

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

Date of Meeting: 2 October 2014

Subject: Queensbury Area Parking Review -
Statutory Consultation results

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, 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

Millais Gardens (Zone Q3) – Proposed Controlled Parking Zone

Appendix D

Honeypot Lane, Everton Drive, Malvern Gardens and Winchester Road (Zone Q5) – Proposed Controlled Parking Zone

Appendix E

Turner Road – Mollison Way roundabout to Camrose Avenue (Zone Q4) – Proposed Controlled Parking Zone

Appendix F

Reynolds Drive (Zone Q1) – Proposed Controlled Parking Zone

Appendix G

Charlton Road – Proposed waiting restrictions

Appendix H

- Honeypot Lane (slip road leading to Ruth Close and Mary Close – Proposed waiting restrictions
- Turner Road - Mollison Way roundabout to Camrose Avenue (Zone Q4) Proposed Controlled Parking Zone

Appendix J

Summary of formal objections with officers comments

Appendix K

Mollison Way bus route improvement scheme plan

Appendix L

Queensbury Area Parking Review - master plan

Section 1 – Summary and Recommendations

This report provides results of the statutory consultation exercise carried out in the wider Queensbury area between 7th August and 27th August 2014 regarding the introduction of parking controls. The report seeks the Panel's recommendation to implement the controlled parking measures.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment, Crime and Community Safety the following:

- (a) That the objections to the scheme received during the statutory consultation for the following roads be overruled and the parking controls be implemented:
- Millais Gardens (Zone Q3) - new Controlled Parking Zone, Monday to Friday, 11am – 12 noon as shown at **Appendix C**
 - Honeypot Lane, Everton Drive, Malvern Gardens and Winchester Road (Zone Q5) – new Controlled Parking Zone, Monday to Sunday, 8am – Midnight as shown at **Appendix D**
 - Turner Road – Mollison Way roundabout to Camrose Avenue (Zone Q4) – new Controlled Parking Zone, Monday to Friday, 11am – 12 noon and 3pm – 4pm as shown at **Appendix E**
 - Reynolds Drive (Zone Q1) – new Controlled Parking Zone, Monday to Friday, 11am – 12 noon as shown at **Appendix F**
 - Charlton Road – (West side odd numbers) Double yellow lines from Queensbury Circle to approximately 15 metres south of Moorhouse Road including the island gaps to the service road. Single yellow line operating Monday to Saturday 8am to 6.30pm from Moorhouse Road to Court Close. (East side even numbers) Single yellow line operating Monday to Saturday 8am to 6.30pm from Queensbury Circle to the property boundary of nos. 232/234 as shown at **Appendix G**
 - Honeypot Lane – (slip road leading to Mary Close and Ruth Close) Single yellow line operating Monday to Friday 3pm to 4pm. Double yellow lines 15 metres either side of the vehicle entrance to playing fields as shown at **Appendix H**
 - Turner Road (Zone Q4) – Borough boundary to Mollison Way roundabout (Southwest side odd numbers) Double yellow lines from borough boundary to no. 1; Single yellow line operating Monday to Saturday 8am to 6.30pm from no. 1 to boundary of nos. 21/23; (Northeast side even numbers) Single yellow line operating

Monday to Friday 11am to 12 noon from borough boundary to boundary of nos. 17/19; (South-western side of roundabout) Single yellow line operating Monday to Friday 11am to 12 noon between existing double yellow lines as shown at **Appendix H**

- Double yellow lines at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area
- b) That the parking proposals in the following roads are not implemented and the objectors informed:
- Lawrence Crescent (Zone Q2)
 - Mollison Way – East of Constable Gardens
 - Mollison Way – Proposed pay and display in the north and south shopping parades
 - Winchester Road – (West side even numbers) Single yellow line operating Monday to Sunday 8am to midnight from no. 40 to Malvern Gardens
 - Mary Close and Ruth Close – Single yellow line operating Monday to Friday 3pm to 4pm

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 residents and businesses and is one of the main concerns reported to the Council regarding transport issues. This report summarises the results and outcomes of the statutory consultation exercise agreed by the panel on 5th February 2014 for roads in the Queensbury area

Options considered

- 2.2 Statutory consultation proposals were developed having taken account of previous consultations, stakeholder meetings and panel meetings involving local residents, businesses, councillors and the panel. The

options available to local people in the consultations were to support or object to the proposals developed by the council.

