



**CALL-IN SUB COMMITTEE**  
**THURSDAY 27 OCTOBER 2005**  
**7.30 PM**

**SUB-COMMITTEE AGENDA (SCRUTINY)**

**COMMITTEE ROOM 6**  
**HARROW CIVIC CENTRE**

**MEMBERSHIP (Quorum 3)**

**Chair: Councillor Mitzi Green**

**Councillors:**

**Gate**                      **Jean Lammiman (VC)**  
**Thammaiah**              **Osborn**

**Reserve Members:**

1. Blann	1. Seymour
2. Ann Groves	2. Versallion
3. Mrs R Shah	3. Romain

**Issued by the Legal Services Section,  
Legal Services Department**

**Contact: Michelle Fernandes, Committee Administrator**  
**Tel: 020 8424 1542 E-mail: michelle.fernandes@harrow.gov.uk**

***NOTE FOR THOSE ATTENDING THE MEETING:***  
***IF YOU WISH TO DISPOSE OF THIS AGENDA, PLEASE LEAVE IT BEHIND AFTER THE MEETING.***  
***IT WILL BE COLLECTED FOR RECYCLING.***

**HARROW COUNCIL**

**CALL-IN SUB COMMITTEE**

**THURSDAY 27 OCTOBER 2005**

**Protocol for the Operation of the Call-in Sub-Committee (Pages 1 - 2)**

**Protocol for Handling Portfolio Holder Decisions Referred Back by the Call-in Sub-Committee (Pages 3 - 4)**

**AGENDA - PART I**

1. **Attendance by Reserve Members:**

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) after notifying the Chair at the start of the meeting.

2. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from all Members present.

3. **Arrangement of Agenda:**

To consider whether any of the items listed on the agenda should be considered with the press and public excluded on the grounds that it is thought likely, in view of the nature of the business to be transacted, that there would be disclosure of confidential information in breach of an obligation of confidence or of exempt information as defined in the Local Government (Access to Information) Act 1985.

4. **Minutes:**

That the minutes of the meeting held on 23 May 2005, having been circulated, be taken as read and signed as a correct record.

5. **Call-in of Environment and Transport Portfolio Holder Decision: Proposed Extension of Stanmore Controlled Parking Zone - Objections and Re-Consultation Results including Howberry Road and Howberry Close:**

- Enc. (a) Notice Invoking the Call-in (Pages 5 - 6)
- Enc. (b) Record of the Decision of the Environment and Transport Portfolio Holder (Pages 7 - 8)
- Enc. (c) Documentation sent to the Environment and Transport Portfolio Holder (Pages 9 - 142)

[Note: the report has been circulated to Members and Reserve Members of the Sub-Committee and call-in signatories only. Hard copies are available on request from the administrator, and are also available in the Group Offices. The report can also be downloaded from the website ([www.harrow.gov.uk](http://www.harrow.gov.uk)) by following the link: 'Council and Democracy'].

7. **Any Other Business:**

Which the Chair has decided is urgent and cannot otherwise be dealt with.

**AGENDA - PART II - NIL**

**Local Government (Access to Information) Act 1985:** In accordance with the Local Government (Access to Information) Act 1985, this meeting is being called with less than 5 clear working days' notice by virtue of the special circumstances and grounds for urgency stated below:-

**Special Circumstances/Grounds for Urgency:** Under Overview and Scrutiny Procedure Rule 22.6, a meeting of the Call-in Sub-Committee must be held within 7 clear working days of the receipt of a request for call-in. This meeting therefore had to be arranged at short notice and it was not possible for the agenda to be published 5 clear working days prior to the meeting.

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1. Call-in is the process whereby a decision of the Executive, Portfolio Holder or Officer (where the latter is taking a Key Decision) taken but not implemented, may be examined by the Overview and Scrutiny Committee prior to implementation. The Overview and Scrutiny Committee has established the Call-in Sub-Committee to carry out this role. Overview and Scrutiny Procedure Rule 22 sets out the rules governing the call-in process.

### **The process for call-in**

2. Any six of the Members of the Council and the co-opted members on the Lifelong Learning Scrutiny Sub-Committee can call in a decision of the Executive which has been taken but not implemented. (NB: Co-opted members of the Lifelong Learning Scrutiny Sub-Committee may only sign up to requests to call in decisions relating to education matters). Only decisions relating to Executive functions, whether delegated or not, may be called in.
3. Decisions of the Executive will not be implemented for 5 clear working days following the publication of the decision and a decision can only be called in within this period (this does not apply to urgent decisions - Overview and Scrutiny Procedure Rule 23 refers). The notice of the decision will state the date on which the decisions may be implemented if not called in.
4. Call-in must be by notification to the Borough Solicitor in writing or by fax, signed by all six Members/co-opted members requesting the call-in. A request for call-in by e-mail will require a separate e-mail from each of the six Members/co-opted members concerned. A proforma of a notice for call-in has been circulated for the use of Members and co-opted members.
5. In accordance with Overview and Scrutiny Procedure Rule 22.5, a notice by Members/co-opted members to invoke the call-in procedure must state at least one of the following grounds in support of the request for a call-in of the decision:-
  - (a) inadequate consultation with stakeholders prior to the decision;
  - (b) the absence of adequate evidence on which to base a decision;
  - (c) the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework;
  - (d) the action is not proportionate to the desired outcome;
  - (e) a potential human rights challenge;
  - (f) insufficient consideration of legal and financial advice.

The call-in notice should also provide details of the evidence to support the grounds for call-in.

6. Requests for call-in which, on investigation by the Borough Solicitor, are found to have been made without the support of the required number of Members or co-opted Members, or without specifying one of the grounds set out under Overview and Scrutiny Committee Rule 22.5, will not be referred to the Call-in Sub-Committee.

### **Referral to the Call-in Sub-Committee**

7. Once a valid notice invoking the call-in procedure has been received, a meeting of the Call-in Sub-Committee will be arranged, in consultation with the Chair and Nominated Member(s) of the Sub-Committee, within seven clear working days of the receipt of the request for call-in. The other Members of the Sub-Committee will be notified of the need for a meeting, and the date thereof, at the earliest possible opportunity.
8. The papers to be considered by the Call-in Sub-Committee will be all those considered by the decision-taker when the decision was taken, the record of the decision and the written details of the call-in request. Where information material to the decision is known to officers and was not available to the decision taker, either because it only became known after the date of the decision or otherwise, such information should be drawn to the attention of Members of the Call-in Sub-Committee.

9. The papers will be sent to all Members and Reserve Members of the Sub-Committee, the Executive, the relevant Chief Officer, and all those who had signed up to the call-in. Relevant Ward Councillors will also be notified of the meeting if the issue in question is specific to a particular Ward or Wards. The Chair of the Sub-Committee may also request that the papers be sent to any other persons that he/she feels is appropriate.
10. Members sitting on the Call-in Sub-Committee should bring to the meeting an open mind and an impartial approach. Where a Member of the Sub-Committee is one of the Members calling in the decision, that Member should send a Reserve Member to the meeting of the Sub-Committee which considers the call-in, unless (for example because they are a co-opted member) they do not have a nominated Reserve.
11. The relevant Portfolio Holder and the relevant Chief Officer (or his/her representative) will be invited to attend the meeting to explain the reasons for the decision and to clarify any aspects associated with the issue in question.
12. The Members initiating the call-in will be invited to nominate one of their number or another Member who is not a Member of the Call-in Sub-Committee to advocate on their behalf and on behalf of others who may oppose the decision. Such a Member will be entitled to speak at the Call-in Sub-Committee on an equal footing with the Portfolio Holder and the relevant Chief Officer (or his/her representative).
13. The Chair of the Call-in Sub-Committee, in consultation with the meeting, may invite any other persons (for example, a legal adviser or other appropriate officer) to assist during the meeting as he/she feels appropriate.
14. The Chair of the Call-in Sub-Committee, in consultation with the meeting, will determine how the call-in will be dealt with. The rules on deputations and petitions shall apply as they apply to the Overview and Scrutiny Committee.
15. Having considered the call-in, the Sub-Committee may come to one of the following conclusions:-
  - (i) that the grounds for the call-in be upheld and
    - (a) in the event that it is upheld that the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework, the decision be referred to the Council. In such a case the Call-in Sub-Committee must set out the nature of its concerns for Council. The nature of such concerns would usually be expected to be significant and well proven in the context of the decision under consideration; or
    - (b) the decision be referred back to the decision taker for reconsideration. In such a case the Call-in Sub-Committee must set out the nature of its concerns for the decision taker. The nature of such concerns need only be sufficient to indicate that reconsideration is warranted, and need not necessarily indicate that the Sub-Committee believes the decision should be reversed, unless so stated by the Sub-Committee.
  - (ii) that the grounds for the call-in be rejected and the decision be implemented.

