

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

Date of Meeting: 10th December 2014

Subject: Belmont Circle 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

Wards affected: Belmont
Kenton West
Marlborough

Enclosures:

Appendix A – Belmont Circle Area Parking Review - Statutory Consultation Document

Appendix B - Draft Traffic Order and copy of plans that were available to view on council website

Appendix C - Consultation responses by road

Appendix D - Summary of formal objections / comments with officers response

Appendix E - Petition from residents of Bellamy Drive - Objecting to Monday to Saturday 8.00am to 6.30pm CPZ.

Appendix F - Petition from Elgin Avenue – Objecting to Monday to Saturday 8.00am to 6.30pm Controlled Parking Zone (CPZ) and Counter Proposal for Monday to Friday 10am to 11am CPZ.

Appendix G – Proposed measures in response to the Statutory Consultation

Section 1 – Summary and Recommendations

This report provides results of the statutory consultation exercise carried out in the Belmont Circle area in August / September 2014 regarding the introduction of parking controls. The report seeks the recommendation of the Traffic & Road Safety Advisory Panel (“the Panel”) 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:

1. To introduce “At any time” waiting restrictions (double yellow lines) specifically at:
 - Bellamy Drive - (odd numbers side) between nos. 23 and 29, (even numbers side) between nos. 10 and 12, and nos. 66 and 70,
 - Elgin Avenue - either side of bend between (odd numbers side) nos 113 to 115, and between (even numbers side) nos 108 to 122,
 - Kenmore Avenue junction with Elgin Avenue,

- Kenmore Avenue - (odd numbers side) between its junction with Elgin Ave and Belmont Circle roundabout and (even numbers side) from a point adjacent to the southeast corner of 1 Station Parade to Belmont Circle roundabout,
 - Kenton Lane - between property No. 3 Warwick Parade, Kenton Lane, to a point opposite Beverley Gardens (south side),
 - Kenton Lane - between properties 17 Belmont Circle and 522 Kenton Lane (north side),
 - Kenton Lane - between properties nos. 356 to 386 Kenton Lane (both sides).
 - Weston Drive - (odd numbers side) opposite no. 3 and (even numbers side) between no 12 to 18,
 - Dobbin Close – east side of the turning head opposite nos. 17 to 22.
2. To introduce peak hour loading restrictions 8am to 9.30am and 4pm to 6.30pm, Monday – Saturday on the south-east side of Kenmore Avenue between Belmont Circle roundabout and Elgin Avenue.
 3. To convert the existing three disabled parking bays to operate “At any time” with 3 hours maximum stay at:
 - Belmont Circle (northern end) opposite nos 18 and 25,
 - Kenton Lane (service road) outside the public convenience adjacent to no. 404,
 4. To convert the existing unrestricted free parking bays into Pay and Display Bays operating Monday to Saturday, 8am – 6.30pm at:
 - Belmont Circle (northern end) between nos. 18 to 25,
 - Kenton Lane (service road) between properties nos. 398 to 412,
 5. To introduce double yellow lines at junctions, turning heads, along narrow sections of the carriageway and at bends throughout the wider consultation area as detailed in the advertised traffic regulation orders,
 6. That the proposals to introduce resident permit bays in Bellamy Drive, Elgin Avenue, Kenmore Avenue, Kenton Lane, Belmont Circle, Weston Drive and Dobbin Close are not implemented and the objectors informed.
 7. That all residents in the consultation area be informed of the decision once approved by the Portfolio Holder for Environment, Crime and Community Safety.

Reason

To control parking in the Belmont Circle area as detailed in the report. The measures are in direct response to resident 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 in February 2014 for roads in the Belmont Circle consultation 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 consultation were to support or object 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 not all comments were relevant or capable of being taken into consideration, however, all views from responses were analysed so that recommendations could be made based on where majority support was received.

Background

- 2.4 The Belmont Circle consultation area consists of residential properties and a number of businesses and shops located around Belmont Circle roundabout and the adjoining part of Kenton Lane (south western and south eastern arms). There are currently no parking controls in the residential streets around Belmont Circle. There are existing waiting in Weston Drive, Kenton Lane, Kenmore Avenue and Dobbin Close which include a combination of double yellow lines, single yellow lines operating Monday to Saturday 8am to 6.30pm, and 8.30am to 9.30am and 3.00 to 4.30 pm Monday to Friday restrictions near St, Josephs First and Middle School. There are two free car parks located off Kenton Lane (Belmont Circle car park and Kingshill car park). There is also free on-street parking on Belmont Circle roundabout (northern end) and the service road outside Tesco.
- 2.5 An informal public consultation was undertaken during October/ November 2013 on parking issues and possible measures in the area and the results were presented to Traffic and Road Safety Advisory Panel (TARSAP) on February 2014 together with the officer's recommendations. At this stage the proposals for charging in the car parks was abandoned due to lack of support and the proposals for resident permit parking limited to a few streets close to Belmont Circle. The main area of interest was parking for the local shops and businesses.

