

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

Date of Meeting:	15 July 2014
Subject:	Canons Park Area Follow Up Parking Review - Public Consultation
Key Decision:	No
Responsible Officer:	Caroline Bruce - Corporate Director of Environment and Enterprise
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Enclosures:	Appendix A – Consultation documents Appendix B – Consultation tabulated results on a road by road basis. Appendix C – Recommendation plans

Section 1 – Summary and Recommendations

This report details the results of a public consultation carried out to review parking and congestion issues in the Canons Park area. The report requests the Panel recommend the proposed amendments of controls and new measures to the Portfolio Holder for Environment, Crime and Community Safety and to proceed with a statutory consultation.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment, Crime and Community Safety that a Statutory Consultation is undertaken for the introduction of the following measures:

- (a) Peters Close - (Plan 1 in Appendix C) Double yellow lines on the bends at the eastern and western end of the carriageway.
- (b) Howberry Road - (Plan 1 in Appendix C) Single yellow lines on both sides of the carriageway in uncontrolled sections between properties 69a to 101, operational Monday to Friday, 2-3pm.
- (c) Howberry Road - (Plan 1 in Appendix C) Double yellow lines on the eastern side of the carriageway, 10m south of the junction of Cheyneys Avenue up to 122 Howberry Road.
- (d) Cheyneys Avenue - (Plan 1 in Appendix C) Single yellow lines on both sides of the carriageway in uncontrolled sections between 106 Cheyneys Avenue and the junction of Howberry Road, operational Monday to Friday, 2-3pm.
- (e) Cheyneys Avenue - (Plan 1 in Appendix C) Double yellow lines on the outside of the bend opposite 117 Cheyneys Avenue.
- (f) Wychwood Avenue - (Plan 1 in Appendix C) Single yellow lines on both sides of the carriageway in uncontrolled sections between the junction with Howberry Road and 15/16 Wychwood Avenue, operational Monday to Friday, 2-3pm.
- (g) Howberry Road - (Plan 2 in Appendix C) Double yellow lines on the western side of the carriageway from 1 Howberry Road to the existing double yellow lines at the junction with Whitchurch Lane.
- (h) Station Parade - (Plan 2 in Appendix C) Permit Holder bays on the Whitchurch Lane side of the service road. Proposed Pay & Display Bays and Disabled Bay on the shop side of the Service Road. Operational Monday to Saturday 8am-6:30pm with a maximum stay of 4 hours for Pay & Display.

- (i) Donnefield Avenue - (Plan 2 in Appendix C) Proposed joint Permit Holders bays and Pay & Display bays on western side of carriageway between the junction with Whitchurch Lane and 36 Canons Park Close. Operational Monday to Saturday 8am-6:30pm with a maximum stay of 4 hours for Pay & Display.
- (j) Bromefield - (Plan 3 in Appendix C) Single yellow lines on both sides of the carriageway on uncontrolled sections between property numbers 30 to 46, operational Monday to Friday, 2-3pm.
- (k) Home Mead - (Plan 3 in Appendix C) Single yellow lines on both sides of the carriageway on uncontrolled sections between the junction with Bromefield and 22 Home Mead, operational Monday to Friday, 2-3pm.
- (l) Bush Grove - (Plan 3 in Appendix C) Single yellow lines on both sides of the carriageway on uncontrolled sections between property numbers 19 to 33, operational Monday to Friday, 2-3pm.
- (m) Honeypot Lane Shopping Parade – (Plan 3 in Appendix C) Dual use Permit Holders bays and Pay & Display bays on Western Side of the service road fronting the shops, operational Monday to Friday, 8am to 6:30pm with a maximum stay of 2 hours for Pay & Display bays. Existing Disabled Bay to remain.
- (n) Wemborough Road – (Plan 3 in Appendix C) Single yellow lines on both sides of the carriageway on uncontrolled sections between the junction with Honeypot Lane to the roundabout at St Andrews Drive, operational Monday to Friday, 2-3pm.
- (o) Buckingham Gardens - (Plan 4 in Appendix C) Single yellow lines on all uncontrolled sections of carriageway, operational Monday to Friday, 2-3pm.
- (p) Buckingham Road - (Plan 4 in Appendix C) Double yellow lines 10m from entrance to private car parks on northern side of the carriageway, opposite properties 102 and 120 Buckingham Road.
- (q) Dalkeith Grove - (Plan 5 in Appendix C) Sections of single yellow lines between 36 and 86 Dalkeith Grove on alternating sides of the carriageway, operational Monday to Friday, 8:30 to 4:30.
- (r) Dalkeith Grove - (Plan 5 in Appendix C) ‘School Keep Clear’ markings outside 86 Dalkeith Grove on the northern side of the carriageway and between 21 and 25a Dalkeith grove on the southern side of the carriageway, operational Monday to Friday, 8:30 to 4:30.