**PROTOCOL FOR HANDLING PORTFOLIO HOLDER DECISIONS REFERRED BACK BY  
THE CALL-IN SUB-COMMITTEE**

- (1) This protocol applies to decisions made by individual Portfolio Holders (whether or not on the recommendation of an Advisory Panel) which are (a) the subject of call-in by the Call-in Sub-Committee of the Overview and Scrutiny Committee and (b) the Call-in Sub-Committee refers the decision back to the Portfolio Holder for reconsideration under Overview and Scrutiny Procedure Rule No 22.8(c).
- (2) In every case where the circumstances in the preceding paragraph arise, a local protocol shall apply to the effect that the Call-in Sub-Committee shall refer the matter to the Leader of the Council who will determine whether the matter should be referred to the Cabinet or to the Portfolio Holder.

Agreed by Cabinet, 17/12/02.

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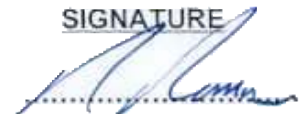



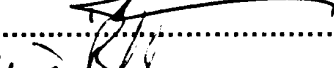
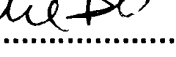
21 OCT 2005

To: The Chief Executive

1. NOTICE OF CALL-IN OF EXECUTIVE DECISION

Received in Room 131

In accordance with Overview and Scrutiny Procedure Rule 22, we, the undersigned, hereby give notice that we wish to call-in the Executive decision detailed in section 2 below:-

<u>NAME (PLEASE PRINT)</u>	<u>SIGNATURE</u>
R. Romain	
J. Cowan (Smead)	
J. Cannon (Smead)	
JOHN NICKOLAY	
RAYMOND ARNOLD	
CLIVE HARRISS	

2. DETAILS OF EXECUTIVE DECISION

The details of the Executive decision are as follows:-

Decision: PHD 05A/05 - EXAM STAMORE CPZ IN RESPECT HOWBERY ROAD & HOWBERY CLOSE (DECISION A)

Made by: ENVIRONMENT & TRANSPORT PORTFOLIO HOLDER  
(Cabinet/relevant Portfolio Holder)

Published On: 17 OCTOBER 2005  
(Date)

3. GROUND FOR CALL-IN

Please specify below the grounds for the call-in, in accordance with Overview and Scrutiny Procedure Rule 22.5 (the grounds on which an Executive decision may be called in are set out overleaf). Please note that the considerations of the Call-in Sub-Committee will focus on the grounds stated, and the Sub-Committee will seek evidence to support them. Please therefore also set out below details of the evidence to support the grounds for call-in, continuing on a separate sheet if necessary.

Rule 22.5 (b), (d) & possibly (e) in that the decision taken was contrary to the results of the consultation exercise undertaken in those roads and that the underlying reasons for disregarding the wishes of the residents were not justifiable.

Once completed, please forward this form to Claire Vincent in Room 138, Civic Centre or send it by fax to 020 8424 1557 WITHIN 5 WORKING DAYS OF THE DATE OF PUBLICATION OF THE DECISION.

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**Record of Environment and Transport Portfolio Holder's  
Decision Upon Receipt of Recommendation from the Traffic and  
Road Safety Advisory Panel meeting held on  
21 September 2005**

**Ref: PHD 054/05**

<b>Subject:</b>	<b>Proposed Extension of Stanmore Controlled Parking Zone – Objections and Re-Consultation Results including Howberry Road and Howberry Close</b>  (The report sought authority to extend the Controlled Parking Zone.)
<b>Date of Decision:</b>	13 October 2005
<b>Declaration of interest (if any):</b>	None
<b>Key decision (Yes/No?):</b>	No
<b>Urgent/Non Urgent decision?:</b>	Non Urgent
<b>Public/Exempt?:</b>	Part I
<b>Options considered:</b>	As set out in Section 2.2 of the published officer's report on the TARSAP agenda for 21 September 2005.
<b>Any other option identified by the Portfolio Holder:</b>	None
<b>Decision:</b>	(1) That the objections for the traffic orders for alterations and extension of the Stanmore Controlled Parking Zone (Zone B and Zone H) be set aside unless otherwise indicated for reasons given at Appendix C to the published officer report;  (2) that Chalbury Avenue (part), Craigwell Close (part), Eaton Close, Elizabeth Gardens, Malcolm Court, Laurimel Close and London Road (part) be excluded from the scheme;  (3) that officers be authorised to implement the extension to Stanmore CPZ Zone B and Zone H as shown at Appendix D to

the report and detailed at Appendix E under the Road Traffic Regulation Act 1984;

(4) that officers be authorised to take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which be delegated to officers, and implement a Controlled Parking Zone incorporating a residents' parking scheme in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close, as shown at Appendix J to the report, to operate Monday to Friday 2pm – 3pm subject to consideration of objections (if any), the statement of reasons to be 'to control parking and to improve residential amenity;

(5) that officers be authorised to investigate congestion and road safety problems at the northern end of Green Lane;

(6) that officers be authorised to investigate further the parking problems outside the shops on Canon's Corner and report back to the Panel;

(7) that the objectors and head petitioners be informed accordingly.

**Reasons for decision:** To gain agreement for implementation of parking controls to address the Council's stated priority of enhancing the environment and encourage more sustainable transport activity.

*Is the decision subject to call-in?*

**YES/NO**

**YES** - ***The call-in period expires on 24 October 2005 (5.00pm)  
The decision can be implemented on 25 October 2005 if not called in.***

**NO** - *The decision is Urgent and can be implemented now.*

**CALL-IN** - *this is the process whereby a decision taken by the Executive or a Portfolio Holder may be examined by the Overview and Scrutiny Committee. The Overview and Scrutiny Committee may recommend that the Executive reconsider the decision.*

*For further information, please contact Daksha Ghelani on 020 8424 1881 or by e-mail: [daksha.ghelani@harrow.gov.uk](mailto:daksha.ghelani@harrow.gov.uk)*

Ref: PHD
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**Record of Environment and Transport Portfolio Holder's Decision Upon  
Receipt of Recommendation from the Traffic and Road Safety Advisory Panel  
meeting held on 21 September 2005**

<b>Subject:</b>	Proposed Extension of Stanmore Controlled Parking Zone – Objections and Re-Consultation Results including Howberry Road and Howberry Close
<b>Status:</b>	Part I
<b>Date of Decision:</b>	
<b>Declaration of interest by Portfolio Holder (if any):</b>	
<b>Key decision (Yes/No?):</b>	NO
<b>Reasons for Urgency:</b>	None
<b>Options considered by Advisory Panel:</b>	See Section 2.2 of the report at Agenda Item 8d) on the TARSAP agenda for 21 September 2005
<b>Additional Options considered/identified by Portfolio Holder:</b>	
<b>Decision:</b>	The Portfolio Holder: *a) deferred decision for further information and or consultation; *b) agreed with the recommendations of the above named Panel which were as follows; *c) disagreed with the recommendations of the above named Panel which were as follows; <b>(*please delete as appropriate)</b>

That (1) the objections to the traffic orders for alterations and extension of the Stanmore Controlled Parking Zones (Zone B and Zone H) be set aside unless otherwise indicated for reasons given at Appendix C to the report;

(2) Charlbury Avenue (part), Craigwell Close (part), Eaton Close, Elizabeth Gardens, Malcolm Court, Laurimel Close and London Road (part) be excluded from the scheme;

(3) officers be authorised to implement the extension to Stanmore CPZ Zone B and Zone H as shown at Appendix D to the report and detailed at Appendix E under the Road Traffic Regulation Act 1984;

(4) officers be authorised to take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which be delegated to officers, and implement a Controlled Parking Zone incorporating a residents' parking scheme in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close, as shown at Appendix J to the report, to operate Monday to Friday 2pm – 3pm subject to consideration of objections (if any), the statement of reasons to be 'to control parking an to improve residential amenity';

(5) officers be authorised to investigate congestion and road safety problems at the northern end of Green Lane;

(6) officers be authorised to investigate further the parking problems outside the shops on Canon's Corner, and report back to the Panel;

(7) the objectors and head petitioners be informed accordingly.

**Reasons for decision:**

To gain agreement for implementation of parking controls to address the Council's stated priority of enhancing the environment and encourage more sustainable transport activity

**Additional Reasons for decision identified by Portfolio Holder (if any):**

Signature:	..... Portfolio Holder
Name:	..... (please print)
Date:	.....