- 2.3 It should be noted that whilst there were a range of views received from the statutory consultation it was not possible to act on every individual comment, however, all views from responses were analysed so that recommendations could be made based on where majority support was received.

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 in the 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 (Traffic and Road Safety Advisory Panel) meetings for other locations in the area 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 There are existing parking controls in Reynolds Drive which were installed approximately 10 years ago. At that 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 has created problems in some locations as commuters occasionally park in the bays preventing residents from entering or exiting their driveways.
- 2.7 At the 5th February 2014 TARSAP meeting the panel recommended that a statutory consultation take place on the proposal for parking controls in roads where majority support had been demonstrated. Plans of the proposals can be seen at **Appendix L**. This report now summarises the results from that statutory consultation with recommendations on how to take forward those proposals.

Statutory Consultation

- 2.8 In August 2014 consultation documents were distributed to a total of 3100 properties in the original consultation area.
- 2.9 The consultation material included a questionnaire inviting them to either submit their agreement or objection to the proposals by reply paid envelope or on-line via the council's web site. A copy of the public consultation document is shown in **Appendix A**.
- 2.10 The traffic regulation order was advertised on 7th August for a 21 day period in a local newspaper as well as on street notices placed in the

affected roads during this period. The statutory consultation ended on the 27th August 2014

Statutory Consultation results

- 2.11 During the statutory consultation period, officers received a total of 423 responses of which 208 were statutory objections. This represents a 14 % response rate in relation to the 3100 properties in the area where leaflets were distributed.
- 2.12 Independent quality assurance checks have been carried out on the responses received and a complete copy of all responses is available for members to review in the member's library. A tabulated summary of the responses from questionnaires can be seen in **Appendix B** and a summary of the formal objections together with officers comments can be found in **Appendix J**. Of the 208 statutory objections received, 3 were from outside the consultation area.
- 2.13 Following an analysis of the responses, the most common reasons for objection are summarised below:
- The cost of residents and visitors permits
 - The controlled times and days of operation such as on Reynolds Drive and Turner Road
 - The impact of parking displacement on nearby residential roads not included in the scheme, such as the lower ends of Malvern Gardens and Winchester Road
 - The costs associated with Pay and Display parking on Mollison Way and Honeypot Lane

Analysis of results in proposed areas

Millais Gardens (Zone Q3)

- 2.14 In Millais Gardens, the introduction of a Controlled Parking Zone operating Monday to Friday, 11am – 12 noon was proposed. Of the 42 properties consulted, 5 responded giving a low overall response rate of 12%.

Zone Q3	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	3 (60%)	3 (60%)	-
Do not support	2 (40%)	2 (40%)	2
Total	5	5	2

- 2.15 As the above table shows, 3 respondents from the original consultation stated that they experienced parking problems and supported the

proposals in Millais Gardens compared to 2 who did not. The results of the statutory consultation validated this with similar results confirming that the majority of residents (60%) were in favour of the introduction of a Monday to Friday, 11am 12noon Controlled Parking Zone. The 2 objections were classed as formal objections and did so on the basis that they wanted the controls extended throughout the day.

- 2.16 Officers therefore recommend that the proposals in Millais Gardens are agreed.

Honeypot Lane, Everton Drive, Malvern Gardens and Winchester Road (Zone Q5)

- 2.17 In Honeypot Lane, Everton Drive, Malvern Gardens and Winchester Road, the introduction of a Controlled Parking Zone operating Monday to Sunday, 8am – Midnight was proposed. Of the 365 properties consulted, 84 responded giving an overall response rate of 23%.

Zone Q5	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	23 (80%)	26 (62%)	-
Do not support	6 (20%)	16 (38%)	11
Total	29	42	11

- 2.18 As the above table shows, 46 respondents from the original consultation stated that they experienced parking problems and supported the proposals in the roads within Zone Q5 compared to 12 who did not. The results of the statutory consultation did not entirely mirror these and attracted a considerable number of objections, although there was still a majority of respondents who were in favour of the Monday to Sunday, 8am – Midnight Controlled Parking Zone. Of the 40 objections received, 32 were classed as formal objections.

- 2.19 The above results for the original consultation do not include the results of the supplementary consultation undertaken for Everton Drive which attracted 39 responses (16 against Everton Drive being included within the Controlled Parking Zone and 23 in favour of being included).

