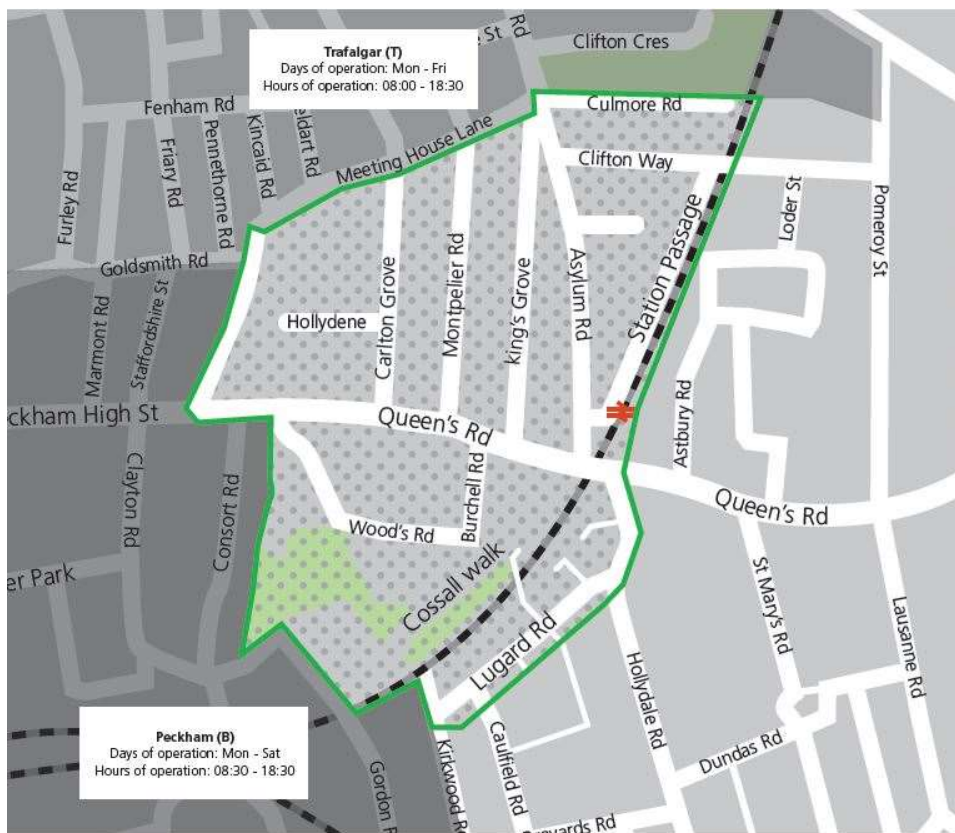


# Appendix A: Queens Road Proposed Controlled Parking Zone

## Consultation Report



## Background

- Between 11 December 2023 and 28 January 2024, the council conducted a controlled parking zone consultation in the Queen’s Road area which was identified as having high parking pressure. The area was reduced in size from a previous parking consultation in mid-2023.
- We carried out extensive non-statutory engagement with residents in the proposed zone, and following feedback from the earlier consultation, we increased the number and type of opportunities for residents to engage and have their views heard and recorded. All addresses within the Queens Road area were sent a detailed booklet setting out our plans and opportunities to respond, including details of three drop-in sessions that residents/businesses could attend to find out more information. We also carried out door knocking to ensure we heard from residents in every road in the proposed area and received responses representative of the area.
- An additional letter was sent to all addresses in the area to remind them to complete the online questionnaire and inform them that the consultation had been extended by a week.

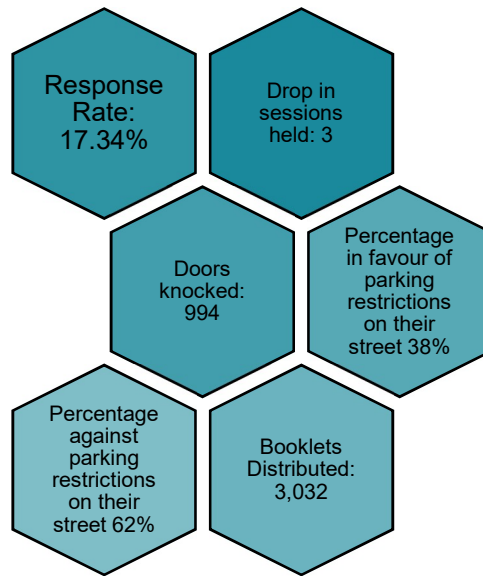
## Executive Summary

This document sets out the responses to each question in the consultation and officer recommendations on how to proceed for the Queen’s Road area. It will be presented to the decision maker as an appendix to the individual decision-making report.