- (s) Dovercourt Gardens - (Plan 5 in Appendix C) Extension of Stanmore CPZ Zone H on both sides to the junction of Heronslea Drive. Operational Monday to Saturday, 10-11am and 3-4pm.
- (t) Heronslea Drive - (Plan 5 in Appendix C) Extension of existing Stanmore CPZ to include all of Heronslea Drive. Operational Monday to Saturday, 10-11am and 3-4pm

Reason: (For recommendation)

To regulate parking in the Canons Park area as detailed in the report. The measures are in response to residents requests to address parking problems in their area to maintain road safety and accessibility for vehicular traffic.

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 transport issues reported to the Council. This report sets out how parking issues raised by residents in Canons Park are being addressed by an area wide parking review.

Options considered

- 2.2. A stakeholder meeting was held in February prior to the public consultation with councilors to review the scope and objectives of the public consultation proposed. The consultation material was developed based on the feedback from the meeting.
- 2.3. A public consultation exercise was undertaken to establish the geographic extent that residents considered parking to be a problem. It also measured support for controlled parking or other parking restrictions in the area. The consultation questionnaire provided an option for residents to consider as well as an opportunity to provide comments. These have been assessed and are presented in this report for consideration.
- 2.4. It should be noted that there is a wide range of opinions within the consultation area on a road by road basis. Whilst it is not possible to act on every individual comment the majority view is reflected in the recommendations made in this report.

Background

- 2.5. At the February 2013 Panel meeting it was agreed to include the review of the Canons Park area scheme in the 2013/14 Parking Management programme of work for investigation and consultation. Schemes are included in the programme based on a borough wide review of public requests for parking schemes and an assessment of the severity of the problems based on agreed criteria and their respective priorities.
- 2.6. The original measures were introduced in the Canons Park Area to improve parking problems experienced from local development and increased commuter parking around Canons Park station. Although these measures have largely been successful, the inevitable change in parking behaviour has highlighted further areas where problems have arisen.
- 2.7. The review focused on 5 key areas where residents had raised concerns.
- 2.8. Two of the areas consist solely of residential properties and suffer predominantly from displaced commuter parking. Area 1 includes Howberry Road and the surrounding streets, Area 2 includes Buckingham Road and surrounding streets.
- 2.9. Areas 3 and 4 consist of both residential properties and local businesses. These include the immediate area surrounding Canons Park Station which suffers from limited short term parking availability and the north eastern end of Bromefield and Honeypot Lane Shopping Parade which suffers from displaced commuters and limited parking availability during control hours.
- 2.10. Area 5 includes Dalkeith Grove and the surrounding roads. This is predominantly a residential street which has four accesses to two large schools, Ayleward Primary School immediately to the north and North London Collegiate School to the south. During school drop off and collection times Dalkeith Grove suffers from severe congestion and irrational driver behaviour due to the volume of traffic. Pangbourne Drive, Dovercourt Gardens and Heronslea Drive suffer from displaced parking from Stanmore CPZ Zone H.
- 2.11. The consultation area was determined by undertaking surveys and site observations but was finalised at a stakeholders meeting held in February. This meeting also helped refine the general consultation format and questionnaire to reflect local circumstances and feedback from community representatives.

