

**REPORT FOR: TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	20 th September 2011
Subject:	Pinner Road & County Roads Controlled Parking Zone review – results of consultation
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director, Community & Environment
Portfolio Holder:	Councillor Phillip O’Dell, Deputy Leader & Portfolio Holder for Environment & Community Safety
Exempt:	No
Decision subject to Call- in:	Yes
Enclosures:	Appendix A – Revised parking proposals on Pinner Road between Oxford Road and Bedford Road Appendix B – Revised parking bays on Devonshire Road Appendix C – Revised parking bays on The Gardens Appendix D – Revised parking proposals in Neptune Road

Appendix E – Summary of Economic Development Unit's survey of Pinner Road businesses

Appendix F – July 2011 consultation documents

Appendix G – Analysis of Equality Monitoring of July 2011 consultations

Appendix H – Equality Monitoring Form supplied with July 2011 consultations

Section 1 – Summary and Recommendations

This report explains the outcomes of consultations on parking undertaken in the Pinner Road & County Roads Controlled Parking Zone review area and seeks the Panel's recommendation to proceed with the proposals.

Recommendations:

The Panel is requested to recommend that the Portfolio Holder for Environment & Community Safety resolves to:

- (a) authorise officers to seek approval from Transport for London to implement changes to parking restrictions on Pinner Road, as shown on the plan at **Appendix A**, namely:
 - i. **Pay & Display Parking bays** outside Nos. 178-184 Pinner Road and Nos. 156-166 Pinner Road, with operational hours **Monday-Saturday 7am-7pm**, maximum stay 2 hours, at the same tariff as the existing bays in the adjacent side roads,
 - ii. **Disabled Bay** outside No. 154 Pinner Road, in operation 24 hours,
 - iii. **Loading restrictions** on the northern side of Pinner Road at any time at its junctions with Bedford Road, Rutland Road and Oxford Road,
 - iv. **Relaxation of loading restriction** on the southern side of Pinner Road between its junction with The Gardens and its western junction with Neptune Road, to operate **Monday-Friday 7-10am and 4-7pm, and Saturday-Sunday 11am-5pm**;
- (b) once approval by Transport for London is forthcoming, carry out **statutory consultation** on the above recommendation;
- (c) delegate authority to the Service Manager – Traffic & Highway Network Management to make minor amendments, in consultation with the Portfolio Holder for Environment Community Safety, to make any minor modifications necessary so that the proposals can be approved by Transport for London;
- (d) include in the same statutory consultation an **extension** to the “county roads” **controlled parking zone** (Zone U) with operational hours **Monday-Friday 11am-Noon**, as shown on the plan at **Appendix B**, to include the following addresses in addition to properties already located within the zone:
 - i. **Dorset Road**, all properties,
 - ii. **Oxford Road**, all properties,
 - iii. **Rutland Road**, all properties,
 - iv. **Bedford Road**, all properties,

- v. **Devonshire Road**, Nos. 44-74 evens, inclusive;
- (e) include in the same statutory consultation a **revision** to the existing **Pay & Display parking bays** in Devonshire Road, Oxford Road, Rutland Road, Bedford Road and Pinner View, to operate **Monday-Saturday 7am-7pm** with maximum stay of 2 hours, as shown on the plans at **Appendix A and Appendix B**;
- (f) include in the same statutory consultation the amendment of the shared use (Pay & Display and Permit Holders) parking bays in **The Gardens** (north of Blenheim Road) to be available additionally to **Zone U** permit holders, as shown on the plan at **Appendix C**;
- (g) include in the same statutory consultation, shortened permit parking bays and revised waiting and loading restriction at the junction of **Pinner Road** and **Neptune Road** to take into account the revised road layout as a result of the **new roundabout** due to be constructed as part of the **Neptune Point redevelopment**, as shown on the plan at **Appendix D**;
- (h) include in the same statutory consultation, **waiting restrictions** operating **at any time** at junctions, accesses and passing points, and **Monday-Saturday 8.30am-6.30pm and Sunday 10am-6pm** elsewhere in **Neptune Road** to safeguard access for delivery and other vehicles servicing new Neptune Point Development, and railway maintenance vehicles accessing the track-side gate on Neptune Road, as shown on the plan at **Appendix D**;
- (i) include in the same statutory consultation **Loading Bays** in **Neptune Road** operating **Monday-Friday 7am-7pm and Saturday 7am-2pm** to facilitate the operation of businesses on the Neptune Road Trading Estate, as shown on the plan at **Appendix D**;
- (j) include in the same statutory consultation **Pay & Display Parking bays** in **Neptune Road** with operating hours **Monday-Friday 9.30am-5.30pm, Saturday 9.30am-1.30pm**, maximum stay 4 hours, with the same tariff as the existing Pay & Display bays in the county roads, as shown on the plan at **Appendix D**;
- (k) include in the same statutory consultation **Shared Use Parking Bays** (Zone U permit holders and Pay & Display, max stay 4 hours) in **Neptune Road** with operation hours **Monday-Friday 9.30am-5.30pm, Saturday 9.30am-1.30pm**, maximum stay 4 hours, with the same tariff as the existing Pay & Display bays in the county roads, as shown on the plan at **Appendix D**;
- (l) include in the same statutory consultation **Free Parking Bays** in **Neptune Road** to provide uncontrolled parking capacity for staff of businesses in the area, as shown on the plan at **Appendix D**;
- (m) instruct officers to review the length of the **double yellow lines** at the junctions of **Pinner View / Victor Road** and **Surrey Road / Norfolk Road**, to report the outcome of that review at future meeting of the