## Consultation Timeline



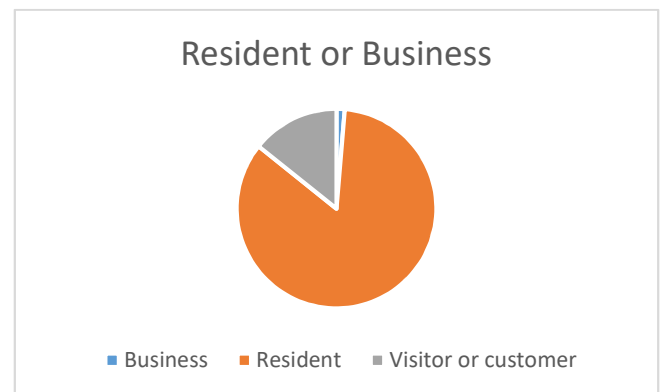
## Headline Results



## Consultation Response by Question

### 1. Are you a resident, business or visitor?

Are you a resident, business or visitor?	Count	Percentage
Business	7	1%
Resident	444	84%
Visitor or customer	75	14%
<b>Grand Total</b>	<b>526</b>	<b>100%</b>



The majority of respondents to the survey were residents, at 84%.

### Respondent type and response to 'Do you agree with the proposed parking zone in your area?'

Do you agree with the proposed parking zone in your area?	No	%	NA	Yes	%	Grand Total
Business	7	100%	0	0	0%	7
Resident	280	63%	1	163	37%	444
Visitor or customer	54	72%	0	21	28%	75
<b>Grand Total</b>	<b>341</b>	<b>65%</b>	<b>1</b>	<b>184</b>	<b>35%</b>	<b>526</b>

The above table shows that all the businesses responding to the consultation were not in favour of parking controls in the area. Other respondent types are also not in favour with varying percentages, from 63% of residents against and 72% of visitors/customers to the area against.

## 2. Do you agree with the proposed parking zone in your area?

Outside area		
Do you agree with the proposed parking zone in your area?	Count	Percentage
No	98	86%
Not Answered	0	0%
Yes	16	14%
<b>Grand Total</b>	<b>114</b>	

Inside area		
Do you agree with the proposed parking zone in your area?	Count	Percentage
No	243	59%
Not Answered	1	0%
Yes	168	41%
<b>Grand Total</b>	<b>412</b>	

Combined		
Do you agree with the proposed parking zone in your area?	Count	Percentage
No	341	65%
Not Answered	1	0%
Yes	184	35%
<b>Grand Total</b>	<b>526</b>	

A higher percentage of people responding to the consultation from outside the proposed area said 'no' to the proposals as compared to lower percentage from inside the area.

Road by road breakdown of responses:

			Do you agree with the proposed parking zone in your area?					Total
			No	Percentage	Not Answered	Yes	Percentage	
ASTBURY ROAD	Not in zone	Not in zone	4	80%	0	1	20%	5
ASYLUM ROAD	141	20%	21	75%	0	7	25%	28
BATH CLOSE	138	8%	4	36%	0	7	64%	11
BLANCH CLOSE	33	15%	4	80%	0	1	20%	5
BURCHELL ROAD	84	14%	10	83%	0	2	17%	12
CARLTON GROVE	322	8%	14	56%	0	11	44%	25
CLIFTON WAY	17	41%	7	100%	0	0	0%	7
COBDEN WALK	103	4%	4	100%	0	0	0%	4
COLLS ROAD	Not in zone	Not in zone	1	50%	0	1	50%	2
COSSALL WALK	142	8%	5	42%	0	7	58%	12
CULMORE ROAD	40	5%	1	50%	0	1	50%	2
EATON WALK	84	13%	3	27%	0	8	73%	11
EVAN COOK CLOSE	31	10%	3	100%	0	0	0%	3
HOLLYDALE ROAD	1 within zone	N/A	9	82%	0	2	18%	11
HOLLYDENE	20	5%	1	100%	0	0	0%	1
HOOKS CLOSE	59	22%	3	23%	0	10	77%	13
KINGS GROVE	156	22%	19	56%	0	15	44%	34
KIRKWOOD ROAD	11	55%	5	83%	0	1	17%	6
LABURNUM CLOSE	51	22%	1	9%	0	10	91%	11
LUGARD ROAD	138	32%	37	84%	0	7	16%	44
MEETING HOUSE LANE	171	10%	14	82%	1	2	12%	17
MONTPELIER ROAD	147	33%	28	58%	0	20	42%	48
MORTLOCK CLOSE	48	42%	2	10%	0	18	90%	20
QUEENS ROAD	335	5%	14	82%	0	3	18%	17
ROMAN WAY	24	42%	1	10%	0	9	90%	10
STANBURY ROAD	3	100%	3	100%	0	0	0%	3
STATION PASSAGE	44	2%	1	100%	0	0	0%	1
STAVELEY CLOSE	134	4%	5	100%	0	0	0%	5
SUNWELL CLOSE	17	59%	0	0%	0	10	100%	10
WOODS ROAD	218	16%	19	56%	0	15	44%	34
OTHER	N/A	N/A	98	86%	0	16	14%	114
<b>TOTAL</b>	<b>2712</b>	<b>19%</b>	<b>341</b>	<b>65%</b>	<b>1</b>	<b>184</b>	<b>35%</b>	<b>526</b>

## Key

Roads in red should the majority against per road,

Roads in Green are the majority in support per road, and

Roads in Amber are neutral with neither support or against per road.

### 3. Do you want controlled parking on your street?

Outside Area		
Do you want controlled parking on your street?	Count	Percentage
No	97	85%
Not Answered	0	0%
Yes	17	15%
<b>Grand Total</b>	<b>114</b>	

Inside Area		
Do you want controlled parking on your street?	Count	Percentage
No	229	56%
Not Answered	1	0%
Yes	182	44%
<b>Grand Total</b>	<b>412</b>	

Combined		
Do you want controlled parking on your street?	Count	Percentage
No	326	62%
Not Answered	1	0%
Yes	199	38%
<b>Grand Total</b>	<b>526</b>	

A higher majority of respondents from outside of the area do not support controls in the area, at 85%, this figure is closer to 56% inside the area. Road by road breakdown:

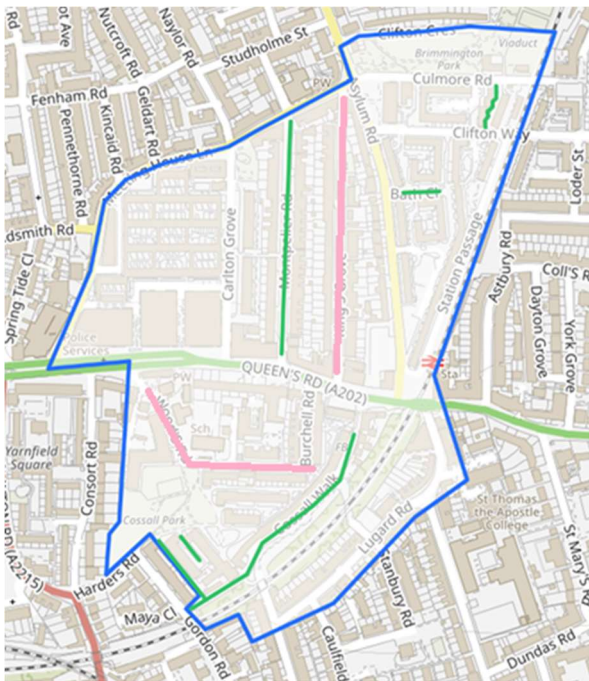
### 4. If parking controls are implemented on neighbouring streets, there may be displacement onto yours. In these circumstances, would you want controlled parking on your street?