- 2.6 The statutory consultation was agreed on the basis of the recommendations as set out in the report presented to TARSAP on February 2014 which were subsequently approved by the Portfolio Holder for Community Safety and Environment (PH) to enable the scheme to proceed to the statutory consultation stage.

Statutory Consultation

- 2.7 In August 2014, consultation documents were distributed to approximately 3,200 properties within the agreed consultation area. The consultation material delivered included the consultation document, key plan and two plans showing the proposed CPZ's for roads which had demonstrated majority support for parking control measures in the previous public consultation.
- 2.8 As this was a statutory consultation there was no specific questionnaire sent out with the consultation document. In this instance the traffic order was advertised as required by legislation which detailed how objections or comments could be made. Any objection to the proposals had to be in writing or by email as required by legislation and other comments were also invited. A copy of the statutory consultation document is shown in **Appendix A** and a copy of the Traffic Order and plans are shown in **Appendix B**.
- 2.9 The proposed traffic regulation order was advertised on 28th August 2014 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 17th September 2014.

Statutory Consultation Results

- 2.10 During the statutory consultation period, officers received a total of 83 responses of which 62 were considered to constitute statutory objections.
- 2.11 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 together with officer's comments can be found in **Appendix D**. Of the 83 responses received, 2 were from outside the consultation area.
- 2.12 During the statutory consultation period one petition was received from the residents of Bellamy Drive , opposed to the proposed CPZ, and two petitions from Elgin Avenue also strongly opposing the proposed CPZ (**see Appendix E & F**). The details of the petitions are mentioned below in the analysis section of the report.
- 2.13 The main issues raised by the objectors within the proposed CPZ area were as follows:
- Proposed measures would have a detrimental impact on businesses
 - Residents should not have to pay to park outside their house.

- CPZ would displace parking creating further problems.
- Another tax on motorists
- Proposals will impact family, visitors, friends and tradesmen
- Parking is difficult during the evening & weekends (Bellamy Drive)

Analysis of statutory consultation results

Bellamy Drive

2.14 The proposals in this road consist of permit parking bays and waiting restrictions operating Monday – Saturday, 8am – 6.30pm and some “at any time” waiting restrictions.

2.15 In Bellamy Drive, 136 properties were consulted within the proposed CPZ area, 26 responses were received which represents a 19% response (low response). The results are shown in the table:

Bellamy Drive	Original Public Consultation results (Questionnaire)	Statutory Consultation results (No Questionnaire)
Support parking controls	9 (53%)	-
Do not support parking controls	7 (41%)	-
Objections	-	19 (73%)
Comments (general)	1 (6%)	7 (27%)
Total	17	26

2.16 As the above table shows 9 (53%) respondents from the original consultation stated that they experienced parking problems and supported parking controls compared to 7 (41%) who did not. The results of the statutory consultation do not validate the results of the earlier consultation. Of the 26 responses received, 19 (73%) formal objections were opposed to the proposed CPZ and 6 of 7 comments received expressed concerns about the scheme. Only 1 comment indicated support for the proposed CPZ.

2.17 A petition was submitted during the statutory consultation period with 79 signatures from 76 properties in Bellamy Drive opposed to the proposed CPZ, 61 signatures on the petition were from residents who did not make a formal written objection to the statutory consultation (**Appendix E**).

2.18 The majority of the respondents (69%) were opposed to paying for parking permits, and 42% stated the proposed measures would not address the actual parking problems which were being experienced in the evenings.

2.19 Given the significant shift in opinion it is therefore recommended that the resident parking proposals for Bellamy Drive are abandoned.

2.20 It is recommended, however, that the “at any time” waiting restrictions (double yellow lines) should be introduced in Bellamy Drive between

property nos. 10 to 12, nos. 23 to 29 and nos. 66 to 70, to help remove obstructive parking, improve sightlines at the bend and to facilitate safer access to premises.

Elgin Avenue

- 2.21 The proposals in this road consist of permit parking bays and waiting restrictions operating Monday – Saturday, 8am – 6.30pm and some “at any time” waiting restrictions (double yellow lines).
- 2.22 In Elgin Avenue, 126 properties were consulted, 14 responses were received which represents an 11% response.