Note: White sections of the form should be completed by the initiating department prior to receipt by the Portfolio Holder. The Portfolio Holder is requested to complete the grey sections of the form.

FOR RETURN TO NICK WALE, COMMITTEE SERVICES, ROOM 143, EXTENSION 2323

NOTE TO PORTFOLIO HOLDER: Please note that once you have taken this decision the Authority is required, in accordance with the decision of Extraordinary Council at its meeting held on 28 May 2002 (Minute 27) to publish a record of your decision within two clear working days. In order to facilitate this, it is important that you return this document as soon as possible. Thank-you for your co-operation.



Meeting:	Traffic and Road Safety Advisory Panel
Date:	21 September 2005
Subject:	Proposed Extension of Stanmore Controlled Parking Zone – Objections and Re-consultation Results Including Howberry Road and Howberry Close
Responsible Officer:	Andrew Trehern, Director of Area Services, Urban Living
Contact Officer:	Steve Swain, Transport Manager
Portfolio Holder:	Environment and Transport
Key Decision:	No
Status:	Public

### **Section 1: Summary**

This report considers the results of re-consultations carried out and objections to the advertised traffic orders.

#### **Decision Required**

#### **Recommendations (for decision by the Environment and Transport Portfolio Holder)**

- i) that the objections to the traffic orders for alterations and extension of the Stanmore Controlled Parking Zones (Zone B and Zone H) be set aside unless otherwise indicated for reasons given at Appendix C;**
- ii) that Charlbury Avenue (part), Craigweil Close (part), Eaton Close, Elizabeth Gardens, Malcolm Court, Laurimel Close and London Road (part) be excluded from the scheme;**
- iii) that officers be authorised to implement the extension to Stanmore CPZ Zone B and Zone H as shown at Appendix D and detailed at Appendix E under the Road Traffic Regulation Act 1984;**
- iv) that officers be authorised to take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of**

v) which be delegated to officers and implement a Controlled Parking Zone incorporating a residents' parking scheme in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close as shown at Appendix J to operate Monday to Friday 2pm – 3pm subject to consideration of objections (if any), the statement of reasons to be 'to control parking and to improve residential amenity' and inform the objectors and head petitioners accordingly.

### Reason for report

To gain agreement for implementation of parking controls to address the Council's stated priority of enhancing the environment and encourage more sustainable transport activity.

### Benefits

- Responding to residents' requests.
- CPZs incorporating residents' parking schemes can improve:
- Safety
- Access
- Residential amenity
- CPZs can assist management of parking in town centre to ensure more short stay shopper/visitor spaces are available.

### Cost of Proposals

The estimated cost of implementation of the Stanmore CPZ is £55,000 and that of Howberry Road area is £10,000 for the CPZ and £8,000 for the yellow line waiting restrictions scheme. Transport for London has contributed £25,000 towards the cost of Stanmore CPZ review. The balance can be funded from the 2005/06 allocated CPZs capital budget.

### Risks

- Line painting is weather dependent and the contractor may not be able to keep to programme during winter months.
- A residents' parking scheme in the Howberry Road area may not be universally acceptable.
- A yellow line waiting restrictions scheme in the Howberry Road area is likely to seriously disadvantage some residents who rely on on-street spaces for their parking needs.
- Parking is likely to be displaced to the edge of the extended zones.



## Implications if recommendations rejected

Possible dissatisfaction with the outcome of the consultation from residents in some areas, under-expenditure of allocated funding, possible knock on effect on the Controlled Parking Zones programme.

## Section 2: Report

### 2.1 Brief History

- 2.1.2 The Portfolio Holder for Environment and Transport's decision following the Traffic and Road Safety Advisory Panel's recommendation of 1 December 2004 was Called-in and reviewed by the Call-in Sub-Committee at its meeting of 11 January 2005. The Sub-Committee referred back the decision dealing with Howberry Road and Howberry Close to the Portfolio Holder for re-consideration whilst agreeing that the remainder of the decision be implemented.
- 2.1.3 Subsequent to the Portfolio Holder's re-consideration, the Leader of the Council decided that the residents of Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close be re-consulted independently of the Stanmore CPZ statutory consultation on whether they would prefer a Controlled Parking Zone incorporating a residents' parking scheme or yellow line waiting restrictions, operating Monday to Friday, 2pm to 3pm in each case.
- 2.1.4 The residents of Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close have been re-consulted in accordance with the above. (See 2.3)
- 2.1.5 Following the decision to proceed with statutory consultation and re-consultation in parallel in Eaton Close, Laburnum Court, Merryfield Gardens, Marsh Lane (between Malcolm Court and Elizabeth Gardens), Charlbury Avenue, Craigweil Close, Malcolm Court, Elizabeth Gardens, London Road and Snaresbrook Drive, the traffic orders were advertised in June 2005. Re-consultation was also carried out in June and August 2005. The advertised scheme is shown at **Appendix A**.
- 2.1.6 Three petitions, one letter enclosing three letters from other residents and 7 further letters of objection to the advertised traffic orders have been received. An extract from each petition is at Appendix B together with the letters of objection. The full petitions have been placed in the Members' Library.

2.1.7 Appendix C contains a summary of the objections and comments made by the objectors and petitioners together with officers' response.

2.1.8 Appendix D shows the amended plan of the proposal that is considered to be acceptable taking into account the objections that have been received. Appendix E shows the amendments for order making purposes.

## **2.2 Options considered**

See consultation

## **2.3 Consultation**

2.3.1 Re-consultation was carried out in parallel with statutory consultation in June/July for a period of 3 weeks. Due to an error in the consultation document for London Road and Snaresbrook Drive a further consultation was carried out in these roads in August for a 3 week period. The consultation documents are shown at Appendix F.

2.3.2 Response rates for the re-consultation in London Road and Snaresbrook Drive together is 56% and that of the remainder combined is 39% which are considered good. A detailed analysis of the results on a street by street basis is shown at Appendix G The responses have been placed in the Members' Library.

2.3.3 The results show that there is no support for a scheme in Eaton Close, Elizabeth Gardens, Malcolm Court, Charlbury Avenue (part), Craigweil Close (part) and London Road. It is therefore recommended that these roads be dropped from the proposed extension of the CPZ.

2.3.4 Re-consultation in the Howberry Road area was carried out in April/May 2005. A total of 65 leaflets were delivered to Howberry Road between Cloyster Wood and Wychwood Avenue and Howberry Close and 37 responses have been received. This represents a 57% response rate which is considered very good. The consultation document is shown at Appendix H. A summary of the consultation results is shown below and a detailed analysis of the results on a street by street basis is shown at Appendix I. The responses have been placed in the Members' Library.

In favour of a residents' parking scheme	13 (35%)
In favour of a yellow line waiting restrictions scheme	19 (51%)

2.3.5 The results indicate that over a third of the respondents may need on-street spaces for parking. They are likely to be seriously disadvantaged and dissatisfied with a yellow line scheme. If a yellow line scheme is introduced, residents who require to park in the street will have to move

- their vehicle out of the area of restrictions. This is a serious disadvantage and inconvenience to those residents. However, there are no serious disadvantages of a residents' parking scheme (it is not compulsory to buy permits and the impact of the scheme is identical to a yellow line scheme if permits are not purchased). The consultation has revealed that a number of residents would be severely disadvantaged by the implementation of a yellow line scheme. In light of this, it is considered that following the majority view is not the appropriate course of action.
- 2.3.6 The ward councillors and the Conservative Nominated member were informed of the results of the consultation and officers' views in accordance with the above. The Conservative Nominated member has advised that he has consulted the ward councillors together with Canons Park Residents' Association (CAPRA) and visited the area. In his view it is clear that all the properties involved either have off-street parking facilities or the ability to provide them. Therefore the claim that about a third of the residents would be inconvenienced by extending the existing one hour restriction which applies to roads to the south cannot be justified.
- 2.3.7 Thus the Nominated member considers that the majority of 51 % for Option B should prevail. In addition, the member concurs with the view of CAPRA that the provision of residents' parking spaces in Howberry Close could make it difficult for large vehicles, such as refuse lorries, to gain access. CAPRA contend that the present scheme south of the proposed zone is working well and is meeting its objectives and has actually won over many of its critics when first proposed. The Nominated member also advises that it would be sound common-sense to avoid having differing schemes adjacent to each other.
- 2.3.8 Officers advise that whilst the residents may all have off- street parking, it is difficult to reconcile the 35% who have opted for a residents' parking scheme with the views of CAPRA. When the scheme south of the proposed area was introduced, there were a number of complaints some of which persisted for several months. Some of the residents who do not have sufficient off-street parking may be using Howberry Road or Howberry Close. A yellow line scheme in the proposed area is likely to force some to seek parking immediately outside the zone resulting in complaints from those areas.
- 2.3.9 Though the proposed residents parking scheme would operate differently, it would have the same controlled hours as the existing yellow line scheme. Therefore, the yellow lines would not create confusion. The resident's spaces, which also operate the same time as the yellow lines would each have a "Permit holders only" sign. Therefore, confusion would not be a major issue. As the scheme would deter commuter parking, obstructive parking would also be less likely.

