

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

Date of Meeting: 23 November 2015

Subject: Wealdstone Area Parking Review -
Public Consultation

Key Decision: No

Responsible Officer: Venetia Read-Baptiste
Divisional Director
Commissioning Services

Portfolio Holder: Portfolio Holder for Environment,
Crime and Community Safety

Exempt: No

**Decision subject to
Call-in:** Yes

Wards affected: Wealdstone

Enclosures:

Appendix A
Wealdstone Area Parking Review -
Public Consultation Document

Appendix B
Consultation responses listed by road
and questions

Appendix C
Consolidated consultation responses

Appendix D
Proposed new controlled parking
zone

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the wider Wealdstone area in August and September 2015 to consider the introduction of parking controls in the area. The report asks the Panel to recommend a number changes to the Portfolio Holder for Environment, Crime and Community Safety and to proceed with statutory consultation.

Recommendations:

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

- (a) Introduce a new controlled parking zone including resident permit bays operating Monday to Sunday, 8am and Midnight in Ladysmith Road, Bruce Road and Claremont Road,
- (b) Give eligibility to apply for permits in the new zone to addresses at Ladysmith Road, Bruce Road and Claremont Road and High Street nos 123 – 157 (odds).
- (c) Introduce 'At any time' waiting restrictions in Wolseley Road at the entrances to the Baptist Church and Ambassador House,
- (d) Introduce "at any time" waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

Reason: (For recommendation)

To regulate parking in the wider Wealdstone 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 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 concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in the wider Wealdstone area are being addressed in order to support local residents and businesses concerns about parking.

Options considered

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses. A range of options were presented to the consultees to accept or reject.
- 2.3 It should be noted that there is a wide range of opinion within the consultation area on a road by road basis. Whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 The Wealdstone consultation area consists of numerous residential properties and a number of businesses and shops located to the west of the existing Wealdstone controlled parking zone.
- 2.5 The reported problems in the area fell into two distinct types:
- Roads not currently within the existing Wealdstone CPZ that are experiencing issues with displaced parking (for example Toorack Road, Nicola Close),
 - Roads adjacent to the COLART development that are experiencing issues with overspill parking.

Public consultation

- 2.6 The public consultation for the Wealdstone area parking review was undertaken late August / early September 2015. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public website and public consultation documents were hand delivered to 1007 properties within the consultation area.
- 2.7 All the responses received were analysed on a road by road basis and where a majority of responses indicated consensus over the extent of parking problems and support for the proposed measures these are recommended to be taken forward to the statutory consultation phase of the project.
- 2.8 Where measures that may not necessarily be supported by the residents have greater benefits to the local community on safety and public amenity grounds then these have also been recommended to proceed.

Responses

- 2.9 Of the 1007 properties consulted 161 responses were received by questionnaire, letter or email. This represented an overall response rate of 16% and whilst relatively low it is consistent with the expected response rate for this type of consultation. It should be noted that there were some roads that had a much higher individual response rate.
- 2.10 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**. It should be noted that the totals may not tally as expected due to respondents completing more than the required number of responses on the questionnaire.
- 2.11 During the consultation period a number of telephone and email correspondence was received from residents.
- 2.12 The main comment received was from the 19th Harrow Scout Group, who were concerned that the introduction of additional or more stringent parking controls would adversely affect helpers and parents dropping off and collecting their children at the Scout Group.
- 2.13 Other correspondents were concerned about people running car repair or sales businesses from their houses
- 2.14 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.
- 2.15 A meeting was held with ward councillors and the chair of TARSAP, in accordance with standard practice, to discuss the results of consultation and distribution of responses. The recommendations in this report reflect the outcomes agreed at the meeting.

Analysis of results – Roads north of Wealdstone Zone CA

- 2.16 Appendix B gives a full breakdown of the responses received on a road by road basis. In this section of the report, roads are analysed in more detail. This section of the report focuses on the consultation undertaken in the uncontrolled roads north of the Wealdstone CPA zone CA.
- 2.17 Roads not currently within the existing Wealdstone CPZ (for example: Toorack Road, Nicola Close) that are experiencing issues with displaced parking.