Elgin Avenue	Original Public Consultation results (Questionnaire)	Statutory Consultation results (No Questionnaire)
Support parking controls	13 (38%)	-
Do not support parking controls	21 (61%)	-
Objections	-	12 (86%)
Comments (general)	-	2 (14%)
Total	34	14

- 2.23 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because a more detailed analysis of the results showed greater support at the northern half of Elgin Avenue and less at the southern half. In the northern section (between no. 60 Elgin Avenue and Kenmore Avenue) 17 responses were received of which 12 responses supported a parking scheme and so this section of the road was included in the statutory consultation.
- 2.24 The results of the statutory consultation did not validate the results of the earlier public consultation. Of the 14 responses received, 12 (86%) did not support parking controls of which 9 (64%) were from within the proposed CPZ. The remaining 2 (14%) responses were comments from within the proposed CPZ of which, 1 was opposed to the CPZ and 1 required clarification on parking charges.
- 2.25 Two petitions were submitted together during the statutory consultation period signed by residents of Elgin Avenue (**Appendix F**). The first petition (Petition 1) was dated 6th September 2014 with 94 signatures from 90 properties. The second petition (Petition 2) was dated 10th September 2014 with 34 signatures from 33 properties of which 18 had also signed Petition 1. Both petitions strongly objected to the proposed CPZ and also supported the “at any time” restrictions proposed adjacent to 115, Elgin Avenue.
- 2.26 Given that there is no support for the proposed CPZ in Elgin Avenue it is therefore recommended that the resident parking proposals for Elgin Avenue are abandoned with the exception of the “at any time” waiting

restrictions at the bend adjacent to no. 115 Elgin Avenue which should be implemented to remove obstructive parking and improve sightlines.

- 2.27 No waiting “at any time” (double yellow lines) are also proposed at the junction of Elgin Avenue and Kenmore Avenue to remove obstructive parking and improve sightlines. These measures were supported by the residents of Elgin Avenue in an earlier petition submitted to the Panel in June 2014 and which was signed by 83 residents representing 80 properties.

Kenmore Avenue

- 2.28 The proposals in this road consist of permit parking bays and waiting restrictions operating Monday – Saturday, 8am – 6.30pm, “at any time” waiting restrictions and peak hour loading restrictions.

- 2.29 In Kenmore Avenue 129 properties were consulted, 10 responses were received which represents an 8% response (low response). The results are shown below:

Kenmore Avenue	Original Public Consultation results (Questionnaire)	Statutory Consultation results (No Questionnaire)
Support parking controls	4 (13%)	-
Do not support parking controls	28 (88%)	-
Objections	-	8 (80%)
Comments (general)	-	2 (20%)
Total	32	10

- 2.30 This road did not show support for measures at the initial consultation stage but was included in the statutory consultation because an analysis of the results showed more support in the northern section of the road (between Belmont Circle and no. 236 Kenmore Avenue) compared to the southern section where 4 respondents were in support and 5 opposed. Excluding this northern section would have exposed it to displacement parking as a result of the measures proposed in adjacent roads.

- 2.31 The results of the statutory consultation do validate the results of the earlier consultation. Of the 10 responses received 7 (70%) were from within the proposed CPZ, of which 6 (60%) did not support measures compared to 1 that did. The remaining 3 respondents were from outside the proposed CPZ of which 2 (20%) did not support measures and 1 (10%) raised concerns regarding displaced parking but did not make a formal objection.

- 2.32 Given there is no majority support for a CPZ in the residential section of Kenmore Avenue it is therefore recommended that the resident parking proposals are abandoned.

2.33 At the northern end of Kenmore Avenue between Elgin Avenue and the Belmont Circle roundabout where there are no residential properties facing the road, near the roundabout, the following waiting and loading restrictions are proposed:

North western side (odd numbers)

- “at any time” waiting restrictions (double yellow lines) from a point opposite Elgin Avenue to Belmont Circle roundabout.

South eastern side (even numbers)

- “at any time” waiting restrictions (double yellow lines) at the junction of Kenmore Avenue and Elgin Avenue.
- Peak hour loading restrictions operating between the hours of 8am to 9.30am and 4pm to 6.30pm, Monday to Saturday between Elgin Avenue and Belmont Circle roundabout.
- “at any time” waiting restrictions (double yellow lines) from a point opposite the southeast corner of 1 Station Parade to Belmont Circle roundabout.

2.34 It is recommended that double yellow lines and peak hour loading restrictions be introduced at these locations to help remove obstructive parking and to improve safety of all road users.