2.3.10 On balance a residents' parking scheme would be less restrictive for the residents than a yellow line only scheme and it is recommended that the majority view is not implemented and a residents' parking scheme be introduced instead subject to statutory consultation and consideration of objections (if any). The proposed area of the CPZ is shown at Appendix J.

## **2.4 Financial Implications**

2.4.1 The estimated cost of implementation of the Stanmore CPZ is £55,000 and that of Howberry Road area is £10,000 for the CPZ and £8,000 for the yellow line waiting restrictions scheme. Transport for London has contributed £25,000 towards the cost of Stanmore CPZ review. The balance can be funded from the 2005/06 allocated CPZs capital budget.

## **2.5 Legal Implications**

2.5.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under the Road Traffic Regulation Act 1984.

## **2.6 Equalities Impact**

Not applicable

## **Section 3: Supporting Information/ Background Documents**

Appendices:

- Appendix A: Plans of advertised scheme
- Appendix B: Petitions and letters of objections
- Appendix C: Summary of objections and officers comments
- Appendix D: Amended plans of the proposals
- Appendix E: Amendments for order making purposes
- Appendix F: Zones B & H re-consultation documents
- Appendix G Summary of responses from Zones B & H re-consultation
- Appendix H Howberry Road Area re-consultation document
- Appendix I Summary of responses from Howberry Road Area re-consultation
- Appendix J Plan of proposed CPZ for Howberry Road Area

Background Documents:

- Stanmore CPZ – Review of Existing CPZs and possible extension – Consultation Report, December 2004 (Agenda Item 6);
- Record of Environment and Transport Portfolio Holder's Decision Ref: PHD 069/04 Stanmore CPZ – Consultation Results, dated 20 December 2004;

Record of the Leader's Decision Ref: PHD 077/04 and PHD 077/04(a) Call-in  
Sub-Committee - Consultation Results dated 7 February 2005

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## **APPENDIX A**

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# APPENDIX B

The Gables  
166 Stanmore Hill  
Stanmore  
Middx  
HA7 3DD

25<sup>th</sup> June 2005

Mr S J Swain  
Transport Manager Urban Living  
HARROW COUNCIL  
P O BOX 38  
CIVIC CENTRE  
STATION ROAD  
HARROW  
HA1 2UZ

URBAN LIVING TRANSPORTATION SECTION	
28 JUN 2005	
PASSED	MN
ACKNOWLEDGED	6/7 ON 6/7

Dear Mr Swain  
RE Proposed Waiting and Loading Restrictions Stanmore Hill and Hilltop Way.

I refer you to my letter of 14<sup>th</sup> September 2004 a copy of which I have attached for your information, of which I have not to date received any reply or comment.

As set out in this letter I am strongly against any proposal that pushes the problem of parking from one area to another area, in my case Hilltop Way . **As my property is adjacent to Hilltop Way all the parked vehicles that are moved from Stanmore Hill will park in Hilltop Way, blocking my drive and Garage. The result will be that Hilltop Way will be come a parking road for people that do not reside there. The resulting difficulties could be overcome by extending the parking regulations up to my garage entrance so that this difficulty would not take place. I do not park in Hilltop Way I use my garage and drive to park my vehicles and incidentally pay rates for this privilege which none of the other vehicles parked do.**

**I would point out that I would like acknowledgment of this letter and your comments., failure to do so will leave me no alternative to seek further redress.**

Yours sincerely

  
Mr M Hoddy

**The Gables  
166 Stanmore Hill  
Stanmore  
Middlesex HA7 3DD**

14<sup>th</sup> September 2004

Mr Owen Northwood  
Traffic Manager - Transportation Section  
HARROW COUNCIL  
PO Box 38  
Civic Centre  
Station Road  
Harrow  
Middlesex HA1 2UZ

Dear Mr Northwood

**RE: Proposed Waiting and Loading Restrictions Stanmore Hill**

In principal I agree to your proposals however with some additions.

If a single yellow line is to be used this will only cure the problem of parking in day light hours. So far all the accidents that have occurred have been at night time when parking is still a massive problem. A double yellow line would solve this.

As my property, including my garage, borders onto Stanmore Hill and as I live with the consequence of the accidents daily, the only way forward would be to have the double yellow line be extended along Hill Top Way, both sides, to where my garage is situated. As you know from your experience if you stop parking in one area people will park where they can. If they park in Hill Top Way or indeed in any side turning off Stanmore Hill access to our own properties will be restricted and we will be living with the daily aggravation of inconsiderate people parking their cars anywhere.

A typical example happen on Friday, 10<sup>th</sup> September 2004 when a lady parked her car at such an angle that your Council vehicles were unable to gain access to Hill Top Way leaving all the bins un-emptied, yet again. The driver of the Council vehicle even commented on the fact that he was fed up with the way non-residents were parking totally inconsiderately and causing them stress. Now the Council will have to send a smaller vehicle adding to costs to the rate payer. If this caused your workers stress on one day you can see why we need double yellow lines as we have this stress everyday. When this lady parked I did ask her to park better because of the above reason but yet again I received abuse. I am sure she wouldn't put up with this situation outside her house! Every time this has happened it has never been a vehicle belonging to any local residents.

Cont'd.

If you are going to have parking restriction than surely the needs and requirements of the local residents should be taken into consideration, as we are the ones living with the problem daily. When we go to bed we live in fear of the consequence of the parked cars and of whose lives that might be lost!

I look forward to receiving your reply.

Yours sincerely

**Michael Hoddy**

Ray Sainsbury  
45 Sandymount Avenue  
Stanmore  
Middx  
HA7 4UA

1 August 2005

Owen Northwood  
Project Engineer  
Traffic Management (East)  
Harrow Council  
Transportation Section  
P.O.Box 38  
Civic Centre  
Station Road  
Harrow HA1 2UZ

URBAN LIVING TRANSPORTATION SECTION	
04 AUG 2005	
PASSED	
ACKNOWLEDGED	

Dear Owen

**Stanmore CPZ: Proposed Extension to Zones B & H**

Thank you for your very prompt response to my formal Objection dated 13 July 2005 to the above CPZ proposals.

In response, I wish to make the following comments &/or recommendations:-

**1.0 Impact of Wembley National Stadium**

- 1.1 It would clearly be a waste of public resources to consider the impact of Wembley Stadium (Event Days) as a separate issue. I recognise that it may or may not be the case that an Event Day scheme for Stanmore is justified. However, if provisions for Event Days are likely to be required, then it is clearly good sense and "Best Value" to incorporate them with the current proposals, Traffic Order-making procedures and physical works.
- 1.2 As I stated previously, when the former Wembley Stadium was in operation (pre-Oct 2000), the Stanmore Station area suffered significant parking problems on Major Event Days. The new National Stadium will have significantly less parking spaces available on site (note: I believe parking spaces will reduce from about 7,500 to less than 1,500 spaces), and a major CPZ is to be completed in Brent in 2005 covering a huge radius around the Stadium. The Stadium is programmed to be operational in 2005/06, and a major impact on the Stanmore area is anticipated once it is open. However, the current CPZ proposals do nothing to address the likely problems.

- 1.3 Therefore, in view of the forthcoming opening of the Stadium and the limited timescales now available, if a separate consultation for an Event day scheme is required (as you advise), then I suggest that this should be the Council's current priority rather than progressing a scheme that does not fully address Stanmore's short and long term parking issues.
- 1.4 I also object to the waste of public resources by carrying out these parking schemes (consultations, scheme designs, Traffic Orders and implementation) separately.
- 1.5 I therefore consider that the current CPZ proposals should be put on hold, and that the Council should carry out an urgent consultation on Wembley Event day parking issues. The Council can also use the opportunity of the supplementary consultation to address the flaws in the initial consultation outlined in section 2.0 below. The current CPZ proposals can then be reviewed and modified in light of the requirements of Event Days and the associated consultation.