Public consultation

- 2.12. The public consultation for the review was undertaken between 24th March and 14th April. A copy of the consultation document and questionnaire can be seen in Appendix A. The consultation documents were hand delivered to approximately one thousand six hundred properties within the consultation area and were also made available on the Harrow Council public website to enable online responses.
- 2.13. The responses were either received by post or on line and were analysed on a road by road and part road basis to ascertain where a majority indicated parking problems and where localised support within road sections was demonstrated.
- 2.14. The consultation area selected at the stakeholder meeting was intentionally set to a wider area than that where specific parking problems were observed so that

residents could determine the extent of any proposed measures without any limitations.

- 2.15. As a part of area based schemes such as these “at any time” waiting restrictions (double yellow lines) are also proposed for safety and access reasons within the area and are recommended separately from the outcome of the parking review. This is because these restrictions are intended to reinforce the requirements of the highway code which set out where vehicles should not park (e.g. at junctions) to prevent obstruction and improve road safety.

Responses

- 2.16. Approximately 1,600 properties within the 5 consultation areas received a consultation document. There were 581 responses received either by post or online. Some of these included addresses outside the consultation area, duplicate responses from the same address or did not specify an address and these have been excluded leaving 562 valid responses. This represents an overall response rate of 35% and is consistent with the expected response rate for this type of consultation.
- 2.17. A tabulated summary of results to the consultation questionnaire is provided on a road by road basis in **Appendix B**. There is some variation in the totals because some respondents have ticked more than one option, generally on the paper questionnaire.
- 2.18. Quality assurance checks have been carried out on the responses received and a complete copy will be made available for members to review in the member’s library.

Analysis of consultation results

- 2.19. The agreed approach to all area-wide parking consultations is first to establish where residents feel existing parking problems exist. Further questions are asked as to whether they would support proposed measures. **Appendix B** gives a full breakdown of the responses received on a road by road basis.
- 2.20. Officers met with ward members to discuss in depth the analysis of the responses and comments received.
- 2.21. The opinion of residents who responded is summarised in the 5 defined areas.

2.22. The table below details the responses received from Area 1 which includes Howberry Road and surrounding streets

Area 1 Road	Experience parking problems in your street?			Support proposed measures in your street?			Support Level
	Yes	No	No Opinion	Yes	No	No Opinion	
HOWBERRY ROAD	25	3		22	5	1	79%
PETERS CLOSE	12	5		7	5	5	41%
CHEYNEYS AVENUE	23	5		21	7		75%
WYCHWOOD AVENUE	25	17	1	19	15	8	45%
WYCHWOOD CLOSE	2	15		3	10	4	18%

Howberry Road - Northern Section

- 2.23. Single Yellow Lines - Although there was a significant overall majority support for the introduction of the one hour restrictions, Monday to Friday 2-3pm. When analysing the data there was only majority support to the south of Peters Close. Officers therefore recommend a statutory consultation is undertaken on the introduction of these controls south of Peters Close up to where the existing 1 hour controls are in operation.
- 2.24. Double Yellow Lines - Responses received raised safety concerns over poor visibility at the junction of Cheyneys Avenue and at the entrance to the park. Having reviewed these comments officers recommend the introduction of double yellow lines as detailed on Plan 1 in **Appendix C**. These controls will improve the visibility at the junction as well as keeping the entrance to the park clear.

Peters Close

- 2.25. Single Yellow Lines - There was no majority support for the introduction of single yellow line controls overall or in any particular section of the street, therefore no single yellow line controls are to be progressed
- 2.26. Double Yellow Lines - The proposed double yellow lines at either end of the close are recommended for progression to statutory consultation to ensure emergency service access and to prevent vehicles mounting the grass verge which is frequently damaged.

Cheyneys Avenue

- 2.27. Single Yellow Lines - There was a significant majority support throughout Cheyneys Avenue for the introduction of restrictions Monday to Friday, 2-3pm. Officers recommend these controls progress to Statutory Consultation as detailed on Plan 1 in **Appendix C**.
- 2.28. Double Yellow Lines - Officers recommend double yellow lines are introduced on the outside of the northern bend to improve access for emergency services and prevent vehicles mounting and damaging the footway.

Wychwood Close

- 2.29. Single Yellow Lines - There was no majority support for controls. Officers recommend that no measures progress to statutory consultation.