Enderley Road

Enderley Road results	Number
Number consulted	38
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

2.18 In Enderley Road there was a 16% response rate (6no.) with a majority that did have parking problems and thought that the Council should introduce a parking control scheme to improve the situation (4no.).

2.19 The results in Enderley Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA and it is recommended that no controls are introduced.

Enderley Close

Enderley Close results	Number
Number consulted	6
Number responses	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

2.20 No responses were received from Enderley Close and it is recommended that no controls are introduced.

Farmstead Road

Farmstead Road results	Number
Number consulted	39
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	6

2.21 In Farmstead Road there was a 15% response rate (6no.) with a majority that did not experience parking problems (6no.). In Farmstead Road, 100% of the respondents felt that there would be no improvement by introducing the parking scheme, from the response it would seem as though most of the residents do not think their road requires a parking scheme. It is therefore recommended that no changes are made to the existing parking controls in Farmstead Road.

Barchester Road

Barchester Road results	Number
Number consulted	53
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.22 In Barchester Road there was a 9% response rate (5no.) with 3 of the respondents saying that they did experience problems with parking. 3 respondents (60%) said that a parking scheme would be beneficial but 2 respondents (40%) felt there would be no improvement by a parking scheme.
- 2.23 The results in Barchester Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA. In addition the response rate in Barchester road was very low. It is recommended that no controls are introduced.

Whitefriars Drive

Whitefriars Drive results	Number
Number consulted	73
Number responses	10
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	7

- 2.24 In Whitefriars Drive there was a 14% (10no.) response rate with a majority of the responses (10no.) saying that they did not experience difficulties with parking. 70% (7no.) of respondents expressed that a parking control scheme would not improve the current situation. This is a high percentage not in favour of the introduction of a parking control scheme. It is recommended that no further action is taken with respect to the introduction of parking controls.

Nicola Close

Nicola Close results	Number
Number consulted	26
Number responses	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.25 In Nicola Close there was a 12% response rate (3no.). Of the 3 respondents, 2 did not experience parking problems, and 2 did not think the Council should introduce a parking control scheme. It is recommended that no further action is taken with respect the introduction of parking controls.

Bengarth Drive

Bengarth Drive results	Number
Number consulted	46
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.26 In Bengarth Drive there was a 13% response rate (6no.). However it should be noted that all these responses came from the cul-de-sac end of the road which relates to 34 of the 46 properties consulted. The majority (5no.) of the respondents (83%) felt that the Council should introduce a parking control scheme to improve their current situation.
- 2.27 The comments received indicated that the problem is actually other residents from neighbouring roads parking in this section of road. They wanted controls in the evenings and weekends to address this issue. This would suggest that it is a parking problem caused by the volume of the resident's vehicles in the area and is not a problem caused by an influx of people living outside of the area such as commuters or employees of local businesses.
- 2.28 The results taken in isolation indicate that consideration should be given to the introduction of a parking control scheme in Bengarth Drive and that the scheme should have the same hours of control as the adjacent controlled parking zone i.e. Monday to Friday 10am - 11am and 2pm - 3pm.
- 2.29 Introducing a very localised area of control within the cul-de-sac section is likely to exacerbate pressures in other roads because it is likely that some residents wishing to avoid purchasing permits may park in neighbouring uncontrolled streets.
- 2.30 Taking account of the lack of support from the responses in roads surrounding Bengarth Drive it is recommended that no further action is taken with respect the introduction of parking controls.

Toorack Road

Toorack Road results	Number
Number consulted	114
Number responses	17

[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	12

2.31 In Toorack Road there was a 15% response rate (17no.), with a majority of respondents (9no.) stating that they did not find it difficult to find a convenient place to park, 70% of respondents did not think that the Council should introduce a parking control scheme (12no.) The response rate and the percentage of respondent against the introduction of a parking scheme would suggest that the majority are not experiencing many issues with parking.