## **2.0 Deficiencies in Consultation Process**

- 2.1 I note and welcome your undertaking to review the future presentation of the Council's consultation leaflets to avoid any misleading or incorrect information, and also to give respondents the opportunity to respond on all relevant issues (e.g. The consultation document did not specifically ask all respondents' views on the physical extension of the zone.)
- 2.2 However, you also need to ensure that the Council's representatives are properly briefed/informed/instructed, so they do not give out incorrect or misleading information biased towards the scheme. For example, as stated previously, during a discussion with the consultant regarding justification of expenditure, the consultant reassured me that any scheme implemented, including the scheme development costs, would not cost local residents anything, as a budget had been secured from TfL. However, this statement was both incorrect and misleading, as Harrow residents & taxpayers clearly contribute to TfL budgets.
- 2.3 Therefore, in addition to improving future consultation for other CPZ schemes, as recommended in para 1.5 above, a supplementary consultation on the Wembley Event day parking issues gives the Council the opportunity to address the flaws in the initial consultation for the Stanmore CPZ.

## **3.0 Loss of On-street Parking Capacity**

- 3.1 In respect of the "consultation draft" of the scheme, in many locations, the formalisation of on-street parking (both proposed & in the existing zone) actually reduced the amount of available parking space for residents & their visitors. The consultants had no evidence that the current residents parking demand had been assessed. Indeed, the consultant hadn't even undertaken a simple "night-time" parking survey to help ascertain levels of residents' parking demand.

3.2 In many locations within the existing zone, including the section of Sandymount Avenue just to the north of No.45, there was scope, on the “consultation draft” of the scheme, to increase the number of residents parking bays without prejudicing access for emergency & service vehicles. This will also help address the issue of safety caused by excessive vehicle speeds encouraged by “opening up” the carriageway.

3.3 You state that the benefits of the scheme outweigh the possible disadvantages of speed. However, any increased vehicle speeds will certainly prejudice safety and are a definite (not a possible) disadvantage for residents. Therefore, as suggested in para 3.2, the number of residents parking bays could be increased without prejudicing access, whilst also helping address the issue of safety.

#### 4.0 Value for Money

4.1 You state that “TfL no doubt appraised the value for money before awarding the funds”. However, this does not remove the Council or its officers from any responsibility in respect of this scheme for ensuring the efficient and effective use of public expenditure.

4.2 I have received no proper explanation as to how the “cost v benefit” of the proposed changes have been assessed, or how any decision whether or not to implement a proposal have or will be made. The Council’s Consultants indicated that the scheme implemented would be based purely on what the local frontagers wanted, and money was available to do this. However, a poor quality & ill-conceived scheme should surely not be progressed solely on the basis of a local majority, particularly if it conflicts with professional advice and does not constitute “Best Value”.

4.3 As stated in para 1.4, I particularly object to the waste of public resources by carrying out the “normal day” and “Wembley Stadium Event day” parking schemes (consultations, scheme designs, Traffic Orders and implementation) separately.

#### 5.0 Summary

In summary, I consider that the Council needs to:-

- 5.1 Put the current CPZ proposals on hold;
- 5.2 Carry out an urgent consultation on Wembley Event day parking issues;
- 5.3 Use the opportunity of the supplementary consultation to address the flaws in the initial consultation;
- 5.4 Review and modify the current CPZ proposals in light of the requirements of Event Days and the associated consultation;
- 5.5 Ensure that the level of residents’ parking is maximised and that projected vehicle speeds are minimised, whilst maintaining provision for essential access;



5.6 Provide evidence that the expenditure on the final scheme proposals provides sound value for money.

Finally, can you please confirm the time & date of the formal Council meeting that will consider the Stanmore CPZ proposals, and also please provide me with a copy of the Committee report being presented to members. Can you also please pass on a request to the Chair &/or the Committee Clerk that, if possible, I would wish to make a personal representation to the meeting.

Yours Sincerely

Ray Sainsbury

Ray Sainsbury  
45 Sandymount Avenue  
Stanmore  
Middx  
HA7 4UA

21 September 2004

**Harrow Council (c/o Project Centre Ltd)**

Dear Sir/Madam

**Stanmore CPZ: Response to Consultation**

I wish to make the following comments &/or objections:-

**Flawed &/or Poor Quality Consultation Document**

The consultation leaflet mentions that "we are also consulting with residents outside of the two existing zones, to identify if there is a need to extend the CPZs into their areas". This sounded like a bit of "tweaking at the edges", and no proposed extension was shown (or indeed indicated) on the map that was included. Furthermore, I nearly didn't even visit the exhibition feeling that the hours of operation was apparently the main point of the review. However, as I found out when visiting the exhibition, the extent of the potential extension is enormous. Therefore, since a large number of people are likely to have responded without visiting the exhibition, and not fully appreciating the extent of the potential enlargement, I feel that the consultation exercise is flawed as the leaflet does not give them an adequately full picture on which to make a judgement; i.e. the massive potential zone extension is not at all apparent from the leaflet.

**No Extension of Zone in Sandymount Avenue**

The consultation document does not specifically ask respondents' views on the physical extension of the zone. However, being the last property at the edge of the zone, this is a very relevant issue to me and a large number of other local residents. I would like zone boundary to remain as at present.

**No Change to Hours of Operation in Sandymount Avenue**

There is little evidence of commuters parking & then leaving before 3pm, so no additional morning restriction is required, and a full day &/or weekend restriction would be totally "over the top" and unjustified. I would the hours of operation of the zone to remain as at present in Sandymount Avenue.

**Loss of On-street Parking Capacity**

In many locations, the formalisation of on-street parking (both proposed & in the existing zone) actually reduces the amount of available parking space for residents & their visitors. The consultants had no evidence that the current residents parking demand has been assessed. Indeed, the consultant hadn't even undertaken a simple "night-time" parking survey to help ascertain levels of residents parking demand.

**Crossover outside No.70**

A crossover opposite my house, outside No.70 Sandymount Avenue, was not shown on the proposal map & should be added.

**Future Consultation (before Traffic Orders)**

Once the scheme proposals have been developed & clarified, residents should be consulted again or at least properly notified that the Traffic Orders are being formally advertised. By this, I mean more than just the Statutory minimum of posting an advert in the London Gazette (or whatever the relevant TRO publication is) and “slipping it” (hopefully unnoticed) into the local press.

Ray Sainsbury  
45 Sandymount Avenue

Mr S Swain  
Transportation Manager  
PO Box 38  
Civic Centre  
Station Road  
Harrow  
HA1 2UZ

URBAN LIVING  
TRANSPORTATION SECTION

03 AUG 2005

PASSED

ACKNOWLEDGED

MAN 5/8 ONS 5/8

1 August 2005

Cc Owen Northwood  
Project Engineer, Traffic Management (East)

Dear Mr Swain

Further to our e-mail correspondence with and telephone calls to both you and Mr Northwood, we would like to confirm in writing our objections to your proposals for controlled parking in Laurimel Close.

Laurimel Close is a very small road, with the appearance of a driveway, with already limited parking space. Yellow lines, or controlled time zones, would be likely to make it almost impossible for us to park outside our own homes, as we already find it difficult to fit into our own driveways with our own cars. We do appreciate that there are problems with parking and access in September Way, but to date have never had any problems with the public using our road for extra parking.

Bearing the above points in mind, it would seem to us to be unnecessary to add controlled parking to Laurimel Close and very much hope that you will give serious consideration to our objections.

Yours sincerely

*Melanie Angel*

*Melanie Angel*

*Carol & David Gerstler*

Carole & David Gerstler (No1)  
Melanie & Leon Angel (No 2) - 8954 3371  
Carol & Joshua Berkowitz (No 3)  
Ruti & Howard Sayles (No 4)

4. REF DP 200: 0/92 705  
T Mr Swan 0 7

I and my wife most strongly object to your Department making our lives become a yellow line zone. We live a peaceful & law abiding existence & will have to pay for the privilege of parking in our own road.

If this becomes law we will want to be allowed to park with permitted not be left to the mercies of traffic warden

Yours Sincerely  
Mr V Green

C Cour- Drive  
STANMORE  
MDDX  
HA7 4QH

27 July 2005

Mr Owen Northwood Project Engineer  
Traffic Management (East)  
Harrow Council  
Transportation Section  
PO Box 38  
Civic Centre  
Station Road  
Harrow, HA1 2UZ

URBAN LIVING TRANSPORTATION SECTION	
28 JUL 2005	
PASSED	
ACKNOWLEDGED	

Dear Mr Northwood

Further to my letter of 11 July 2005 and subsequent conversation with both myself and my husband, could you please take my letter as confirmation that we would like some restrictions put in Court Drive, as when controlled parking starts to take bite both in Snaresbrook Drive and London Road, all these commuter's cars will find their way into Court Drive and The Spinney (The residents in these two roads I gather voted against any extension of the Yellow lines etc.