panel, and to include in the same statutory consultation any modifications to the waiting restrictions should these be feasible;

- (n) delegate authority to the Service Manager – Traffic & Highway Network Management to resolve any objections to the statutory consultation, in consultation with the Portfolio for Environment & Community Safety, in order to expedite the work as swiftly as possible;
- (o) authorise officers to include in that statutory consultation minor alterations where required for technical or practical reasons

Reason: (For recommendation)

To control parking in the existing West Harrow CPZ Zone U 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 and the subsequent outcomes of consultation.

Section 2 – Report

Introduction

- 2.1 Parking controls were implemented in the county roads area in May 2010. At the same time, waiting and loading restrictions were upgraded on the main Pinner Road that runs between North Harrow and Harrow Town Centre. The parking controls introduced comprise a residents' permit parking zone (CPZ) in parts of the county roads where the majority of directly-affected respondents had shown support, and double yellow lines at bends, junctions and other pinch-points throughout the entire Headstone South ward.
- 2.2 At the time of taking the decision to implement the original scheme, an undertaking was given to conduct a review within 6-12 months of the new restrictions taking effect. This report summarises that review process and the six separate but related consultations undertaken between February 2011 and July 2011.
- 2.3 The commitment to a review was given funding for 2010-11 and 2011-12 financial years.
- 2.4 Since May 2010, the council has received complaints from traders on Pinner Road that the new waiting and loading restrictions were affecting their business. Residents in neighbouring side streets outside of the CPZ – in particular Cornwall Road, Devonshire Road, Dorset Road and Oxford Road – complained that parking spaces were hard to find because of the number of non-resident vehicles using those locations to park all day or longer term.
- 2.5 Neptune Road was not included in the original May 2010 scheme because at the time of making the decision, insufficient details were available about the proposed redevelopment of the former Travis Perkins site (now called Neptune Point). With construction now underway and more information about the parking arrangements for the residential units available, it is clear that parking controls are required in Neptune Road itself to mitigate the impact of that development. The number of parking spaces given to the new dwellings is limited, and residents would not be eligible to purchase a CPZ permit. Therefore, it is likely a large number of residents will opt to park their vehicles at the closest uncontrolled location, which would be Neptune Road.
- 2.6 Pinner Road forms part of London's Strategic Road Network (SRN) which gives TfL the power to veto any proposal that they consider would not adequately protect traffic flow on the SRN.
- 2.7 Previous practice has been to agree with TfL what restrictions or traffic management measures they consider to be appropriate for an SRN road and then taking this to public consultation.