Outside the area		
If parking controls are implemented on neighbouring streets, there may be displacement onto yours. In these circumstances, would you want controlled parking on your street?	Count	Percentage
No	92	81%
Yes	22	19%
<b>Grand Total</b>	<b>114</b>	

Inside the area		
If parking controls are implemented on neighbouring streets, there may be displacement onto yours. In these circumstances, would you want controlled parking on your street?	Count	Percentage
No	216	52%
Yes	196	48%
<b>Grand Total</b>	<b>412</b>	

Combined		
If parking controls are implemented on neighbouring streets, there may be displacement onto yours. In these circumstances, would you want controlled parking on your street?	Count	Percentage
No	308	59%
Yes	218	41%
<b>Grand Total</b>	<b>526</b>	

If parking controls are implemented on neighbouring streets, there may be displacement onto yours. In these circumstances, would you want controlled parking on your street?	No		Yes		Total
	No	Percentage	Yes	Percentage	
ASTBURY ROAD	4	80%	1	20%	5
ASYLUM ROAD	21	75%	7	25%	28
BATH CLOSE	5	45%	6	55%	11
BLANCH CLOSE	4	80%	1	20%	5
BURCHELL ROAD	8	67%	4	33%	12
CARLTON GROVE	15	60%	10	40%	25
CLIFTON WAY	6	86%	1	14%	7
COBDEN WALK	3	75%	1	25%	4
COLLS ROAD	1	50%	1	50%	2
COSSALL WALK	5	42%	7	58%	12
CULMORE ROAD	1	50%	1	50%	2
EATON WALK	2	18%	9	82%	11
EVAN COOK CLOSE	3	100%	0	0%	3
HOLLYDALE ROAD	8	73%	3	27%	11
HOLLYDENE	1	100%	0	0%	1
HOOKS CLOSE	2	15%	11	85%	13
KINGS GROVE	16	47%	18	53%	34
KIRKWOOD ROAD	4	67%	2	33%	6
LABURNUM CLOSE	1	9%	10	91%	11
LUGARD ROAD	36	82%	8	18%	44
MEETING HOUSE LANE	14	82%	3	18%	17
MONTPELIER ROAD	19	40%	29	60%	48
MORTLOCK CLOSE	1	5%	19	95%	20
QUEENS ROAD	14	82%	3	18%	17
ROMAN WAY	1	10%	9	90%	10
STANBURY ROAD	2	67%	1	33%	3
STATION PASSAGE	1	100%	0	0%	1
STAVELEY CLOSE	5	100%	0	0%	5
SUNWELL CLOSE	0	0%	10	100%	10
WOODS ROAD	13	38%	21	62%	34
OTHER	92	81%	22	19%	114
<b>TOTAL</b>	<b>308</b>	<b>59%</b>	<b>218</b>	<b>41%</b>	<b>526</b>



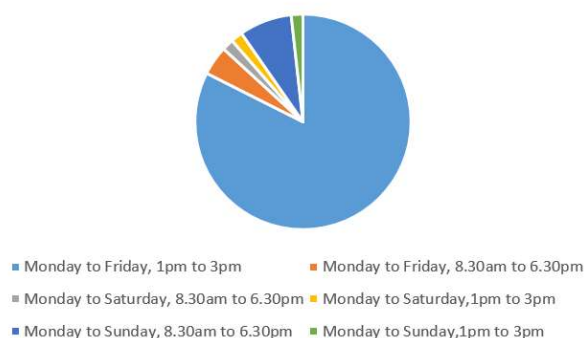
Map showing roads that would either support the implementation of a CPZ (green) or would support it if implemented in a neighbouring road (pink). The remaining green roads highlighted in the table above are not included in the map as they are non-adopted highway roads and will not be included in the controlled parking scheme.



## 5. Please confirm the times you would like to see in operation, should a CPZ be implemented?

Combined		
Please confirm the times you would like to see in operation, should a CPZ be implemented?	Count	Percentage
Monday to Friday, 1pm to 3pm	328	62%
Monday to Friday, 8.30am to 6.30pm	81	15%
Monday to Saturday, 8.30am to 6.30pm	11	2%
Monday to Saturday, 1pm to 3pm	7	1%
Monday to Sunday, 8.30am to 6.30pm	83	16%
Monday to Sunday, 1pm to 3pm	15	3%
(blank)	1	0%
<b>Grand Total</b>	<b>526</b>	

Preferred hours of operation



The majority of respondents to the above question prefer a shorter restriction of Monday to Friday for 2 hours a day, i.e.. 1pm to 3pm. This restriction would be beneficial in resolving commuter parking issues.