Kenton Lane (including Belmont Circle)

2.35 The proposals in this road consist of shared use (pay and display / permit) bays, disabled parking bays and some “at any time” waiting restrictions.

2.36 In Kenton Lane, 474 properties were consulted, 8 responses were received which represents a 2% response (low response).

Kenton Lane, Station Parade and Warwick Parade	Original Public Consultation results (Questionnaire)	Statutory Consultation results (No Questionnaire)
Support parking controls	27 (43%)	-
Do not support parking controls	32 (51%)	-
Objections	-	7 (87%)
Comments (general)	4 (6%)	1 (13%)
Total	63	8

2.37 This road did not show support for measures at the initial consultation stage and resident permit parking proposals were developed except in the shopping areas where there are some residential premises. A smaller section of Kenton Lane was included in the proposal between the Health Centre and Kingshill Drive (including Belmont Circle roundabout, Station Parade and Warwick Parade which have Kenton Lane postal addresses) to address parking concerns for local businesses.

2.38 The results of the statutory consultation consisted of 8 responses, 7 of which were formal objections and 1 comment. Six of the objections were

from businesses at Belmont Circle (1 in Station Parade, 2 in Warwick Parade, 2 in Belmont Circle Parade and 1 in Kenton Lane). A range of concerns were raised as follows:

- 5 objections were concerned that the measures would have a detrimental impact on the local businesses and passing trade, some explained that many customers just wanted to stay for 10-15 minutes and would be put off by charges,
- One objector explained that there is no provision for business vehicles to park,
- One objector explained There is a lack of parking space and the measures do not address this,
- One objector lived outside of the proposed CPZ area,
- The Belmont Health Centre commented that they had no objection provided that the entrance to the Health Centre car park was not restricted in any way.

2.39 Five of the objections from businesses in Warwick Parade, Station Parade and Kenton Lane have no available kerbside parking currently to facilitate passing trade as the road is already restricted to allow the movement of traffic and buses. The existing parking bays subject to the proposed controls are located opposite Belmont Circle Parade. In this area 2 objections were received.

2.40 The panel will recall that two petitions had been submitted in the past to the council by local businesses requesting the existing unrestricted free parking bays on Belmont Circle roundabout be converted to pay and display parking bays. The first petition was reported to the Panel in September 2009 with 25 signatures from businesses and their customers. The second petition was reported to the Panel in February 2014 which was signed by 6 businesses located adjacent to the parking bays on the roundabout.

2.41 With respect to passing trade the panel will note that all on-street pay and display bays now facilitate a period of 20 minutes free parking. This was only introduced in the summer and so was not a consideration at the earlier informal consultation stage. In addition Belmont Circle as a local centre would have the lowest parking charges rate of 10p per 20minutes. This would address most of the concerns expressed that short stay passing trade would be affected by parking charges as in most cases customers would have access to free parking.

2.42 As the main focus of the petitions and the consultations has been around the issue of facilitating customers and trade through short stay parking and there has been very little interest from residents in this area for permit parking it is therefore recommended that the proposed shared use parking bays be implemented as pay and display only in the following areas:

- Adjacent to properties nos. 396 to 412 Kenton Lane,
- Adjacent to properties nos. 18 to 27 Belmont Circle, Kenton Lane.

2.43 There are 3 existing three disabled parking bays located in Belmont Circle and the Kenton Lane service road. As a part of the proposals it is intended to convert these disabled parking bays to operate “At any time” and to allow a 3 hours maximum stay. No objections were raised to this aspect of the proposals and so no changes will be made. These bays are located at:

- Belmont Circle (northern end) opposite nos 18 and 25,
- Kenton Lane (service road) outside the public convenience adjacent to no. 404,

2.44 An important element of the proposals is the introduction of waiting restrictions along the local distributor roads in order to maintain the free flow of traffic along the main routes. No objections were made to this element of the proposals and so it is recommended that the existing 8.30am to 9.30am & 3pm to 4.30pm Monday to Friday restrictions and the 8am to 6.30pm Monday to Saturday restrictions be converted to “at any time” no waiting restrictions. In addition some new “at any time” no waiting restrictions will be added. This is at the following locations:

- between property No. 3 Warwick Parade, Kenton Lane, to a point opposite Beverley Gardens (south side),
- between properties 17 Belmont Circle and 522 Kenton Lane (north side),
- between properties nos. 356 to 386 Kenton Lane (both sides).

Dobbin Close

2.45 The proposals in this road consist of permit parking bays, waiting restrictions operating Monday – Friday, 8am – 6.30pm and “at any time” waiting restrictions.