2.32 It is therefore recommended that no further action is taken with respect to the introduction of parking controls.

Marthorne Crescent

Marthorne Crescent results	Number
Number consulted	26
Number responses	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

2.33 In Marthorne Crescent there was a 12% response rate (3no.), with a majority of respondents (2no.) stating that they did not find it difficult to find a convenient place to park, 2 respondents (67%) felt there would be no improvement due to a parking scheme. The response rate and the percentage (67%) against the parking scheme would suggest that the majority are not experiencing many issues with parking. It is therefore recommended that no further action is taken with respect the introduction of parking controls.

Athelstone Road

Athelstone Road results	Number
Number consulted	83
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

2.34 In Athelstone Road there was a 7% response rate (6no.), a majority of respondents found it difficult to find a convenient parking space. 4 respondents (67%) replied that the Council should introduce a parking control scheme to improve the situation.

- 2.35 The results in Athelstone Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA. In addition the response rate in Athelstone Road was very low. It is recommended that no controls are introduced.

Brinsley Road

Brinsley Road results	Number
Number consulted	34
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.36 In Brinsley Road there was only a 3% response rate (1no.). Taking account of the low response rate it is recommended that no further action is taken with respect to the introduction of parking controls.

Wickham Road

Wickham Road results	Number
Number consulted	26
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.37 In Wickham Road there was a 19% response rate (5no.) with 3 of those respondents stating that they are experiencing parking problems. 60% of respondents think that the Council should introduce a parking control scheme to improve the situation (3no.).

- 2.38 The results in Wickham Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA. In addition the response rate in Wickham road was very low. It is recommended that no controls are introduced.

Cypress Road

Cypress Road results	Number
Number consulted	11
Number responses	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.39 In Cypress Road there was an 18% response rate (2no.). Neither respondent found it difficult to find a convenient place to park and the level of support for and against was split 50/50. It is recommended that no further action is taken with respect to the introduction of parking controls.

Sarita Close

Sarita Close results	Number
Number consulted	10
Number responses	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.40 In Sarita Close there was a 0% response rate, there were no replies hence the resident's views are unknown. It is recommended that no further action is taken with respect to the introduction of parking controls.

Tudor Road

Tudor Road results	Number
Number consulted	67
Number responses	15
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	10

- 2.41 In Tudor Road there was a 22% response rate (15no.). The majority of respondents (8no.) did not find it difficult to find a convenient parking space. A majority of respondents (10no.) did not think the Council should introduce a parking control scheme. It is recommended that no further action is taken with respect to the introduction of parking controls.

Leighton Road

- 2.42 There are no properties in Leighton Road.

Carmelite Road

Carmelite Road results	Number
Number consulted	66
Number responses	11
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	9

- 2.43 In Carmelite Road there was a 17% response rate (11no.) with a majority stating they did not face difficulties with parking (9no.). A majority of respondents did not think the Council should introduce a parking control scheme. It is recommended that no further action is taken with respect to the introduction of parking controls.

Lynn Close

Lynn Close results	Number
Number consulted	18
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.44 In Lynn Close there was a 6% response rate (1no.). The respondent was in favour of the parking scheme. Owing to the response rate, this may not be representative of all the residents on the street. Taking account of the low response rate it is recommended that no further action is taken with respect to the introduction of parking controls.

Analysis of results – Roads near the Colart development site

- 2.45 Appendix B gives a full breakdown of the responses received on a road by road basis. In this section of the report, roads are analysed in more detail. This section of the report focuses on the consultation undertaken in the roads near the Colart development site. Some roads are uncontrolled and others are within the Wealdstone CPA zone CA.

Spencer Road

Spencer Road results	Number
Number consulted	116
Number responses	44
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	33

- 2.46 A part of Spencer road is included within the existing Wealdstone CPZ zone CA. In the uncontrolled section of Spencer Road (No 42 to High Road) local ward councillors expressed concerns that this section of road may experience parking displacement due to the Colart development. Therefore this area was included in the consultation at the stakeholder meeting.
- 2.47 In this part of Spencer Road there was a 38% response rate (44no.) with a majority that did not experience parking problems (33no.). A majority of

respondents did not think that the Council should introduce a parking control scheme. The high response rate and high percentage of residents responding negatively to the parking scheme indicates that there is no overall support, or requirement, for a parking scheme on Spencer Road. It is therefore recommended that no further action is taken with respect to the introduction of parking controls.

