison Way

Mollison Way results	Number
Number consulted	224
Number responses	55
Do you experience parking problems - No	29
Do you experience parking problems - Yes	26
If Yes – what measures would you support – Do nothing	17
If Yes – what measures would you support – Pay & Display	7
If Yes – what measures would you support – Permit Bays (CPZ)	21
If Yes – what measures would you support – Single Yellow Lines	11

2.39 Mollison Way, in the sections outside of the main shopping parades, does suffer parking problems that cause congestion and delays to the bus services in the area. As a part of the council's transport programme of works a separate scheme is being progressed in this financial year to address this issue. Residents living between Turner Road and Cotman Gardens have received consultation documents on a proposal for installing lay-by style parking bays along the road to reposition parked vehicles away from the main carriageway. This will provide more space for vehicles to pass and improve bus services and also benefit the emergency services response times in the area. A separate report is being presented to the Portfolio

Holder for Community Safety and Environment with the recommendations from that consultation.

- 2.40 Although the Mollison Way Bus Route Improvement Scheme was carried out at the same time as the Queensbury Area Parking Review these schemes are dealing with two distinctly different issues. The parking review is addressing parking control issues holistically over a wider area in direct response to previous requests and correspondence from residents previously reported to the panel over several years.
- 2.41 The Mollison Way bus improvement is dealing with the positioning of parking relative to this road where the obstruction of through traffic occurs and seeks to address the situation by repositioning bays rather than introducing restrictions. This scheme will have to take account of the parking review but both schemes will be developed to complement each other..
- 2.42 In these sections of Mollison Way the majority indicated that they don't experience parking problems although 13 of those that said they did have parking problems preferred a CPZ. As such no measures are being proposed at this time in relation to the parking review. This may change if the Mollison Way bus improvement does not progress.
- 2.43 In Mollison Way to the east of Constable Gardens, there was support for a CPZ or single yellow lines mainly from properties nearest Constable Gardens. However, various site visits by officers have identified that the immediate area east of Constable Gardens does suffer significant parking on both sides of the road thus causing congestion and delays to the bus services in the area. A possible extension of the lay-by style parking bays may be considered in the future and will be assessed under a different work programme.
- 2.44 Due to the existing congestion issues it is proposed to extend the existing double yellow lines by 8 metres on both sides of the road. A single yellow line will also be installed from end of the double yellow lines to no. 74 (even numbers side) and no. 31 (odd numbers side).

Mollison Way – North and South Parades

Mollison Way – North and South Parades results	Number
Number consulted	148
Number responses	14
Do you experience parking problems - No	8
Do you experience parking problems - Yes	6
If Yes – what measures would you support – Do nothing	1
If Yes – what measures would you support – Pay & Display	1
If Yes – what measures would you support – Permit Bays (CPZ)	6
If Yes – what measures would you support – Single Yellow Lines	0

- 2.45 There was a very poor response from the north and south parades with a response rate of 14% and 6% respectively and an overall majority indicating that they do not have any parking problems. Some businesses indicated that charging for parking would put them out of business in these hard economic times. However various site visits by officers indicate that the parades outside the shops suffer from long term

parking, thus reducing the availability of short stay parking for customers to the shops. It is unclear whether this parking occurs due to local workers, residents or commuters using the bus services.

- 2.46 In order to improve the turn over of vehicles and encourage more visitors to the shops it is proposed that Pay & Display parking be installed along both service roads Monday to Friday, 8am to 6:30pm with the tariff of £0.10 per 20 minutes. The other parking areas located at the ends of the parades where the 'old roundabouts' were located will remain as free parking to accommodate staff that may be working at the shops.

Reynolds Drive

Reynolds Drive results	Number
Number consulted	154
Number responses	42
Do you experience parking problems - No	26
Do you experience parking problems - Yes	16
If Yes – what measures would you support – Do nothing	13
If Yes – what measures would you support – Pay & Display	3
If Yes – what measures would you support – Permit Bays (CPZ)	11
If Yes – what measures would you support – Single Yellow Lines	5

- 2.47 There is a clear split in the responses from Reynolds drive with those living closer to Turner Road, and therefore Queensbury Station, indicating that they have a parking problem and those at the other end, closer to Waltham Road, indicating that they do not have any parking problems..
- 2.48 As mentioned previously in the Responses section of this report pro forma letters were received from 20 residents near Turner Road saying that they were experiencing parking problem due to the layout of the existing footway parking bays. A small petition was also received from 17 residents from the other end of the road saying they did not have any parking problems. This accords with the indications from the consultation responses.
- 2.49 Reynolds Drive is narrow road but does benefit from having a rear service road that runs behind all the properties. However, this is rarely used by the residents as the vast majority of properties have converted the front of the property to have hard standings to accommodate one or more vehicles.
- 2.50 There is a demand from residents to be able to park additional vehicles on the road but due to the narrowness of the road the only way this can be accommodated is by allowing footway parking so that vehicles do not obstruct through traffic. As part of a previous scheme, marked parking bays were installed along the length of Reynolds Drive, however, due to the number of driveways in the road the majority of these parking bays have been marked across driveways and therefore can cause obstruction to accesses.
- 2.51 A number of residents have previously contacted the council and the Police to have non resident vehicles parking in these bays removed, however, because the bays are marked across driveways the parking is legitimate and no enforcement can take place. This leaves the residents either blocked in their drive or unable to access

their property and has led to the Police being called out to deal with instances of anti social behaviour and wilful damage to property.