Public consultation

- 2.8 The public consultation strategy and timetable was set at the start of the review in January 2011 when officers met with local ward members – Cllrs Bill Stephenson, Asad Omar and Sasikala Suresh – and London Assembly Member Navin Shah, who is also a Harrow councillor.
- 2.9 Several meetings have taken place during the review both on site and at the civic centre between local ward councillors, businesses, officers, representatives of Transport for London and London Assembly Member Shah.
- 2.10 Councillors felt that the priority should be to address the concerns of the traders, and that the SRN approval process should be ‘bottom up’: meaning local consultation would take place first before TfL being asked to approve or reject Harrow’s proposals. Councillors also felt that economic factors could be presented to TfL to strengthen any case Harrow would put forward.
- 2.11 The council’s Economic Development Unit carried out a survey of businesses along Pinner Road in March-April 2011 to identify which factors they think had contributed to trading difficulty. Although we are in a period of global recession and changes in the retail climate, many traders nevertheless regarded parking as a factor in their recent loss of custom. The results of the survey are summarised at **Appendix E**.
- 2.12 On this basis some proposals were developed that considered the possibility of simplifying the existing parking facilities near the businesses on Pinner Road, and the inclusion of additional parking, loading and disabled bays on the main carriageway, whilst still retaining sufficient clear carriageway space of the passage of through traffic, and protecting visibility and access at junctions.
- 2.13 A full public consultation took place in July 2011, which comprised of four elements:
- Consultation with traders and residents on Pinner Road (between The Gardens and Devonshire Road) about revised parking and loading facilities for local businesses.
 - Consultation with residents in the existing CPZ (Zone U) on whether they wished to remain in the zone, or have parking controls removed in their part of their street.
 - Consultation with residents outside the existing CPZ (Zone U) on whether they wished to join the CPZ.
 - Consultation with traders and residents of Neptune Road on waiting and loading restrictions, pay and display parking and loading bays.

- 2.14 The consultation leaflet, questionnaires and plans are shown at **Appendix F**.
- 2.15 Cornwall Road was included in the consultation on the possible extension of the CPZ at the request of local councillors on the basis of a petition signed by residents in that street, which was reported to the June 2011 meeting of this panel. A small additional length of Sussex Road was included to ensure the consultation area was contiguous.
- 2.16 Separate to the main elements of the consultation above, part of the review comprised consultation on the double yellow lines introduced in May 2010. These restrictions were put in place across Headstone South ward to protect access for emergency services and refuse lorries at junctions, bends and pinch-points.
- 2.17 This consultation was undertaken in February-March 2011 and took the form of notices on site at the locations under consideration. These locations were all of those where the restrictions had been introduced or amended in May 2010, except for the area within the main county roads, Pinner Road or Neptune Road consultations.

Consultation on changes to parking restrictions on Pinner Road

- 2.18 The response from traders along Pinner Road and residents in the surrounding area was substantially in favour of the additional parking facilities proposed. The table below summarises the consultation responses received.

	Yes	No	Don't know / no opinion
Support for Pay & Display parking on Pinner Road	40	15	5
Support for simplified Pay & Display parking on the adjoining 'county road'	36	20	2
Support for relaxing the loading restriction on the south side of Pinner Road	36	13	10

NB: Totals do not match because not all questions were answered by all respondents

- 2.19 Out of the 42 businesses addresses included in the consultation, 21 opted to respond giving a participation rate of **50%**. This relatively high response rate indicates the level of importance the traders give to the parking issues they experience and how that affects their business.
- 2.20 A petition was also drawn up, signed by businesses and their customers, calling on the council to implement the proposed changes. This petition was presented to the council's cabinet meeting of **21 July 2011**, and is also included in the petitions report to tonight's panel meeting.

- 2.21 Harrow & Brent Chamber of Commerce, whose offices are located on Pinner Road, wrote broadly in support in principle to the proposed changes but expressing the view that many traders would prefer the maximum stay to be 2 hours instead of the 1 hour proposed.

RECOMMENDATION: Revise proposals to increase maximum stay in Pay & Display parking bays to 2 hours in recognition of Harrow & Brent Chamber of Commerce’s concerns.

RECOMMENDATION: Present the revised Pinner Road parking proposals to TfL for their consideration and, if approved by TfL, include in forthcoming statutory consultation.

Consultation with residents in existing CPZ

- 2.22 A total of 23 valid responses were received from properties within the existing CPZ. With 97 addresses in total in the existing CPZ, this represents a response rate of just over **23%**, which is in range of recent consultations.

- 2.23 The response from residents within the existing CPZ was in favour of the retention of the existing permit parking system. The responses are summarised below on a road-by-road basis.

Road	Do you wish to remain in the CPZ?		
	Yes	No	Don't know / no opinion
Bedford Road	2	0	0
Devonshire Road	12	3	1
Pinner View	2	1	0
Rutland Road	2	0	0
TOTAL	18	4	1

RECOMMENDATION: All existing addresses to remain within Zone U CPZ.