In view of this, could you take our concerns into consideration when you, as Project Manager make decisions regarding parking especially in Court Drive. It is bad enough already with proliferation of 4 x 4 's coming into the shops, school coaches dropping off school children at the top end of Court Drive, parents waiting to pick them up in their cars from 4 to 4.30p.m and it all happens in our bit of Court Drive.

Also enclosed, is a letter which has been dropped through our letterbox which is self explanatory. Could you please pass it on to the relevant department?

Thank you for all your help in this matter.

Yours sincerely

Mrs A Ghosh  
Enclosures

2 Court Drive  
Stanmore  
Middlesex  
HA7 4QH

4 Court Drive  
Stanmore  
HA7 4QH  
Tel. 020 89581431

13 July 2005

Mr Steve Swain  
Transportation Manager  
London Borough of Harrow  
Civic Centre  
PO Box 38  
Harrow  
Middlesex  
HA1 2BR

Dear Mr Swain

I write to express my opposition to the proposed plan for double yellow lines to be placed outside my house, no. 4 Court Drive, and the other three corners making up the intersection of Court Drive, The Spinney and Snaresbrook Drive.

I have been advised that this is for safety reasons, but would reasonably argue that by restricting parking at these points at any time, you are allowing and encouraging the use of this intersection as a turning circle for the numerous lorries which hurtle down Court Drive to turn and in doing so present a greater hazard. In particular, I refer to a juggernaut which delivers to the butcher's shop on London Road each Wednesday and when no cars are parked outside aforesaid houses, he deliberately mounts the kerb to restrict his manoeuvres. The same thing has happened with Harrow Council refuse lorries which have on numerous occasions mounted the pavement outside my house and caused damage to the paving stones and have knocked my wall over for which I was able to make a claim against the council for repair. It may also be worth pointing out that my house is often subjected to shaking when these large lorries pass which may well be having a detrimental affect on my foundations. By not restricting the size of vehicles allowed to access the street and, indeed, by giving them further space for turning, you are in turn creating a greater hazard for residents in cars accessing their homes and pedestrians crossing the road at this point.

Whilst I try to understand the safety implications and necessity to restrict parking during working hours, I do not understand the need to restrict parking at all times and, as such, would accept a single yellow line if restrictions have to be enforced at all. The double yellow lines you propose extend across the front of my house to my driveway which will present me with huge difficulties when I have visitors such as friends and family and, particularly, tradesmen. The problem with safety only arises from cars parking directly onto the corners, particularly of The Spinney, for which myself, my family and visitors are not culprits. I would happily accept the lines starting on Court Drive, with enough room to accommodate a car between my driveway and the start of the line, and then extending around the corner well into The Spinney.

I further wish to take issue with the fact that the single yellow line currently at the entrance to Court Drive is not being considered for change. All residents entering Court Drive to access their homes find this to be the major issue of safety. I feel it is highly irresponsible of you not to enforce major parking restrictions in this area and strongly suggest that this needs to have red lines. It is at this point that emergency services would be unable to gain access to the area which makes a mockery of your proposal to give them greater access further down the street which they wouldn't even be able to reach. The congestion and subsequent pandemonium caused in this area is an accident waiting to happen. Instead, for some absurd reason you believe the safety issue is further down the road where there is plenty of room and full paying council tax residents will be highly inconvenienced and deprived of their freedom to park outside their own home in what is essentially a designated residential area.

Whilst we do not currently feel the effect of commuters, your proposals will force cars to park on any available space in Court Drive and The Spinney causing a problem that does not at present exist. As such, I do not agree with your proposal to extend parking restrictions in this area.

To summarise, it is my express wish that we be excluded from the scheme and that the double yellow lines proposed for outside my house be scrapped, the implications being that this will encourage this area to be used as a highly dangerous, noisy and damaging turning circle for which you would be culpable should this plan come into force and the consequences realised.

Yours sincerely



Lee-Anne Cranton



5

STANMORE OBJECTORS

**From:** "Jackie Hazan" <jackiehazan@hotmail.co.uk>  
**To:** <owen.northwood@harrow.gov.uk>  
**Date:** 11/07/2005 17:41:59  
**Subject:** extension of stanmore controlled parking zone

We have very recently learnt about the above as a neighbour gave us a photocopy of a letter she received from Steve Swain. In addition, the sign on the lamp post in The Spinney is hardly noticeable. However, now that we are aware of the proposals, we are writing to voice our objections.

1 There is a serious problem at the top end of Court Drive by the shops. With cars parking on both sides of the road, dreadful congestion and blockage is caused frequently. On many occasions, we have not been able to get onto the London Road because of this. Severe measures need to be taken to stop this parking - possibly clamping or red lines or large fines - whatever it takes to deal with this. Generally with up to five cars on each side of the road, chaos is caused.

2 Where we live - at number 5 Court Drive (by The Spinney) there is no problem at all with parking - presumably because it is too far from the shops - and certainly much too far from Stanmore Station. There is certainly no need to introduce restricted parking here. As for football events at Wembley, again our part of the road is usually not affected - and these events are not frequent.

3 We would be extremely angry if we could not park at liberty outside our own house. We totally object to having to pay for parking rights, especially as there is no problem here. Secondly, my friends and family would have difficulties when visiting us. Come and observe this road and see where the problems lie.

We will be in contact again shortly about this matter.

Yours sincerely,  
Mr. Z and Mrs. J. Hazan      5 Court Drive

---

Winks & nudges are here - download MSN Messenger 7.0 today!  
<http://messenger.msn.co.uk>

**Mrs and Mrs Greenfield**  
 Touba, 13 Court Drive  
 Stanmore, Middlesex  
 HA7 4QH  
 Tel: 0208 958 7040  
 Email: [jackiegreenfield@f2s.com](mailto:jackiegreenfield@f2s.com)

1<sup>st</sup> July 2005

Att: Mr S J Swain  
 Transportation Manager  
 Urban Living  
 PO Box 38, Civic Centre  
 Station Road, Harrow  
 HA1 2UZ

URBAN LIVING TRANSPORTATION SECTION	
04 JUL 2005	
PASSED	ON 4/7
ACKNOWLEDGED	

Dear Mr Swain

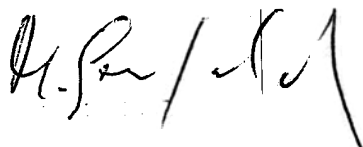
**Ref: DP/2005.03/92.05/37**

I cannot see why you are proposing new parking restrictions in this area. In my opinion, and that of others, all you are doing is raising your revenue and causing a lot of inconvenience and additional costs to the residents left in this area.

If you were so concerned about the parking arrangements and congestion in this area you wouldn't have granted permission for all the massive developments which have been carried out in this area over recent years. Clearly little thought has been given to this situation as congestion will indeed increase again once the further development of a bigger school and flats are completed in the Spur Road and Stonegrove area. Parking is the last thing we need to worry about. Your department should be more concerned with the gridlock situation which will inevitably occur.

Might I suggest that you leave well alone with the proposed parking restrictions? It seems that everytime you think you carry out improvements to the parking situation you fail to improve it at all. Your supposed improvements cause added inconvenience and distress to the residents that are affected.

Yours faithfully



**Mr M Greenfield**

**BY EMAIL**

**URGENT**

Mr Northwood  
Transportation Section  
Harrow Council

Miss D. Chaso  
23 Court Drive  
Stanmore  
Middlesex  
HA7 4QH  
Email: dchaso@hotmail.com  
Tel: 07930 356 471

23<sup>rd</sup> August 2005

Dear Mr Northwood,

**Re: Extension of Stanmore Controlled Parking Zone (CPZ) – London Rd/Snaresbrook Drive**

Apologies for emailing you on the deadline date for the revised consultation papers to be received, but I have been away.

At the time of the first consultation papers in June 2005, my family and I objected to the proposed parking restriction of single yellow lines outside our house (23 Court Drive). The reason for this was that we felt that the Council were only putting these restrictions for their own financial gain.

We wrote to our local MP, Mr Tony McNulty and then we received a reply from him with a letter from Mr Steve Swain, Harrow Council's Transportation Manager, which said that new papers will be sent out as an error was made.

We received the new consultation papers and have the following queries to them

) **“Possible double yellow line waiting restrictions”**

We're not happy with the word **“possible”**, as if we agreed to the double yellow lines, which we think is much better than the single yellow lines, then the council could change their mind and put single yellow lines in the end.

Also, the green questionnaire doesn't really relate to us, as it says which days/times would we want the parking restrictions. But if there were to be double yellow lines outside our house then this doesn't relate to us.