Wychwood Avenue

- 2.30. Single Yellow Lines - Overall there was no majority support for controls; however when analysing the responses there was an area of significant support at the southern end between the junction of Howberry Road and 15 Wychwood Avenue. Comments were also received regarding congestion in this area. Officers therefore recommend the single yellow lines, operational Monday to Friday, 2-3pm measures detailed in Plan 1 **Appendix B** progress to Statutory Consultation.
- 2.31. The table below details the responses received from Area 2, which includes Buckingham Road and the surrounding streets

Area 2 Road	Experience parking problems in your street?			Support proposed measures in your street?			Support Level
	Yes	No	No Opinion	Yes	No	No Opinion	
BUCKINGHAM ROAD	14	4		7	8	3	39%
BUCKINGHAM GARDENS	5	2		4	2	1	57%
CHANDOS CRESCENT	1				1		0%
WHITCHURCH AVENUE	6	5		5	3	3	45%
MERLIN CRESCENT	1			1			100%

Buckingham Road

- 2.32. Single Yellow Lines – There was no majority support for controls. Officers recommend no measures progress to statutory consultation.
- 2.33. Double Yellow Lines - Comments received highlighted access issues to the private car parks for properties 1-133 Buckingham Road on the northern side of the carriageway. Offices therefore recommend the introduction of double yellow lines 10m back from these entrances as detailed on Plan 2 in Appendix C.

Buckingham Gardens

- 2.34. Single Yellow Lines – Given the majority support for the introduction of controls officers recommend measures as detailed on Plan 2 in **Appendix C** progress to statutory consultation.
- 2.35.

Whitchurch Avenue

- 2.36. Single Yellow Lines – There was no majority support for measures. Officers recommend no measures progress to statutory consultation.

2.37. The table below details the responses received from Area 3, which includes the area immediately surrounding Canons Park Station.

Area 3 Road	Experience parking problems in your street?			Support proposed measures in your street?			Support Level
	Yes	No	No Opinion	Yes	No	No Opinion	
WHITCHURCH LANE (Inc. responses for DYL on southern end of Howberry Road)	20	5		11	10	4	44%
DONNEFIELD AVENUE	4	3		1	5	1	14%

Station Parade, Whitchurch Lane

2.38. Proposed separate Permit Holders bays and Pay and Display bays - Although there was no majority support for the controls from properties immediately adjacent to the proposals, further to consultation with ward members it was agreed that as the measures would look to improve the highway for the wider community and those looking to visit the shops, proposals should proceed to Statutory Consultation. This will allow for a wider consultation to take place with the general public, as well as providing further opportunity for comments and objections to be considered. Officers therefore recommend the separation and introduction of new Permit and Pay and Display bays proceed to statutory consultation as detailed on Plan 3 in **Appendix C**.

Donnefield Avenue

2.39. Although there was no majority support from residents, further to consultation with ward members it was agreed that as the proposals looked to improve the highway for the wider community, including visitors to the park and the local sports centre, measures should proceed to Statutory Consultation. Measures include new shared Pay & Display and Permit bays, operational Monday to Saturday 8am to 6:30pm as detailed on Plan 3 in **Appendix C**.

Howberry Road - Southern Section

2.40. Double Yellow Lines - Received majority support from residents. Officers recommend the double yellow lines at the entrance to the development and opposite the service road proceed based on grounds of safety by improving visibility for the residents of 293 Whitchurch Lane when accessing their communal parking area as well as access for delivery vehicles entering the service road at the rear of Station Parade shops.

2.41. The table below details the responses received from Area 4, which includes, Honeypot Lane shopping parade, Bromefield and the surrounding roads

Area 4 Road	Experience parking problems in your street?			Support proposed measures in your street?			Support Level
	Yes	No	No Opinion	Yes	No	No Opinion	
BROMEFIELD	12	28		11	11	18	28%
ST ANDREWS DRIVE	17	40	1	8	38	12	14%
WEMBOROUGH ROAD	6	3		3	5	1	33%
GYLES PARK	10	11		6	10	5	29%
HOME MEAD	3	3		3	1	2	50%
CROWSHOTT AVENUE	2	5			5	2	0%
PICKETT CROFT	2	6		1	4	3	13%
BUSH GROVE	7	18		7	10	8	28%
LYON MEADE	5	22		4	9	14	15%
HONEYPOT LANE	9	3		7	2	3	58%

Bromefield

2.42. Single Yellow Lines - Although there was no overall majority support, when analysing the responses, residents in the area adjacent to the existing one hour single yellow line restrictions did support the measures. This is due to displaced parking. Officers therefore recommend measures in the area of support progress to Statutory Consultation as detailed on Plan 4 in **Appendix B**.