Consultation with residents outside existing CPZ area

- 2.24 A total of 139 responses were received, of which 129 were valid submissions from addresses within the consultation area. With 536 properties in the consultation area, this represents a response rate of just over **24%**, which is in the range of previous parking consultations.

- 2.25 The response from residents outside the CPZ was mixed. Despite being included in the consultation on the strength of a petition calling for parking controls, Cornwall Road did not show a majority of support for inclusion in the CPZ.

2.26 The only roads that showed majority support for inclusion in the CPZ were **Dorset Road** and **Oxford Road**.

Households in favour of joining CPZ					
Road	Yes	No, but Yes if an adjoining street is included	No	Don't know / no opinion	RECOMMENDATION
Cornwall Road	7	6	16	1	Exclude from CPZ extension
Bedford Road (section outside CPZ)	3	4	6	0	(see below)
Devonshire Road (section outside CPZ)	4	2	7	0	(see below)
Dorset Road	9	1	2	0	Include in CPZ extension
Oxford Road	15	1	4	6	Include in CPZ extension
Pinner View (28-36 evens)	0	0	0	0	No response: minor re-consultation
Rutland Road	4	4	4	1	(see below)
Sussex Road (1-61 odds, 2-116 evens)	7	1	10	4	(see below)

2.27 As Dorset Road and Oxford Road would be included in the recommendation to extend the CPZ, the answers from adjoining streets now had to be analysed further.

2.28 Taking into account those who answered that they would favour a CPZ if a neighbouring street were to be included, Rutland Road then became a street with a majority in support. That, in turn, brought Bedford Road into the recommended zone extension. By analysing the responses in this way, the council is responding to what residents have requested. The following table summarises the response.

Road	Households in favour of joining CPZ					RECOMMENDATION
	Yes	No, but Yes if an adjoining street is included	Overall YES	No	Don't know / no opinion	
Rutland Road	4	4	8	4	1	Include in CPZ extension (adjacent to Oxford Road)
Bedford Road (section outside CPZ)	3	4	7	6	0	Include in CPZ extension (adjacent to Rutland Road)

2.29 The section of Devonshire Road outside the existing CPZ did not show a majority of support for inclusion. However, there was a clear polarisation between the western kerbline (majority against) and the east (majority in favour). The table below summarises their responses and subsequent recommendation

Addresses	Households in favour of joining CPZ					RECOMMENDATION
	Yes	No, but Yes if an adjoining street is included	Overall YES	No	Don't know / no opinion	
Devonshire Road (Nos. 37-61 odds)	0	1	0	5	0	Exclude from CPZ extension
Devonshire Road (Nos. 44-74 evens)	4	1	5	2	0	Include in CPZ extension
TOTAL	4	2	5	7	0	

Consultation with residents and traders in the Neptune Road area

- 2.30 A total of 47 properties were included in the consultation on proposals in the Neptune Road area. With 10 responses received, the participation rate in the consultation is just over **21%**, which is within range of previous parking consultations.
- 2.31 The consultation in Neptune Road showed a mixed response to the proposals. There was general support for the proposed loading bays, however there was no support from traders on the Neptune Road estate for Pay & Display parking. The only addresses showing support for the proposed Pay & Display parking bays were residents or businesses on Pinner Road itself.

	Yes	No	Don't know / no opinion
Support for Pay & Display parking in Neptune Road	3	5	2
Support for Loading Bays in Neptune Road	5	4	1
Support for Waiting & Loading Restrictions	3	2	5

RECOMMENDATION: Proceed with Loading bays in Neptune Road

- 2.32 Businesses in Neptune Road felt there was insufficient provision for parking for their staff, and this is a likely factor in their opposition to Pay & Display parking controls.
- 2.33 As already stated, officers are mindful that with the Neptune Point development will come additional parking pressures in Neptune Road. To ensure customers of and visitors to businesses in Neptune Road have access to parking during the working day – i.e. to exclude the use of those spaces by commuters and residents – some Pay & Display parking is required, as there is no other way the council can regulate parking spaces. There is a risk that by providing no Pay & Display parking in Neptune Road, all the space will be occupied by commuters and residents of the Neptune Point development, to the detriment of customers of Neptune Road Estate businesses.
- 2.34 Harrow Community Transport (HCT), based on Pinner Road, responded to the consultation expressing concern at the possible difficulties they may encounter as their vehicles currently use Neptune Road for parking both during the day and overnight. The heavy use of Neptune Road for parking already reduces HCT's ability to find spaces during the day, and HCT fear that the Pay & Display parking bays would make this worse. All HCT's vehicles are fitted with Blue Badges, meaning they are exempt from waiting restrictions for up to three hours. This exemption also permits them to occupy Pay & Display parking spaces without time limit; therefore the proposals would in fact be of benefit to them.