## 6. How many cars or vans does your household or business park on street?

combined		
How many cars or vans does your household or business park on street?	Count	Percentage
1	369	70%
2	51	10%
3 or more	9	2%
None	96	18%
Not Answered	1	0%
<b>Grand Total</b>	<b>526</b>	

The majority of respondents have 1 car, with fewer than 2 % owning 3 or more cars.

## 7. On weekdays, when do you have difficulty parking?

On weekdays, when do you find it difficult to park on your street?	Count	Percentage
Morning	101	18%
Afternoon	103	18%
Evening	127	22%
Never, I always find parking on my street	237	42%
<b>Total</b>	<b>568</b>	

The majority of respondents to this question stated that they never have trouble finding parking on their street during the weekday.

## 8. On weekends, when do you have difficulty parking?



<b>On weekends, when do you find it difficult to park on your street?</b>	<b>Count</b>	<b>Percentage</b>
Morning	68	13%
Afternoon	79	15%
Evening	101	20%
Never, I always find parking on my street	266	52%
<b>Total</b>	<b>514</b>	

The majority of respondents to this question stated that they never have trouble finding parking on their street during the weekend. This figure was higher over a weekend, which demonstrates that weekday parking may be slightly worse for finding parking than the weekend.

### 9. To what extent to you agree or disagree that a parking scheme would help reduce vehicle emissions and improve public health?

<b>Do you agree permit parking controls improve public health?</b>	<b>Count</b>	<b>Percentage</b>
Agree	162	30.80%
Disagree	275	52.28%
Neither agree or disagree	87	16.54%
Not Answered	2	0.38%
<b>Grand Total</b>	<b>526</b>	

### 10. Do you agree that permit parking controls improve access to parking?

<b>Do you agree that permit parking controls improve access to parking?</b>	<b>Count</b>	<b>Percentage</b>
Agree	207	39.35%
Disagree	267	50.76%
Neither agree or disagree	51	9.70%
Not Answered	1	0.19%
<b>Grand Total</b>	<b>526</b>	

### 11. Do you agree that permit parking controls improve congestion?

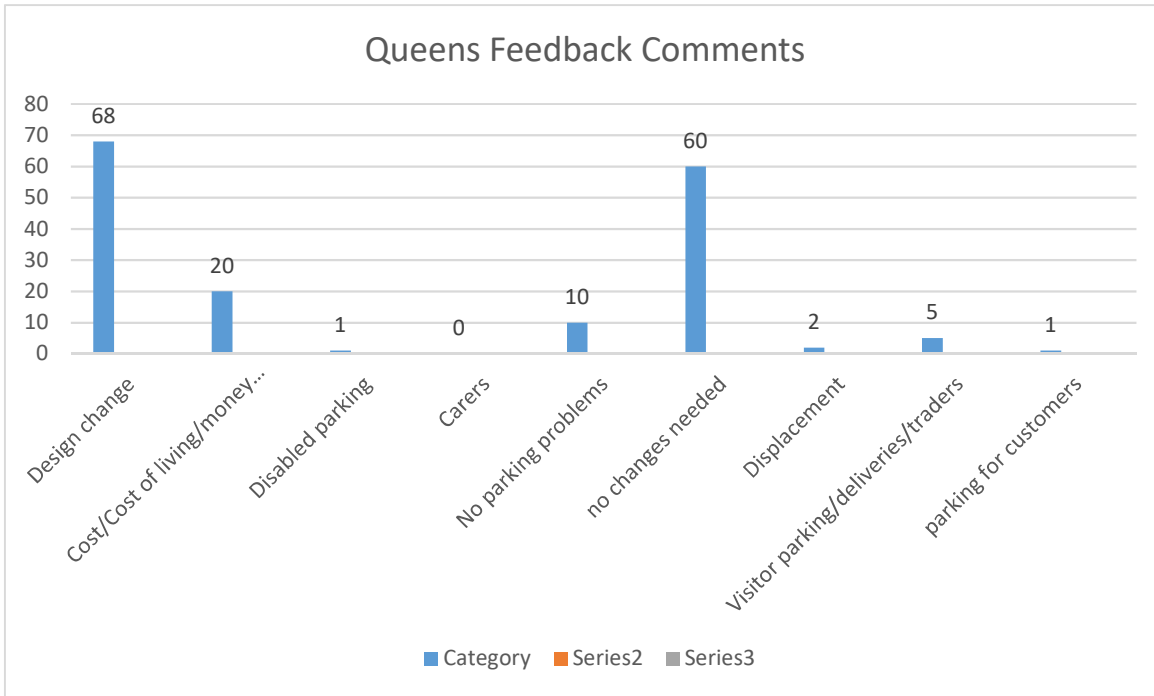
Do you agree that permit parking controls improve congestion?	Count	Percentage
Agree	167	31.75%
Disagree	300	57.03%
Neither agree or disagree	59	11.22%
<b>Grand Total</b>	<b>526</b>	