- 2.20 This additional consultation in Everton Drive took place because at the 5th February 2014 TARSAP meeting, the members of the panel recommended that Everton Drive be removed from the proposed scheme due to the low number of responses received from the original consultation (12 in total – of which 7 supported parking controls if the surrounding roads were controlled and 5 against). However, the

Portfolio holder noted that there was still a majority in favour of measures and requested that a supplementary consultation be undertaken. A higher level of support was demonstrated and this resulted in Everton Drive being included in the statutory consultation.

2.21 Whilst the statutory consultation results for Everton Drive showed a split of 18 respondents in favour of the proposals and 18 against, it should be noted that if Everton Drive is omitted from the Controlled Parking Zone then the potential level of displaced parking from adjoining roads would exacerbate the current parking problems in Everton Road and that the local residents would suffer as a result.

2.22 It should be noted that of the 32 formal objections received, the most common reasons for objection can be summarised as follows:

- Everton Drive - 12 objections received associated with the additional cost and inconvenience for friends and family and a handful concerned about the amount of available permit bays.
- Winchester Road - 11 objections received associated with excessive control times and a handful concerned about the inconvenience and cost for visitors.
- Malvern Gardens - 7 objections received associated with excessive control times and inconvenience and cost for visitors.
- The remaining 2 objections were received from Honeypot Lane.

2.23 Officers therefore recommend that the proposals in Honeypot Lane, Everton Drive, Malvern Gardens and Winchester Road (Zone Q5) are agreed.

Turner Road – Mollison Way roundabout to Camrose Avenue (Zone Q4)

2.24 In Turner Road (between Mollison Way roundabout to Camrose Avenue), the introduction of a Controlled Parking Zone operating Monday to Friday, 11am – 12 noon and 3pm - 4pm and Saturday to Sunday 11am – 12 noon was proposed. Of the 131 properties consulted, 42 responded giving an overall response rate of 32%.

Zone Q5	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	23 (80%)	26 (62%)	-
Do not support	6 (20%)	16 (38%)	11
Total	29	42	11

- 2.25 As the above table shows, 23 respondents from the original consultation stated that they experienced parking problems and supported the proposals in the roads within Zone Q4 compared to 6 who did not. The results of the statutory consultation validated this with similar results confirming that the majority of residents (62%) were in favour of the introduction of a Monday to Friday, 11am – 12 noon and 3pm - 4pm and Saturday to Sunday 11am – 12 noon Controlled Parking Zone. Of the 16 objections received, 11 were classed as formal objections.
- 2.26 Five respondents that objected were concerned about the controls operating on Saturday and Sunday due to the associated costs for visiting friends and family. During the statutory consultation period, 2 petitions signed by 15 signatories were also received; one objecting to the Monday to Friday controls and one objecting to the Saturday and Sunday controls. Taking the comments and petitions into consideration, officers feel it is justifiably prudent to delete the weekend controls.
- 2.27 It should be noted that the majority of those who objected to the proposals were concerned about the controls operating at the weekend which would result in additional cost and inconvenience for visiting friends and family. One of the petitions which were received verified the above concerns stating that the signatories would be materially affected by the financial obligation to purchase parking permits for their visitors. It should be noted that the same signatories objected to the controls operating Monday to Friday for the same reasons and hence can be noted as objecting to the parking controls in general.
- 2.28 Officers therefore recommend that the proposals in Turner Road, between Mollison Way roundabout and Camrose Avenue (Zone Q) are amended to operate Monday to Friday, 11am – 12 noon and 3pm - 4pm and agreed.

Reynolds Drive (Zone Q1)

- 2.29 In Reynolds Drive the introduction of a Controlled Parking Zone operating Monday to Sunday, at any time was proposed. Of the 154 properties consulted, 42 responded giving an overall response rate of 32%.

Zone Q5	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	16 (38%)	7 (10%)	-
Do not support	26 (62%)	63 (90%)	61
Total	42	70	61

- 2.30 As the above table shows, 16 respondents from the original consultation stated that they experienced parking problems and

supported the proposals in Reynolds Drive compared to 26 who did not. The results of the statutory consultation validated this with similar results confirming that the vast majority of residents (90%) were not in favour of the introduction of a Monday to Sunday, at any time Controlled Parking Zone. Of the 63 objections received, 61 were classed as formal objections.