RECOMMENDATION: Proceed with Pay & Display parking bays in Neptune Road, but with a reduced number and with reduced hours of operation (**Mon-Fri 9.30am-5.30pm, Saturday 9.30am-1.30pm**).

RECOMMENDATION: Amend the proposed ‘at any time’ waiting restrictions in parts of Neptune Road to accommodate overnight parking for HCT and other coaches and commercial vehicles. To daytime ensure access is available to the Neptune Point development, this waiting restriction should operate **Mon-Sat 8.30am-6.30pm** and **Sun 10am-6.30pm**. This is the same time as the Harrow town centre Pay & Display bays.

RECOMMENDATION: Introduce ‘Free Bay’ parking places in those sections of Neptune Road where no other parking restrictions are recommended.

Consultation on access-protection double yellow lines in Headstone South ward away from the main parking review areas

- 2.35 A total of 37 responses from individual households were received. The comments were analysed, and can be broken down as follows:

In favour of double yellow lines	11	29.7%
Seeking reduction in length of double yellow lines	12	32.4%
Seeking extension of double yellow lines	3	8.1%
Completely against double yellow lines	8	21.6%
Other comments not directly related to yellow lines	3	8.1%
TOTAL	37	100%

- 2.36 The double yellow lines were originally introduced to support compliance with the guidance of rule 243 of the Highway Code, which states:

“DO NOT stop or park

- anywhere you would prevent access for Emergency Services
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- on a bend
- except when forced to do so by stationary traffic.”

- 2.37 As highway authority, the council cannot condone parking at junctions; therefore requests for complete removal of the double yellow lines have not been considered in this review. However, we do recognise that each location is different, and there may be the possibility of shortening some lines if we can be satisfied emergency service access would not be compromised. Attention to pedestrian

crossing points and proximity to vehicle crossovers (driveways) would also have to be borne in mind.

2.38 In this regard, at both rounds of the original consultation, individual locations were reviewed on the basis of comments or objection to determine if a relaxation to the above rule could be achieved. Where this was possible, a reduction in proposed length was taken forward.

2.39 The locations where respondents to the 2011 consultation requested shortening of the double yellow lines are show at the table below. The table also shows which of these locations already have had the extents of the double yellow lines reviewed at previous stages of consultation.

Junction	No. of requests	Already reviewed?
Durham Road with Norfolk Road	2	Informal consultation
Surrey Road with Norfolk Road	2	No
Sussex Road with Durham Road	1	Informal consultation
Sussex Road with Surrey Road	3	Informal consultation
Sussex Road with Somerset Road	1	Informal consultation
Sussex Road with Cornwall Road	3	Informal consultation
Beresford Road with Chandos Road	2	Statutory consultation
Beresford Road with Althorpe Road	1	Informal consultation
Cross Road with Longley Road	2	Statutory consultation
Pinner View with Victor Road	1	No
Victor Road with Albert Road	1	Statutory consultation
Victor Road with Fairfield Drive	1	Statutory consultation

Informal consultation took place in **September 2008** with a decision taken in **March 2009**.

Statutory consultation took place in **April 2009** with objections resolved in **July 2009**.

2.40 Of the twelve junctions above, only two are locations where the length of the double yellow lines has not been reviewed at either of the previous two rounds of consultation.

RECOMMENDATION: On the basis of the above, the junctions of Pinner View / Victor Road and Surrey Road / Norfolk Road will be re-assessed and, if a reduction in the length of the double yellow lines is

feasible, these locations will be taken forward to statutory consultation.

2.41 There were three locations were respondents asked for the double yellow lines to be relaxed to allow overnight parking. These locations are:

- Victor Road, at junction with Stanley Road
- Woodberry Avenue, at junction with Hillfield Close
- Sussex Road between Devonshire Rd and Bedford Road

2.42 The request by residents for daytime-only restrictions at junctions is frequent and usually on the basis that delivery vehicles and refuse trucks generally require access during the working day only. However, access for emergency services is required at all times, and previous discussions with the Fire Brigade have suggested they respond to more call outs at night than during the day in residential areas.