### 12. Do you agree that permit parking controls improve quality of life?

Do you agree that permit parking controls improve quality of life?	Count	Percentage
Agree	193	36.69%
Disagree	287	54.56%
Neither agree or disagree	46	8.75%
<b>Grand Total</b>	<b>526</b>	

#### Comments analysis:

Below is a table showing the theme of the comments received in free text section from the survey. Most of the people requested changes to the design, followed by people saying no change is needed, thirdly people claiming the proposals are to make money for the council or are not happy with being charged for permits.



The council's response to the comments is provided in Appendix F

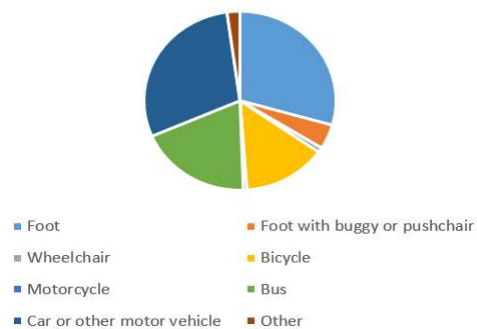
### In what capacity are you responding to this consultation?

In what capacity are you responding to this consultation?	Count
As a local business owner/staff member (please specify)	7
As a representative of a group or organisation (please specify)	5
As a resident of a directly affected road	380
As a resident of a nearby road	67
As someone who travels on these roads	24
As someone who visits for e.g. leisure or shopping	32
<b>Grand Total</b>	<b>515</b>

### How do you usually travel in this area?

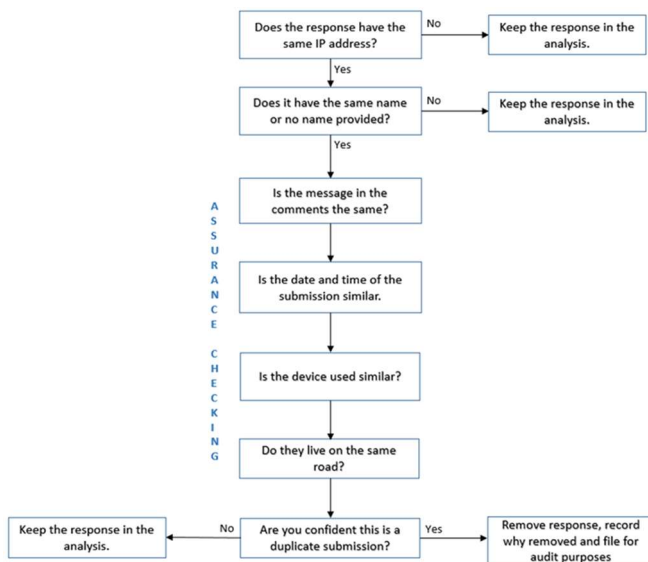
How do you usually travel in this area?	Count
Foot	298
Foot with buggy or pushchair	45
Wheelchair	9
Bicycle	143
Motorcycle	6
Bus	193
Car or other motor vehicle	297
Other	22
<b>Total</b>	<b>1013</b>

Mode of Transport



## Duplicate and Removed Responses

A process was put together to establish a fair way to find and remove duplicate responses received from the same person who may have been trying to sway the outcome of the consultation. Where multiple responses were identical or submitted under the same name, we have removed all but the first submitted by following the below process:



6 duplicates were removed from the Queens Rd Area responses following the above process.

## Recommendation

Based on the feedback to the consultation, and our obligations under the Road Traffic Regulation Act, the council are proposing to implement a revised smaller controlled parking zone in the Queens Road Area that operates Monday to Friday, 1pm to 3pm.