Annette Close

Annette Close results	Number
Number consulted	10
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.48 In Annette Close there was a 10% response rate (1no.). This was a single response that stated there is no requirement for a parking scheme. Taking account of the low response rate it is recommended that no further action is taken with respect to the introduction of parking controls.

Ladysmith Road

Ladysmith Road results	Number
Number consulted	22
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.49 Ladysmith Road is currently within the existing controlled parking zone CA, with hours of control Monday to Friday 10am to 11am and 2pm to 3pm.
- 2.50 In Ladysmith Road there was a 22% response rate (5no.). The majority (4no.) of the responses were in favour of the Council introducing a parking control scheme. The majority of respondents in favour of amending the existing controlled parking zone (3no.) indicated a preference for restrictions to be introduced Monday to Sunday between 8am and midnight.
- 2.51 It is therefore recommended that an amended controlled parking zone should be introduced in Ladysmith Road enforceable Monday to Sunday between 8am and midnight.

Claremont Road

Claremont Road results	Number
Number consulted	51
Number responses	8
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.52 Claremont Road is currently within the existing controlled parking zone, with hours of control Monday to Friday 10am to 11am and 2pm to 3pm.
- 2.53 In Claremont Road there was a 16% response rate (8no.), a majority of respondents (6no.) found it difficult to find a convenient parking space. A similar majority of respondents (6no.) thought that the Council should consider the introduction of a parking control scheme to improve the situation, these respondents also considered that a scheme operational Monday to Sunday 8am – midnight is the preferred option.
- 2.54 It is therefore recommended that an amended controlled parking zone should be introduced in Claremont Road enforceable Monday to Sunday between 8am and midnight.

Bruce Road

Bruce Road results	Number
Number consulted	19
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.55 Bruce Road is currently within the existing controlled parking zone, with hours of control Monday to Friday 10am to 11am and 2pm to 3pm.
- 2.56 In Bruce Road there was a 5% response rate (1no.). This respondent did not think the Council should introduce a parking control scheme. The low response rate suggests that no further action is taken with respect to the introduction of parking controls in Bruce Road.
- 2.57 However, due to parking pressures highlighted by local ward councillors in the area generally and the support shown for changes made to the operational hours of the zone in neighbouring roads (Ladysmith Road and Claremont Road), it is recommended that an amended controlled parking zone should be introduced in Bruce Road operating Monday to Sunday between 8am and midnight. This would address any potential for parking

displacement occurring and allow residents of Bruce Road to consider this issue again as a part of the statutory consultation.

High Street

High Street results	Number
Number consulted	46
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	4

- 2.58 In the High Street there was an 11% response rate (5no.), a majority of respondents did not experience parking problems, and did not think that the Council should introduce a parking control scheme (4no).
- 2.59 Correspondence was received from the Scout Group in High Street highlighting their requirement for helpers and parents to park in adjacent roads when assisting or dropping of children to the group so they did not want any longer hours of restriction. Another questionnaire response was also received from another member of the group.
- 2.60 Of the 5 responses, one was from a property near Ladysmith Road and they indicated they wanted control extended to Monday to Sunday between 8am and midnight, two were from the scout group and two were from properties near Spencer Road not wanting any further controls.
- 2.61 With regard to the concerns of the Scout Group vehicles stopping to drop off and pick up passengers would be permitted to do this on yellow lines and any change in the operational hours will have no impact on this. Helpers parking vehicles in the vicinity of the scout group premises would need to park in adjacent streets outside of the proposed zone, however, there are streets within relatively close proximity such as Graham Road and Spencer Road which will retain the Monday to Friday 10am to 11am and 2pm to 3pm operational hours of zone CA and remain unrestricted in the evening.
- 2.62 Although there is a low and mixed response rate there is currently a significant take up of resident permits from the residents in the properties between Ladysmith Road and Bruce Road. The parking on High Street immediately outside these properties is already restricted Monday to Sunday 7am to 8pm and they have no off-street parking.
- 2.63 Therefore it is recommended that no amendments are made to the existing parking control regime in High Street but that residents living in the High Street between nos 123 – 157 (odds) be eligible for permits in the proposed new zone.