2.46 In Dobbin Close, 79 properties were consulted, 2 responses were received which represents a 3% response (low response).

Dobbin Close	Original Public Consultation results (Questionnaire)	Statutory Consultation results (No Questionnaire)
Support parking controls	2	-
Do not support parking controls	1	-
Objections	-	2
Comments (general)	-	-
Total	3	2

2.47 As the above table shows only 2 respondents from the original consultation stated that they experienced parking problems compared to 1 who did not. This was included in the statutory consultation because there is technically a majority in support although the response rate is very low. The results of the statutory consultation indicated 2 responses which both objected to the proposed resident parking controls. Given the low level of response to the initial consultation and a similar number of objections received to the initial

level of support it is recommended that the resident permit parking element of the proposals for Dobbin Close are abandoned.

- 2.48 Site observations have confirmed that the tuning head at the end of the road is used at peak times, particularly school opening and closing times, by vehicles to turn around. There is frequent parking in the turning head which is obstructive and prevents vehicles from manoeuvring easily. It is therefore recommended that the “at any time” waiting restrictions (double yellow lines) proposed be introduced to prevent the obstructive parking and facilitate the movement of traffic turning around.

Weston Drive

- 2.49 The proposals in this road consist of “at any time” waiting restrictions.

- 2.50 In Weston Drive 99 properties were consulted of which 10 properties were within the proposed CPZ area. No responses were received.

<u>Weston Drive</u>	Original Public Consultation results (Questionnaire)	Statutory Consultation results (No Questionnaire)
Support parking controls	3 (19%)	-
Do not support parking controls	13 (81%)	-
Objections	-	-
Comments (general)	-	-
Total	16	0

- 2.51 This road did not show support for resident parking measures at the initial consultation stage as 3 respondents from the original consultation stated they experienced parking problems compared to 13 (81%) who did not. As a consequence only a short section of Weston Drive between York Avenue and the roundabout was included in the proposal to amend the existing waiting restrictions.

- 2.52 As no responses or objections were received it is recommended to extend the existing “at any time” no waiting restrictions (double yellow lines) adjacent to property nos. 12 to 18 Weston Drive (south side) and adjacent to property no. 3 Weston Drive (north side).

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

- 2.53 The proposals include “at any time” waiting restrictions at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area. These are in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths throughout the consultation area.

- 2.54 A small number of objections were received from residents affected by the proposed double yellow line waiting restrictions, however, as these restrictions have been proposed at locations considered to be unsafe to park, it is therefore recommended that the objections be overruled and the measures implemented.

Summary

- 2.55 Officers have met with local ward councillors prior to the panel meeting to discuss all the results from the consultation and they have supported the officer's recommendations in this report.
- 2.56 It can be seen from the results of the statutory consultation that there is no support for residential permit parking in the Belmont Circle area. This is also reinforced by the overwhelming opposition received in the form of petitions received from the residents of Bellamy Drive and Elgin Avenue. This element of the proposals has therefore been removed.
- 2.57 The local businesses have still demonstrated concerns regarding the impact on trade and consideration has been given to the petitions received from traders previously. Taking account of the low level of on-street parking charging that would apply in this area and the 20 minutes free parking period allowed the existing parking bays will be amended to incorporate pay and display parking. This will facilitate a higher turnover of customers through introducing short stay parking.

Risk Management Implications

- 2.58 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.

Legal implications

- 2.59 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

- 2.60 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 £35k for statutory consultation and implementation of the Belmont Parking review was recommended by the Panel in February 2014 and subsequently approved by the Portfolio Holder. The scheme is scheduled for completion in year.

- 2.61 If the scheme is implemented parking income will be generated from pay & display charges as well as from penalty charge notices for parking offences. Any income raised will be used to fund the costs of administration and enforcement.

Equalities implications / Public Sector Equality Duty

- 2.62 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 and Age	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of long stay parking frees up spaces closer to shops and local amenities. 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.

- 2.63 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.

Council Priorities

- 2.64 The parking scheme detailed in the report accords with the administration's 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. 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.
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.

2.65 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: 24/11/14		
Name: Jennifer Affie	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 25/11/14		

Ward Councillors notified:	YES
EqIA carried out:	NO

EqlA cleared by:

An EqlA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqlA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact: Sajjad Farid - Infrastructure Engineer – Traffic and Parking
Tel: 020 8424 1484 (2484 internal phone system)

Background Papers:

Previous TARSAP reports – February 2014
Statutory consultation responses