Based on the consultation feedback and associated evidence officers have proposed a revised design of the area to include roads the consultation supported and to alleviate parking pressure in these roads.

The new proposed design excludes roads west of King's Grove, which were largely opposed to the proposed parking zone. The excluded roads include Asylum Road, Culmore Road, Clifton Way, Station Passage and Lugard Road. This leaves the remaining roads proposed to have implemented restrictions as Carlton Grove, Montpelier Road, Kings Grove, Burchell Road, Cossall Walk and Woods Road.

Based on the road-by-road analysis per road, Montpelier Road wanted parking controls on their road. However, if a CPZ were to be implemented in just one road, there would be displacement

on to Kings Grove and Carlton Grove. In addition, respondents from Kings Grove would support the implementation of a controlled parking zone if implemented on a nearby road. Therefore, putting in Kings Grove and Montpelier Road only would likely result in significant displacement onto Carlton Grove, thus it is recommended Carlton Grove is included in the proposed revised design.

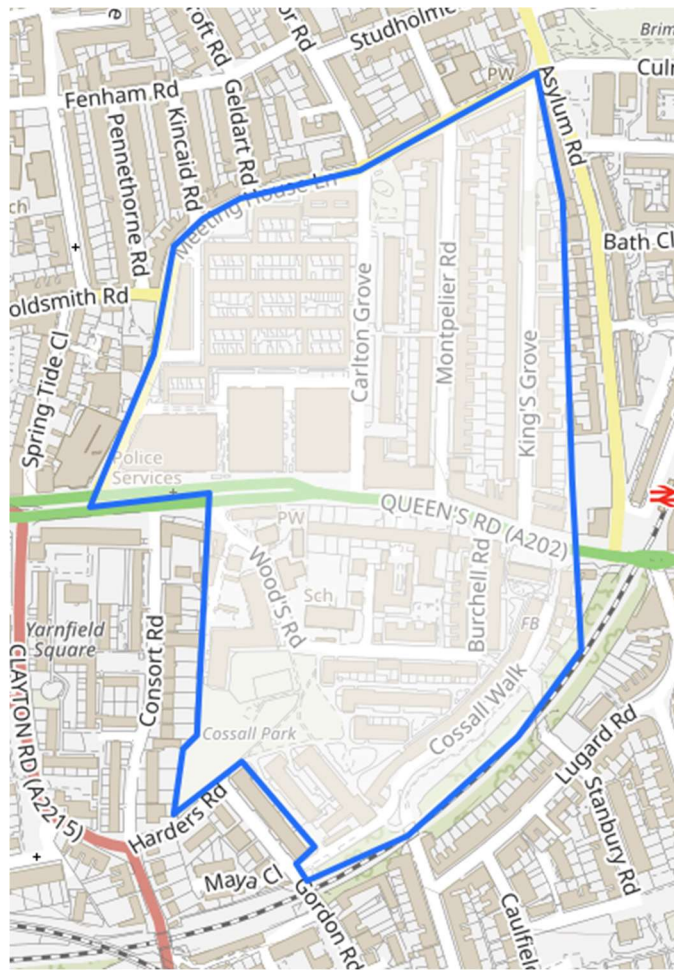
In a similar scenario, Cossall Walk support controls on their road, and Woods Road supported controls if a neighbouring road is included. Thus, Burchell Road has also been included in the proposed new design based on officer recommendation that displaced parking will likely be significant on Burchell Road if controls are not implemented.

This will help ease parking pressure in the roads, which show high levels of parking stress and roads, which will be impacted by the displacement, should a permit scheme be implemented on the roads which support permit controls.