The only thing we would consent to is DOUBLE YELLOW LINES

2) **Parking over our own driveway**

A while ago I heard on Capital Radio the DJ, Johnny Vaughan, saying that he parked over his own driveway, blocking his wife's car, and was given a parking ticket even though he explained to the parking attendant that his wife wouldn't mind him blocking her in and he could go and ask his wife who was indoors.

Is it the law that you're not allowed to park on the road, blocking your own driveway? As, if we were to have double yellow lines outside our house and would have a visitor and they blocked our driveway (after the yellow line finished) does that mean they would get a ticket?

### 3) Widening our Driveway

Instead of yellow lines, would the council consider widening our driveway up until near to the corner of Snaresbrook Drive, so that no cars would then be able to park outside our house anyway. Therefore the corner would be kept clear so that big lorries delivering material/removal lorries/dustcarts will not be able to drive over the pavement and crack them, as they do frequently.

- 4) In our letter to the MP and in the July questionnaire, we mentioned the dangerous parking at the corner of London Road/Court Drive and also on the London Road Slip Road/Court Drive. I don't think I made it very clear, as in the reply letter from Mr Swain he says that there are "already existing yellow line waiting restrictions here, which should deter obstructive parking at the busiest times of the day". This may be the case, but if the Council come down on Thursday and Friday mid-morning and Sunday's (the busiest days for the corner shops or the few days leading up to Jewish holidays), they will see the traffic/parking at the corner of London Road (slip road) and Court Drive is horrific. Even in the mornings when we go to work and go down the slip road, we have problems seeing cars coming the other way, as cars always park on the corner of the London Road Slip Road (even though there is a small piece of single yellow line) and we often have to reverse back into Court Drive to let the cars coming the other way through. As London Road has become so congested lately (mainly during school terms), more and more cars are using this slip road to avoid the main road congestion. You can ask your Dustcart drivers of the problems they have down here (when they come late) on a Friday.

I have taken some photos of the way people park on the corner of London Rd Slip Rd/Court Drive, which I can forward to you if you want. A suggestion would be to put either red lines or double yellow lines here as the small amount of single yellow lines is not working.

I would appreciate your response to the above, especially point 1, about the "possible" double yellow lines outside our house

Yours sincerely,

Daniella Chaso  
(On behalf of all the Chaso family living at 23 Court Drive)

Record of Telephone conversation

Date 14/07/05  
Between Mrs Harding, 24 Court Drive Stanmore HA74QH Tel No. 8958 6788  
And Owen Northwood, Project engineer (East)

**Stanmore CPZ, additional waiting restrictions – Court Drive**

Mrs Harding wishes to object to double yellow lines being placed out side her house as advertised 23 June 2005.

She states she is 90 years old, broken her wrist and therefore unable to write her objection.

stated that I would record her objection and write to her noting her objection

Her objection is that she does not want the yellow lines to be painted out side her house in Court Drive because relations and visitors will be unable to park out side her house.

Owen Northwood

6

URBAN LIVING TRANSPORTATION SECTION	
14 JUL 2005	
PASSED	
ACKNOWLEDGED	

27 Court Drive  
Stanmore  
Middlesex HA7 4QH

Mr O Northwood  
Harrow Council  
Traffic Division  
Harrow  
Middlesex

12 July 2005

Dear Mr Northwood

**Re: DP/2005-03/92.05/37**

We live at 27 Court Drive. Please note our strong objection to the introduction of any parking restrictions or residents' parking permits and bays in any section of Court Drive, other than at the corners with The Spinney or Snaresbrook Drive for sightline purposes.

In time, if events at Wembley justify it, we would prefer residents' parking rather than yellow line restrictions. Any alterations to traffic restrictions will materially affect customers using the parade of shops at Canons Corner.

Yours sincerely



G and I Dyan

GD/IF/cou27-1.jul

URBAN LIVING TRANSPORTATION SECTION	
15 JUL 2005	
PASSED	
ACKNOWLEDGED	

2A Canons Corner  
Edgware  
Middlesex  
HA8 8AE

13<sup>th</sup> July 2005

Dear Sir,

am writing to object to the proposed parking restrictions for Stanmore

I am a resident of Canons Corner which it has been decided, despite numerous requests, will not be included in the proposed parking restrictions. My concern is that if the parking restrictions are implemented, as proposed, the residents and the shop owners on Canons Corner will be severely affected.

Canons Corner has an area which allows free parking for approximately 6 cars. At the current time, the residents and shop owners maintain a balance of parking, i.e. the residents require the parking spaces in the evening and the shops during the day. However, if restrictions are enforced along London Road, the commuters that currently use London Road to park will begin to use Canons Corner.

This will result in no parking for the shoppers that frequent the shops on Canons Corner and no parking in the evenings for the residents until the commuters have moved their vehicles. At the present time we are aware that this area is being used for free parking for the entire duration of the day by employees of the Tesco petrol station situated across the road from Canons Corner.

I am therefore objecting to the current parking restrictions on the basis that this will have a very detrimental impact on both the residents and shop owners of Canons Corner, and either the restrictions should not be applied or Canons Corner must be included in the proposals.

If Canons Corner is to be included, this should be with Pay and Display/Residents Permit restrictions from Monday to Friday, 8.30am – 18.30pm. This will ensure a balance between the needs of the residents and the shop owners.

I appreciate that the Council have a view that even with restrictions there will still not be enough parking for all residents and shoppers, as London House also has a Canons Corner address, but the fact is that London House residents have garages which allow them parking. This means that they never use the parking and are therefore not concerned with what actually occurs at Canons Corner.

In addition I feel that by implementing some proper parking restrictions, we can ensure a turnaround of users of this area, and also prevent serious risks to the public when car

owners search for parking. In the last month, I have seen several examples of cars being parked badly or half on the pavement, just to get parking in this area.

I therefore enclose several letters from residents lodging their objection to the proposed parking restrictions and a copy of the original petition that was put forward to Harrow Council on 21<sup>st</sup> June 2005.

I hope that you will take our concerns seriously as the implementation could result in shops losing a great deal of shoppers and the residents being unable to park anywhere near the vicinity of their homes.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'H. Sohal', with a stylized flourish at the end.

Harjit Sohal (Miss) |



**Marc Obermann**  
1a Canons Corner  
London Road  
Edgware Middx  
HA8 8AE  
Tel: 0208-728-3814

Saturday, 09 July 2005

To whom it may concern,

I as a resident of Canons Corner would like to raise my objection to the current proposed Traffic Order as to the fact that it does not include Canons Corner and in doing so will force people to park in our very limited parking that is currently available and wish to see both Resident's parking and pay and display parking.

Respectfully yours



Marc Obermann

TO WHOM IT MAY CONCERN

WE HAVED LIVED AT 4<sup>A</sup> CANONS CORNER FOR 35 YEARS AND HAVE NEVER HAD ANY PROBLEM PARKING OUR CAR OUTSIDE OUR FLAT, THAT IS UNTIL YELLOW LINES WERE PUT IN LONDON ROAD AND COURT DRIVE, THEN WE HAD COMMUTERS FOR STANMORE STATION PARKING ALL DAY, AND SINCE TESCO EXPRESS HAVE OPENED ACROSS THE ROAD THEIR STAFF ALSO PARK THERE CARS FROM 5.30 AM THE MORNING.

IT DOES SEEM THE ONLY SOLUTION IS FOR PAY AND DISPLAY FOR 20 MINUTES AT A TIME AND RESIDENTS PARKING PERMITS (WHICH WE WILL CERTAINLY HAVE TO PAY FOR)

MR - MRS ENNIS

4<sup>A</sup> CANONS CORNER

EDGWARE MIDDY

HAS 3AE

98 CANONS CORNER  
EDGEMOORE  
MUDSX  
HAB 8AE  
6 7 05

Free Haysit

We agree that

Canons Corner must be included  
in the proposed parking restriction  
plan looking at the options  
the proposal that seems to  
make the most sense would  
be

Restricted parking between  
10-11am & 3-4pm to  
those who have not got

?

Parking Permits

Clear parking bay in  
in the lounge to  
best use

I assume that the  
question of who queued  
for a parking permit is  
a 'reset stage' issue

Yours faithfully  
Mr. Somerville

me

S J Swain  
Transportation Manager  
Urban Living  
P.O. Box 38  
Civic Centre  
Station Road  
Harrow HA1 2UZ

URBAN LIVING TRANSPORTATION SECTION	
07 JUL 2005	
PASSED	ANN ON 8/6
ACKNOWLEDGED	

5<sup>th</sup> July 2005

We believe in a controlled parking zone, however, we object to the proposal on the extension to the Stanmore Station controlled parking zone (CPZ) as it stands. It would appear that the existence of the parade of shops at Canons Corner has been given little or no forethought.