- 2.52 The only way this situation can be improved is by installing a CPZ and allowing only permit holders to park in the footway parking bays including those across driveways. This can only be achieved by using operational times of 24 hours a day, 7 days a week in order to remove all non resident parking in the bays. This will then allow the residents and their visitors (with permits) to park in the parking bays and any issues concerning parking across driveways could be resolved between neighbours. Permits will need to be purchased and displayed by all those that chose to park their vehicles on the road in the marked parking bays.
- 2.53 Due to the split in the responses the proposed CPZ will operate in the section of Reynold Drive between Turner Road and the service access roads between no. 69 and no.71 and between no. 78 and no. 80.

Turner Road

Turner Road results	Number
Number consulted	176
Number responses	34
Do you experience parking problems - No	9
Do you experience parking problems - Yes	25
If Yes – what measures would you support – Do nothing	10
If Yes – what measures would you support – Pay & Display	4
If Yes – what measures would you support – Permit Bays (CPZ)	13
If Yes – what measures would you support – Single Yellow Lines	12

- 2.54 In the section of Turner Road between the borough boundary and the roundabout at Reynolds Drive there were 4 responses. These were split with 2 responses indicating no parking problems and 2 indicating problems with the amount of commuter parking. Site visits by officers have established that this parking does cause congestion and because it is a busy bus route and emergency service access route parking controls will be required.
- 2.55 On the south-western side (odd numbers) a double yellow line operational at any time will be installed from the borough boundary to no. 1 Turner Road. On the rest of the south-western side a single yellow line operational Monday to Saturday, 8am to 6:30pm be installed. On the north-eastern side (even numbers) a single yellow line operational Monday to Friday 11am to 12 noon will be installed.
- 2.56 On the south-western side of the roundabout at Reynolds Drive, a single yellow line operational Monday to Friday 11am to 12 noon will be installed.
- 2.57 In the section of Turner Road between the roundabout at Reynolds Drive to Camrose Ave a new CPZ zone will be created operating Monday to Friday, 11am to 12 noon and 3pm – 4pm and Saturday / Sunday, 11am to 12noon. Those that indicated they would like a CPZ also indicated that they would like weekend controls as well as weekday controls.

Winchester Road

Winchester Road results	Number
Number consulted	87
Number responses	26
Do you experience parking problems - No	9
Do you experience parking problems - Yes	17
If Yes – what measures would you support – Do nothing	6
If Yes – what measures would you support – Pay & Display	3
If Yes – what measures would you support – Permit Bays (CPZ)	10
If Yes – what measures would you support – Single Yellow Lines	10

- 2.58 There is a clear split in the responses from Winchester Road with those closer to Honeypot Lane indicating that they have a parking problem and those closer to Malvern Gardens Road indicating that they do not have any parking problems.
- 2.59 Those respondents living closer to Honeypot Lane expressed a preference for CPZ or single yellow lines. It is felt that a single yellow line is more restrictive for the residents as it means that no-one, including residents, would be permitted to park during the hours of control. A CPZ would provide permit bays and allow residents the opportunity to purchase resident and/or visitor permits and park during the controlled hours.
- 2.60 Therefore, a new CPZ zone will be created in Winchester Road, from Honeypot Lane to no. 41 (odd numbers) and no. 40 (even numbers) operating Monday to Sunday, 8am to midnight. This will operate in conjunction with the proposed CPZ in Everton Drive, Honeypot Lane and Malvern Gardens.

Legal implications

- 2.61 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Statutory consultation is the legal part of the process required before parking controls can be implemented and the Council must follow the statutory consultations procedures under the Road Traffic Regulation Act 1984 (RTRA) and The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 (LATO)
- 2.62 The principal traffic and management powers given to local authorities are contained in the RTRA and traffic regulation orders made by the Council are governed mainly under the RTRA and LATO
- 2.63 Under the LATO it is included that the Council is required to publish notice of its proposals to make a traffic regulation order in the London Gazette and to take such other steps as they consider appropriate for ensuring adequate publicity about the order is given to persons likely to be affected. CPZ`s are defined in Section 4 of the Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.64 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2013/14. A sub allocation of £50k

for the development of the Queensbury parking review which was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder.

- 2.65 The cost of the final scheme will be dependant on the results of the planned statutory consultation and a funding allocation to complete the scheme in 2014/15 will be considered as a part of the annual parking programme review report which is on the agenda of this meeting.

Risk Management Implications

- 2.66 Risk included on Directorate risk register? No.
- 2.67 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway and this would include all aspects of the proposals included in this report.

Equalities implications

- 2.68 Was an Equality Impact Assessment carried out? Yes.
- 2.69 A review of equality issues was undertaken and 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
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 are particularly sensitive.

- 2.70 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 with the data available from the most recent census.

Corporate Priorities

2.71 The parking scheme detailed in the report accords with our wider corporate priorities as follows: cleaner, safer, fairer.

Corporate priority	Impact
Cleaner, Safer	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. Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.
Fairer	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. The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.72 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

Name: Ann Begley	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16/01/14		
Name: Ian Goldsmith	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/01/14		

Section 4 - Contact Details and Background Papers

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

Background Papers:

Mollison Way Bus Route Improvement Scheme leaflet