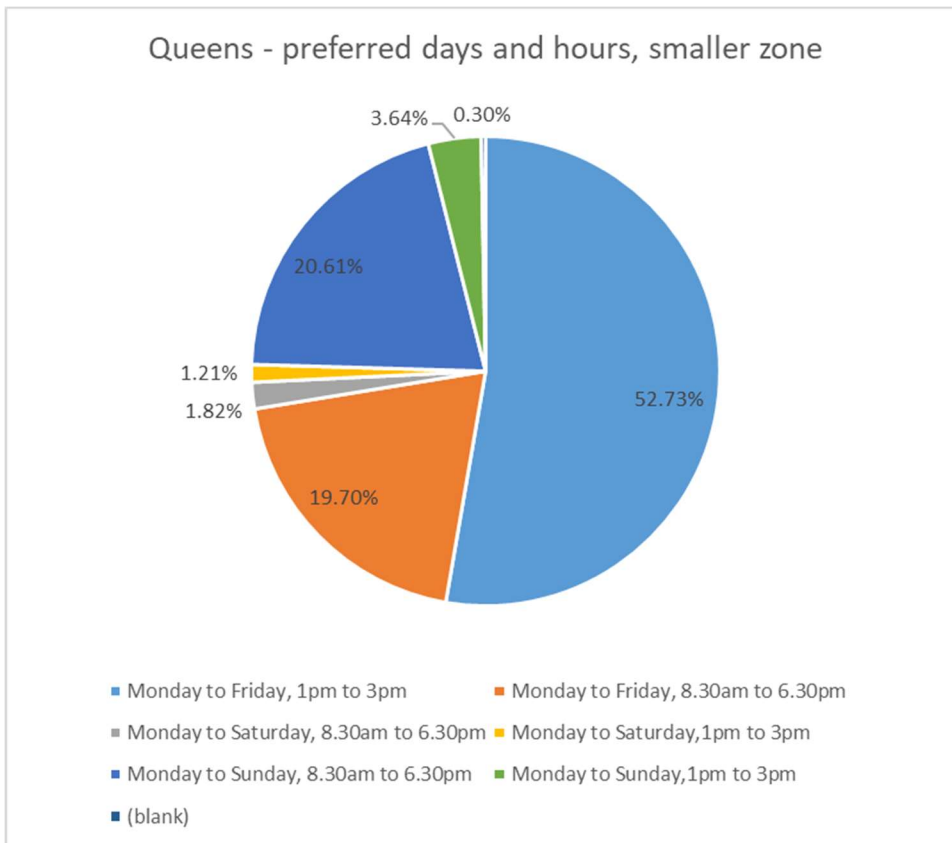
The smaller zone also takes into consideration roads where residents were not in support of controls and can be feasibly excluded from the new proposed area. Asylum Road, which is not included in the new zone, will be the boundary road between the permit area and uncontrolled area.

By looking at response data from the question, 'do you support controls in your street' for the roads included in the zone, 53% of the respondents from the new proposed area are in support of the proposals. This demonstrates that the council has listened to people and excluded roads which strongly oppose the proposals whilst including roads in support. The remaining roads consulted as part of this consultation will not be part of a controlled parking zone but will continue to be monitored for any parking or safety issues.

Below is a boundary of the proposed zone:



The preferred operational hours of the zone, excluding responses from the roads outside of the new smaller zone are Monday to Friday, 1pm to 3pm. The graph below shows this:



The below table shows a complete list of the streets which are in the new proposed zone and excludes those no longer included in the smaller zone.

<b>Streets included in the new proposed zone their response to if they support permit controls in their street</b>				
<b>Road</b>	<b>No</b>	<b>Not Answered</b>	<b>Yes</b>	<b>Total</b>
BATH CLOSE	4	0	7	11
BURCHELL ROAD	8	0	4	12
CARLTON GROVE	15	0	10	25
COBDEN WALK	3	1	0	4
COSSALL WALK	5	0	7	12
EATON WALK	2	0	9	11
HOLLYDENE	1	0	0	1



HOOKS CLOSE	2	0	11	13
KINGS GROVE	20	0	14	34
MEETING HOUSE LANE	14	0	3	17
MONTPELIER ROAD	20	0	28	48
MORTLOCK CLOSE	0	0	20	20
QUEENS ROAD	14	0	3	17
SUNWELL CLOSE	0	0	10	10
WOODS ROAD	18	0	16	34
<b>Total</b>	<b>126</b>	<b>1</b>	<b>142</b>	<b>269</b>
<b>Percentage</b>	<b>47%</b>	<b>0%</b>	<b>53%</b>	

This shows that there is a slight majority support in the new smaller area.

<b>Do you want controlled parking on your street?</b>	<b>Revised area</b>	<b>Percentage</b>
No	126	47%
Not Answered	1	0%
Yes	142	53%
<b>Total</b>	<b>269</b>	