- 2.31 The majority (57%) of those who objected stated that they preferred controls which only operated Monday to Friday, 11am – 12 noon with a further 22% requesting reduced hours of operation. This was further corroborated by a petition received during the statutory consultation period signed by 78 signatories requesting that the controls operate Monday to Friday for a period of 1 or 2 hours. Taking the large number of objections and substantial petition into consideration, officers feel it is justifiable to delete the weekend controls and amend the controlled hours to 11am to 12noon.
- 2.32 The existing double yellow lines across some driveways will be changed to match the operating times of the proposed restrictions (ie Monday to Friday, 11am – 12noon), which will enable residents to park across their driveways outside of the controlled hours. The existing double yellow lines at the ends of the roads (from the junction up to the first marked bays) will remain. As part of the statutory consultation, two residents asked that the marked bay across their driveway be removed and replaced with double yellow lines. This will be included as part of the detailed design, however as mentioned above the operating times of the zone will be applied in the rest of the road.
- 2.33 Officers therefore recommend that the proposals in Reynolds Drive (Zone Q) are amended to operate Monday to Friday, 11am – 12 noon and agreed.

Charlton Road

- 2.34 In Charlton Road, the introduction of sections of “at any time” (double yellow lines) and Monday to Saturday, 8am – 6.30pm waiting restrictions were proposed (including Moorhouse Road and Court Close). Of the 85 properties consulted, 18 responded giving an overall response rate of 21%.

Charlton Road	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	20 (83%)	13 (72%)	-
Do not support	4 (17%)	5 (28%)	2
Total	24	18	2

- 2.35 As the above table shows, 20 respondents from the original consultation stated that they experienced parking problems and supported the proposals in Charlton Road compared to 4 who did not. The results of the statutory consultation validated this with similar results confirming that the majority of residents (72%) were in favour of

the parking controls. Of the 5 objections received, 2 were classed as formal objections.

- 2.36 Officers therefore recommend that the proposals in Charlton Road (including Moorhouse Road and Court Close) are agreed.

Honeypot Lane (slip road leading to Mary Close and Ruth Close)

- 2.37 In Honeypot Lane slip road leading to Mary Close and Ruth Close a single yellow line operating Monday to Friday 3pm to 4pm and “at any time” (double yellow lines) restrictions 15 metres either side of the vehicle entrance to playing fields were proposed.

- 2.38 Being directly adjacent to the park, there were no households directly affected and therefore there are no results to analyse.

- 2.39 Officers therefore recommend that the proposals in Honeypot Lane slip road are agreed.

Turner Road (borough boundary to Mollison Way roundabout)

- 2.40 In this section of Turner Road the following measures were proposed:

(Southwest side odd numbers)

- Double yellow lines from borough boundary to no. 1
- Single yellow line operating Monday to Saturday, 8am to 6.30pm from no. 1 to boundary of nos. 21/23
- Single yellow line operating Monday to Friday, 11am to 12 noon adjacent to no. 27 to no. 47

(Northeast side even numbers)

- Single yellow line operating Monday to Friday, 11am to 12 noon from borough boundary to boundary of nos. 17/19

- 2.41 No responses were received from the residents on the south-western side of the roundabout; hence the following results are from nos. 1 – 4 Boundary House, 2 – 20 and 1 – 23. Of the 26 properties consulted, 7 responded giving an overall response rate of 27%.

Turner Road	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	2 (50%)	4 (57%)	-
Do not support	2 (50%)	3 (43%)	3
Total	4	7	3

- 2.42 As the above table shows, 2 respondents from the original consultation stated that they experienced parking problems and supported the proposals in Turner Road and 2 who did not. The results of the

statutory consultation did not entirely mirror these and gave a slight majority in favour of the controls. All of the 3 objections received were classed as formal objections and were concerned with not being able to park on the road and/or not being part of a zone that enables them to purchase resident's permits. As this road is a busy thoroughfare, bus route and given the fact all but one of the properties had off-street parking, it was considered appropriate to restrict parking on both sides of the roads.

2.43 Officers therefore recommend that the proposals in this section of Turner Road are agreed.

Double yellow lines at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

2.44 The introduction of 'at any time' waiting restrictions at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area are in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths throughout the consultation area.

2.45 A handful of objections were received from residents who are directly affected by the proposed double yellow line waiting restrictions. As these restrictions have only been proposed at locations deemed to be unsafe to park, officers have recommended that the objections be overruled.

2.46 Officers therefore recommend that the proposals at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultations area are agreed.