Summary

- 2.64 Overall the response rate is an average of 16%. This is considered on the low side of normal for a consultation of this type. However in a number of roads the response rate is below this with some roads only recording one response. Support for controls is shown in a small number of roads that included Bengarth Drive, Athelstone Road, Barchester Road, Enderley Road and Wickham Road, however, there was no clear holistic area of support that would enable a zone to be created. The areas of support were scattered around the consultation area and it was not possible to make a case for an extension to the existing CA zone CPZ.
- 2.65 Whilst the situation is unlikely to change in the foreseeable future in the area north of the existing CA zone CPZ the roads near the Colart site are being affected by the occupation of the new housing units and have put additional parking pressure on Ladysmith Road and Claremont Road. It is therefore proposed to create a new CPZ in the roads close to the development site with more extensive operational hours operating Monday to Sunday, 8am – Midnight. The zone will include Ladysmith Road, Claremont Road and Bruce Road and allow residents in that section of the High Street eligibility for permits. This will mean that residents in this new CPZ area will not be able to park in the existing zone CA and people from the existing zone will not be able to park in the proposed new zone.
- 2.66 There are Section 106 developer contributions available from the Colart development for investigating and implementing changes to parking controls and the work will need to be undertaken within the 7 years stipulated time period in the planning condition.
- 2.67 Prior to the start of consultation the Wealdstone Baptist Church in Wolseley Road contacted the council requesting double yellow lines be installed across their driveway entrances to prevent vehicles from obstructing them. This location is within the Wealdstone area CPZ zone CA. There is currently a single yellow line along this section of road and each of the driveways has an advisory white Access Protection Marking. It has been agreed at the meeting with councillors to install double yellow lines at this location and also at the adjacent junction into Ambassador House.
- 2.68 In line with all area parking reviews the Council takes the opportunity to introduce double yellow lines at all junctions, bends and narrowings within the consultation area to prevent obstructive parking in areas unsuitable for parking and to reinforce the well-established rules in the Highway Code. This has the benefit of ensuring that access is maintained for larger vehicles, particularly the emergency services and council refuse collection service which can be adversely affected by obstructive parking when making manoeuvres.
- 2.69 The Panel is requested to recommend to the Portfolio Holder that the proposals go to statutory notification 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. The statutory notification phase offers the opportunity for representations and objections to be made which will be reported to the Portfolio Holder for consideration before a final decision on the scheme is made.

Risk Management Implications

- 2.70 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.71 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.

Legal implications

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

Financial Implications

- 2.75 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2015/16. A sub allocation of £40k for implementation of the Wealdstone area parking review was recommended by TARSAP in February 2015.
- 2.76 Funding of £40k is also available from section 106 monies associated with the COLART development specifically to "monitor the impact of the Development on parking capacity in the vicinity of the Development and preparing any required CPZ Report and the costs of implementing a CPZ or other general parking control measures identified in a relevant CPZ report."

- 2.77 If the scheme is implemented parking income may be generated from penalty charge notices for parking offences. Any income will be used to fund the costs of administration and enforcement.

Equalities Implications / Public Sector Equality Duty

- 2.78 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.
- 2.79 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

- 2.80 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.

Council Priorities

- 2.81 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

	<p>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>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>
<p>Making a difference for local businesses</p>	<p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</p>

2.82 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: 10/11/15
Name: Charles Ward <input checked="" type="checkbox"/> on behalf of the Monitoring Officer
Date: 13/11/15

Ward Councillors notified:	YES
EqlA 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 EqIA is therefore not
necessary

Section 4 - Contact Details and Background Papers

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

Background Papers:

Wealdstone Parking Review - Minutes of the Stakeholders Meeting