RECOMMENDATION: No locations are recommended for the relaxation of double yellow lines to single yellow lines (part-time waiting restrictions).

2.43 There were three locations were respondents asked for the double yellow lines to be extended, or new restrictions introduced. These locations are:

- Collapit Close, internal bend, and junction with Pinner Road
- Cumberland Road, internal bend
- Parkside Way, junction with Priory Way and Manor Way
- Pinner View, junction with Kingsfield Avenue/Cunningham Park
- Westmoreland Road, junction with Gloucester Road

2.44 Apart from the Pinner View junction, the above locations are close to the North Harrow area, which is programmed for a review starting in 2012/13, when partial funding becomes available via the planning conditions for the redevelopment of the former bowling alley site. It was always intended that and it would be expeditious to include these locations as part of that review rather than in isolation at this stage, so that residents are given the opportunity to comment on a comprehensive set of proposals to manage parking in the area, which may include a residents' permit zone.

RECOMMENDATION: Consider additional parking restrictions in Collapit Close, Cumberland Road, Gloucester Road and Westmorland Road when the North Harrow parking review takes place.

2.45 The junction of Pinner View with Cunningham Park and Kingsfield Avenue is at the fringe of the Harrow View parking review area, currently programmed to start in 2012/13. Funding may also be available from the outcome of the planning process for the Kodak redevelopment, and this project may also lead to a change in parking

patterns in the area. Again, it would be expeditious to include this location as part of that review rather than in isolation at this stage, so that residents are given the opportunity to comment on a comprehensive set of proposals to manage parking in the area, which may include a residents' permit zone.

RECOMMENDATION: Consider additional parking restrictions at the junction of Pinner View / Cunningham Park / Kingsfield Avenue when the Harrow View corridor parking review takes place.

Financial Implications

- 2.46 The parking review and the implementation of its outcome are funded in the 2011/12 Harrow Capital programme for parking schemes. Until statutory consultation has taken place and the scheme is final, the cost cannot be determined. However, it is expected that the works would be able to be implemented within its current £20,000 allocation from the 2011/12 Parking Schemes Capital Programme.

Performance Issues

- 2.47 Implementing this scheme will impact on the following performance indicators identified in the Community and Environment Service Plan:
- Improved street environment
 - Improved condition of roads in the local vicinity
 - Reduction in road traffic accidents
- 2.48 In addition, the scheme will help the borough achieve the following statutory targets included in Harrow's Transport Local Implementation Plan:
- Reduction in road traffic casualties

Environmental Impact

- 2.49 Controlled Parking Zones can have positive environmental impact by reducing the amount of time residents spend circulating around the area attempting to find spaces.
- 2.50 Reducing the number of vehicles parked on street improves the visual appearance of residential roads, and can make walking and cycling more attractive.
- 2.51 The reduction in parking capacity available for commuters may lead some to opt for travel by public transport, or walk or cycle for all or part of their journey.

Risk Management Implications

- 2.52 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the Pinner Road & county roads parking changes detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

Equalities implications

- 2.53 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. The responses are summarised in **Appendix G** alongside the comparable data taken from the most recent census.
- 2.54 A review of equality issues at the design risk assessment stage of the scheme 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
Women and vulnerable people	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.
Mobility impaired	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside some shops will make access easier, particularly as the current restrictions outside the shops on Pinner Road prevent parking by blue badge holders for long periods of the day.
Children	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.

Others	A reduction in through traffic in residential streets will help minimise noise and air pollution.
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Corporate Priorities

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

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	<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>
United and involved communities: A Council that listens and leads.	<p>The recommendation seeks to keep whole streets together in forming an extension to the existing CPZ, where the results support this.</p> <p>The council has listened to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.</p>
Supporting and protecting people who are most in need	<p>Controlled parking zones generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters.</p>
Supporting our town centre, our local shopping centres and businesses.	<p>The additional parking facilities on Pinner Road will enable the businesses to serve more customers.</p>

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 30/08/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 01/09/11		

Section 4 - Contact Details & Background Papers

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Background Papers:

Environment & Community Safety Portfolio Holder Decision 14 July 2009