Lawrence Crescent (Zone Q2)

2.47 In Lawrence Crescent, the introduction of a Controlled Parking Zone operating Monday to Friday, 11am – 12 noon was proposed. Of the 52 properties consulted, 8 responded giving an overall response rate of 15%.

Lawrence Crescent	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	5 (62%)	3 (38%)	-

Do not support	3 (38%)	5 (62%)	4
Total	8	8	4

2.48 As the above table shows, 5 respondents from the original consultation stated that they experienced parking problems in Lawrence Crescent compared to 3 who did not. The results of the statutory consultation were a reversal of these and thus gave a majority who were not in favour of the controls. Out of the 5 respondents, 4 were classed as formal objections.

2.49 Whilst the overall results for Lawrence Crescent shows a majority against the proposals, it should be noted that if the proposals are omitted then a degree of displaced parking from Zone Q1 and potential overspill from Mollison Way shopping parades may exacerbate the current parking problems in Lawrence Crescent. The double yellow line proposals in Lawrence Crescent are separate to the controlled parking zone and will proceed on safety grounds.

2.50 Officers therefore recommend that the proposals in Lawrence Crescent are abandoned.

Mollison Way (East of Constable Gardens)

2.51 In this section of Mollison Way the following measures were proposed:

- Extend existing double yellow lines both sides of road
Approximately 8 metres
- Single yellow line operating Monday to Saturday, 8am to 6.30pm from end of double yellow lines to nos. 74/76 (North side even numbers)
- Single yellow line operating Monday to Friday, 11am to 12 noon from end of double yellow lines to nos. 31/33 (South side odd numbers)

2.52 A separate consultation on proposals to reduce congestion and improve bus journey times along this stretch of Mollison Way was carried out in July 2014. The scheme received majority support and it is anticipated that the scheme will be implemented this financial year. These proposals will replace the above mentioned waiting restrictions with the introduction of inset lay-bys which will effectively maintain unhindered 2-way traffic. These proposals can be seen at **Appendix K**

2.53 Officers therefore recommend that the proposals in Mollison Way (east of Constable Gardens) are abandoned.

Mollison Way (north and south shopping parades)

2.54 In Mollison Way shopping parade, the introduction of Pay and Display parking operating Monday to Saturday, 9am – 6.30pm was proposed. Of the 148 properties consulted, 10 responded giving a low overall response rate of 7%. The proposals received 100% opposition.

Mollison Way (North & South Parades)	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	6 (43%)	0	-
Do not support	8 (57%)	10 (100%)	8
Total	14	10	8

2.55 As the above table shows, only 6 respondents from the original consultation stated that they experienced parking problems in the shopping parades compared to 8 who did not. The results of the statutory consultation confirmed this with all 10 respondents indicating an objection to the proposed introduction of Pay and Display in the Mollison Way shopping parades. Out of the 10 respondents, 8 were classed as formal objections.

2.56 Officers therefore recommend that the proposals in Mollison Way shopping parades are abandoned.

Winchester Road

2.57 In Winchester Road (west side even numbers), the introduction of a single yellow line operating Monday to Sunday, 8am – midnight from no. 40 to Malvern Gardens was proposed. Of the 16 properties consulted, 3 responded giving an overall response rate of 19%.

Zone Q3	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	2 (67%)	1 (33%)	-
Do not support	1 (33%)	2 (67%)	2
Total	3	3	2

2.58 As the above table shows, 2 respondents from the original consultation stated that they experienced parking problems in this particular section of Winchester Road compared to 1 who did not. The results of the statutory consultation contradicted this with the majority of residents (67%) against the parking controls. The 2 objections received were classed as formal objections, one of which was from a household which at the original consultation stage stated that they were in favour of parking controls. This effectively makes the combined results 2 for and 3 against the proposals.

2.59 Whilst the overall results for this section of Winchester Road shows a majority against the proposals, it should be noted that if the proposals are omitted then the potential level of displaced parking from Zone Q5

would exacerbate the current parking problems and that the local residents would suffer as a result.

- 2.60 Officers therefore recommend that the proposals in Winchester Road (west side even numbers) from no. 40 to Malvern Gardens) are abandoned.

Mary Close and Ruth Close

- 2.61 In Mary Close and Ruth Close the introduction of a single yellow line operating Monday to Friday, 3pm – 4pm was proposed. The proposals also included small sections of double yellow lines at the 3 entrances of the car parks. Of the 78 properties consulted, 9 responded giving an overall response rate of 12%. No responses were received from Mary Close.