St Andrews Drive

2.43. Single Yellow Lines – There was no majority support for measures. Officers recommend no measures progress to statutory consultation.

Wemborough Road

2.44. Single Yellow Lines – Comments received highlighted significant congestion experienced at the junctions with Bush Grove and Gyles Park, as well as along Wemborough Road during school collection and drop off times. Having considered the comments and discussed the concerns with ward members officers recommend that single yellow lines, operational Monday to Friday, 2-3pm proceed to statutory consultation as detailed on Plan 4 in **Appendix C**.

Gyles Park

2.45. Single Yellow Lines – There was no majority support for measures. Officers recommend no measures progress to statutory consultation.

Home Mead

2.46. Single Yellow Lines – 50% of residents support the introduction of controls, however given measures at the junction with Bromefield received significant majority support from residents it is likely that should these controls be introduced Home Mead would suffer from displaced parking. As a result officers recommend that measures as detailed on Plan 4 in **Appendix C** progress to statutory consultation.

Crowshott Avenue

- 2.47. Single Yellow Lines – There was no majority support for measures. Officers recommend no measures progress to statutory consultation.

Pickett Croft

- 2.48. Single Yellow Lines – There was no majority support for measures. Officers recommend no measures progress to statutory consultation.

Bush Grove

- 2.49. Single Yellow Lines - Although there was no overall majority support, when analysing the responses, residents in the area adjacent to the existing one hour single yellow line restrictions did support the measures. This is due to displaced parking. Officers therefore recommend measures in the area of support progress to Statutory Consultation as detailed on Plan 4 in **Appendix B**.

Lyon Mead

- 2.50. Single Yellow Lines – There was no majority support for measures. Officers recommend no measures progress to statutory consultation.

Honeypot Lane Shopping Parade

- 2.51. Proposed joint Permit Holder and Pay and Display bays - Given the majority support officers recommend the proposed measures proceed to statutory consultation as consulted on and detailed on Plan 4 in **Appendix C**.
- 2.52. The table below details the responses received from Area 5, which includes, Dalkeith Grove and the surrounding roads

Area 5 Road	Experience parking problems in your street?			Support proposed measures in your street?			Support proposed inclusion into Stanmore CPZ?		
	Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion
DALKEITH GROVE	45	13	1	17	30	3	39	19	1
DOVERCOURT GARDENS	14	3		12	4	1	10	6	1
HERONSLEA DRIVE	5	1		5		1	5		1
JESMOND WAY	5	12	1	4	8	6	6	11	1
PANGBOURNE DRIVE	10	19		10	9	10	10	19	

- 2.53. In addition to the above responses it should be noted that 62 responses were received by email, letter and in a petition from parents at the North London Collegiate school. Whilst the majority accepted there were congestion and safety concerns at school collection and drop off times it was highlighted that through traffic significantly contributed to this and should measures be introduced preventing parents from parking during school collection and drop off times then there would be no alternative in the area.

- 2.54. Responses detailed that due to the large catchment area of the school not all families are served by the coach service and those parents would therefore have to be invited into the school grounds to drop their children off. In the past this has been trialed and led to significant congestion backing out onto Dalkeith Grove, causing grid lock.