Mary Close & Ruth Close	Original consultation results (questionnaire)	Statutory consultation results (questionnaire)	Formal written Objection
Support	3 (43%)	1 (11%)	-
Do not support	4 (57%)	8 (89%)	8
Total	7	9	8

- 2.62 As the above table shows, 3 respondents from the original consultation stated that they experienced parking problems in Mary Close and Ruth Close compared to 4 who did not. The results of the statutory consultation validated this with similar results confirming that the majority of residents (89%) were not in favour of parking controls. All of the 8 objections received were classed as formal objections.

- 2.63 The majority of those who objected stated that they would be severely inconvenienced as those with more than one vehicle would have nowhere to park given that their driveways are only sufficiently long enough for 1 vehicle. This was further corroborated by a petition received during the statutory consultation period signed by 31 signatories from Ruth Close objecting to both the single yellow lines and double yellow lines in Mary Close and Ruth Close. Taking the objections and petition into consideration, officers feel it is justifiable to delete the Monday to Friday 3pm – 4pm controls but maintain the proposed double yellow lines at the 3 entrances of the car parks to maintain access.

- 2.64 It should be noted that if the proposals are omitted then the potential level of displaced parking from Zone Q5 and the proposals in the Honeypot Lane slip road would exacerbate the current parking problems and that the local residents would suffer as a result.

- 2.65 Officers therefore recommend that the Monday to Friday 3pm – 4pm controls in Mary Close and Ruth Close are abandoned.

Summary

- 2.66 Officers have met with local ward councillors prior to the panel meeting to discuss all the results from the consultation. They have supported the officer's recommendations in this report.
- 2.67 It can be seen that the majority of roads supporting a CPZ are all located closest to Queensbury Station, with each proposed zone experiencing differing problems, including commuter parking which was the common theme in the majority of areas. The areas where majority support was received were zones Q1, Q3, Q4 and Q5.
- 2.68 Due to the representations received, the operational times of zones Q1 and Q4 were amended to take on board the comments received. In addition, Zone Q2 and the proposed pay and display in Mollison Way has been abandoned due to lack of support and objections received.
- 2.69 Widespread support has also been achieved for the majority of proposals which included waiting restrictions. These areas include Charlton Road, the lower end of Turner Road, Honeypot Lane slip road and all junctions / bends / turning heads.
- 2.70 Representations were received for some proposals which included waiting restrictions. The roads where proposals were abandoned are; lower end of Winchester Road, Mary Close and Ruth Close (except double yellow lines).
- 2.71 The proposed waiting restrictions on eastern end of Mollison Way were abandoned due to a separate proposal to introduce inset lay-bys as to reduce congestion and improve bus journey times.

Legal implications

- 2.72 Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZ's under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.73 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £260k in 2014/15. A sub allocation of £65K for implementation of the Queensbury Area Parking review was recommended by the Panel in February 2013 and subsequently approved by the Portfolio Holder. The scheme implementation can be achieved within the £65K funding allocation.
- 2.74 If the scheme is implemented parking income will be generated from resident / visitor permits charges, pay & display charges as well as from penalty charge notices for parking offences. A medium sized CPZ typically generates approximately £15k - £25k per annum depending on the parking layout design. Any income raised will be used to fund the costs of administration and enforcement.

Risk Management Implications

- 2.75 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.76 There is an operational risk register for transportation projects, which covers all 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

- 2.77 Was an Equality Impact Assessment carried out? Yes.
- 2.78 A review of equality issues was undertaken as a part of the original scheme design process and was recently reviewed to consider the latest changes to the scheme. This review 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.

- 2.79 Equalities monitoring data on public consultations were collected to monitor the equality of access to the consultation. These responses were compared with the most recent census data.

Corporate Priorities

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

Corporate priority	Impact
Making a difference for communities	<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> <p>By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling lessening the impact on the local environment.</p>
<p>Making a difference for the vulnerable</p> <p>Making a difference for families</p>	<p>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.</p>
Making a difference for local businesses	<p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</p>

2.81 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: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/09/14		
Name: Ian Goldsmith	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 16/09/14		

Section 4 - Contact Details and Background Papers

Contact: Johann Alles - Infrastructure Engineer – Traffic and Parking
020 8736 6816 (6816 internal phone system)

Background Papers:

Previous TARSAP reports – February 2014 / February 2013
Consultation responses
Mollison Way Bus Route Improvement Scheme leaflet