Dalkeith Grove

- 2.55. Double Yellow Lines - Residents objected to the introduction of the staggered double yellow lines due to issues only arising for relatively short periods in the morning and afternoon at school times. Having discussed this with ward members, although it was agreed that the measures would be likely to improve the congestion at peak times they would be too restrictive for residents outside these hours.
- 2.56. Inclusion within Stanmore CPZ, Zone H - Having considered and discussed the responses with ward members it was agreed that the introduction of the CPZ alone would do little to resolve the significant congestion and safety concerns that arise during school drop off and collection times. When considering the original request for a single yellow line by residents to prevent all vehicles parking in the afternoon it was felt that this too would do little to alleviate the safety concerns as well as being too punitive to parents from the school as well as other visitors to the area.
- 2.57. Having considered all responses and undertaken detailed discussions with ward members, to improve road safety officers recommend that single yellow lines operational during school hours, Monday to Friday, 8:30 to 4:30 should be proposed in locations similar to the proposed double yellow lines staggered along Dalkeith Grove. These locations are indicatively identified on Plan 5 in Appendix C however the final extent are to be determined after further investigation and will be defined in the statutory consultation documents.
- 2.58. This will ensure suitable passing places are available without impacting residents significantly outside of the problematic times.

Pangbourne Drive

- 2.59. There was no majority support for an extension of the Stanmore CPZ. Officers recommend no measures proceed to statutory consultation.

Dovercourt Gardens

- 2.60. Inclusion within Stanmore CPZ, Zone H - Overall there was no majority support for the extension, however when analysing the responses there was significant localised support to the northern end of the street. Officers therefore propose a Statutory Consultation be undertaken for the zone to be extended in this area as detailed on Plan 5 in **Appendix C**.

Heronlea Drive

- 2.61. Inclusion within Stanmore CPZ, Zone H - There was majority support from residents within this street. Officers recommend that a statutory consultation be undertaken for the zone to be extended in this area as detailed on Plan 5 in Appendix C.

Jesmond Way

- 2.62. There was no majority support for the proposals. Officers recommend that no measures proceed to Statutory Consultation.

Summary

- 2.63. TARSAP panel are recommended to take the proposals to statutory consultation which is the next stage of the scheme development process. This will provide a further opportunity to consult on the scheme and refine the proposals before a scheme is considered for implementation.
- 2.64. Subject to approval all residents living within the consultation area will be advised of the outcome of this consultation, the proposals agreed and the next steps involved in undertaking statutory consultation. The statutory consultation phase if agreed offers the opportunity for representations and objections to be made which will be reported to a future meeting of the Panel for consideration before a final decision on the scheme is made.

Legal implications

- 2.65. This report is recommending that the proposals be taken forward to a statutory consultation. Statutory consultation is 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)
- 2.66. 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 by the RTRA and LATO
- 2.67. Under the LATO 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

- 2.68. This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2014/15. A sub allocation of £30k for the implementation of the Canons Park area parking review was recommended by the Panel in February 2014 and subsequently approved by the Portfolio Holder.

- 2.69. In addition there is a £40k allocation from developer contributions (section 106 agreement) from the development of the Old Government Offices site on Honeypot Lane (now known as Fountain Park). The monies have been received by the Council and must be used within 5 years. In accordance with the legal agreement this funding will be used to treat parking issues that are within 400 metres of the site. This allocation will therefore be used in conjunction with the Harrow Capital monies to implement the recommended proposals.
- 2.70. The cost of the final scheme will be dependant on the results of the planned statutory consultation.
- 2.71. If the scheme is implemented parking income will be generated from resident / visitor permits charges, as well as from penalty charge notices for parking offences.

Risk Management Implications

- 2.72. Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.73. 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

- 2.74. Was an Equality Impact Assessment carried out? Yes.
- 2.75. 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.
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2.76. 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.

Corporate Priorities

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

Corporate priority	Impact
Making a difference for communities	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.
Making a difference for the vulnerable Making a difference for families	Parking controls 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.
Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.78. 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

_____ on behalf of the

Name: Jessie Man



Chief Financial Officer

Date: 24/06/14

Name: Ian Goldsmith



on behalf of the
Monitoring Officer

Date: 01/07/14

Ward Councillors notified:

YES

Section 4 - Contact Details and Background Papers

Contact: Elliott Hill - Project Engineer, Traffic & Parking Management
020 8424 1535

Background Papers:

Annual Parking Review Report, to this Panel February 2014

Consultation responses - copies placed in member's library