No consideration of this project has been given to the retailers, and the trade that will certainly be lost due to the arrangement proposed.

You have seen fit to put forward a no parking zone along The Spinney, Snaresbrook Drive and Court Drive at certain times of the day. Those hours and all day from approximately 8 a.m. to 6 p.m. are shopping hours for our businesses.

We propose that a 'pay and display' be put in place in front of the shops and in Court Drive and Snaresbrook Drive.

May we point out that if your proposal goes through, it will have a devastating effect on the retailers on Canons Corner and our customer base. It will then force these businesses to close. There is at this time two premises already empty in the parade. Needless to say, this will have a knock on effect in the coffers of the borough.

We would be grateful if a new proposal was put forward regarding the above matters.

Yours faithfully,

Ivor Silverman Ltd

Raymond Silverman  
Director

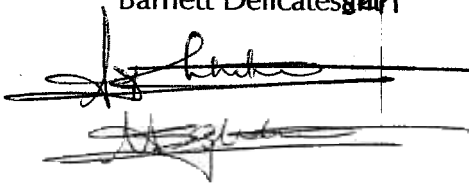


4 Canons Corner  
Stanmore  
Middx HA8 8AE

Barnett Delicatessen

Manmohan S. Ghaora  
Amritpaul S. Ghaora  
Partners

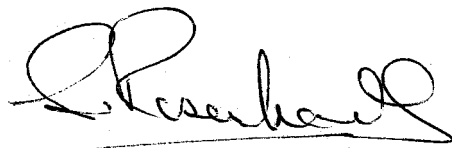
3 Canons Corner  
Stanmore  
Middx HA8 8AE



Steve's Deli

Mr Butler

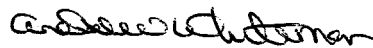
5 Canons Corner  
Stanmore  
Middx HA8 8AE



Andrews Pharmacy

Andrew Whiteman  
Pharmacist

9 Canons Corner  
Stanmore  
Middx HA8 8AE



D A R Cleaners

S. Dar

8 Canons Corner  
Stanmore  
Middx HA8 8AE



The Barber Shop

Adam Carvin

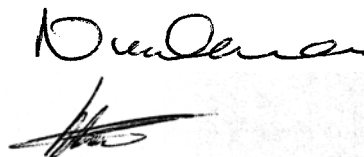
8c Canons Corner  
Stanmore  
Middx HA8 8AE



Blu

Laura Lever  
Nicole Warner

1 Canons Corner  
Stanmore  
Middx HA8 8AE



Bobbit & Doodles

Paula Mates



Canons Corner  
Stanmore  
Middx HA8 8AE

Martins News Agent

Joel De Guzman



Canons Corner  
Stanmore  
Middx HA8 8AE

## Petition for inclusion of Canons Corner into Harrow Council's proposal for parking restrictions:

We, the undersigned feel that if Canons Corner is not included in the proposed parking restrictions in Stanmore, there will be major repercussions for both the residents and shops of this area.

We, the undersigned wish Harrow Council to include Canons Corner in the proposal, by making Canons Corner a Pay and Display and Residents Parking area only between the hours of 8.30am and 6.30pm.

Name	Address	Signature
MARTINS NEWSAGENTS	6 CANONS CORNER	J. Gorman
MRS ENNIS	4 <sup>A</sup> CANONS CORNER	Marie Ennis
AWOITOMU	9 CANONS CORNER	Awotomun
ADAM CARVIN	8c Canons Corner	Adam Carvin
EXECUTIVE CLEANERS	8 Canons Corner	[Signature]
BLU	1 Canons Corner	[Signature]
STEVE'S DELI	5 CANONS CORNER	[Signature]
M.E. TOWNLEY	9 <sup>B</sup> Canons Corner	[Signature]
D.F. NEWLAND	9 <sup>B</sup> CANONS CORNER	[Signature]
BARNETTS DELI	3 CANONS CORNER	[Signature]
MARC OBERMANN	1A CANONS CORNER	[Signature]
ARTHUR EKHES	3A CANONS CORNER	Arthur Ekhes
Rajeev Singh	2a Canons Corner	[Signature]
Harjit Singh	2a Canons Corner	[Signature]

URBAN LIVING  
TRANSPORTATION SECTION

03 SEP 2005

EDGED

FRANK RICH  
"LITTLE GABLES"  
Green Lane.  
Stanmore. HA7 3AA.  
020.8954.2190.  
07960 476 480.

Mr. Steve Swain.  
Transportation Manager.  
Harrow Council.  
Transportation Section.  
PO Box 38.  
Civic Centre.  
Station Road.  
Harrow. HA1 2UZ.

30th. August. 05

Your Ref: SS/ON/92.05/3/4.

Dear Mr. Swain,  
RE: Stanmore Hill Conservation Area.  
Green Lane: Request For Parking Controls.  
-----

Thank you for your letter dated 10th. August. 05.

I must point out that the consultation carried out in September 2004 was not clear in so far as many residents thought that parking meters and traffic wardens would be outside of their houses if parking controls were brought in.

I am enclosing a petition from over 50 houses and these residents want parking controls in Green Lane.

If the problem is the cottages at the top of Green Lane then these could be excluded from the scheme and controls could be from the bottom of Green Lane up to Culverlands Close.

There is a major accident waiting to happen as traffic is mounting the pavement in order to drive up Green Lane.

Would you please put this letter and the petition at the meeting on 21st. September.

Yours Sincerely



Frank Rich.  
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GREEN LANE. WOODSIDE CLOSE. BENHALE CLOSE. CULVERLAND CLOSE.

THE QUESTION IS DO YOU WANT PARKING CONTROL BETWEEN 10am.to 11am.

3pm.to 4pm. MONDAY TO FRIDAY.PLEASE ANSWER YES OR NO.

GREEN LANE.

<u>NAME</u>	<u>ADDRESS</u>	<u>ANSWER.</u>
FRANK RICH	LITTLE GABLES	YES
KMIOT KAHAN	THE GLADE,	YES
PHYLLIS WATHAN	WILDINGS	YES
Paul Bellwyn	1 Woodside Close	Y
Judy Kelly	'Wildwood' Green Lane	Y-S
Mary Green	Mary Green	YES
H. Rubin	Willow Lodge	Yes
Andrea Bandy	Olde Cottage	Yes
CAROL	CURTIS GREEN CORNER	YES.
SARAH KAFFEL	HELMSDALE GREEN LANE STAMORE	YES
VINCENT MARCELLO	EVERGREEN LODGE	YES
Bandra Silver	Green Lane cottage	YES
JEKKA	ORCHARD	YES
SEDER	THE COACH HOUSE	YES
"		
VIRANI	APPLE GARTH	YES
CHOWDHARY	TREMAR	YES
COHEN	BALFOUR	YES
ENFIELD	GREEN TILES	YES
PROPS	THE ORCHARD	YES
HARRIS	SOLONBE	YES
GROSS	Green Waters	YES
GREEN/MALINOWSKI	PEAR TREE COTTAGE	YES
J.P. Pugh	Martinsell Green Lane	Yes
Rada Chaudhry	Bavola, Green Lane	YES
Alex Highman	Vahljen, Green Lane	Y

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**APPENDIX C**

<b>Source</b>	<b>Summary of Objections/Comments</b>	<b>Officers Response</b>
<p><b><u>Petitions</u></b></p> <p>Petition from Canons Corner containing 14 signatures representing 7 businesses and 5 residential properties</p>	<p>The petitioners explain that "if Canons Corner is not included in the proposed parking restrictions in Stanmore, there will be major repercussions for both the residents and shops in this area." The petitioners are requesting that Canons Corner be included in the proposal "by making Canons Corner a Pay and Display and Residents Parking area only between the hours of 8.30am and 6.30pm."</p>	<p>Canons Corner was not included in the proposals as the respondents to the consultation were two to one against parking controls. The residents of Court Drive and The Spinney were also against a scheme and they too have been excluded from the proposed extension of the zone. Re-consultation has shown that London Road respondents are also against parking controls. This leaves only one road (Snaresbrook Drive) in favour of inclusion in the Stanmore station area zone (zone H). Consequently, the impact of the extension of the zone on Canons Corner would be unlikely to be significant.</p> <p>Provision of "pay and display"/residents' parking in front of the shops would not resolve the parking problems here. There are competing demands for parking from shoppers, businesses, residents and visitors. There is room for only 6 parking spaces in front of the shops and this would not be adequate to meet demand.</p>
<p>Petition in the form of a letter signed by the 9 businesses in Canons Corner.</p>	<p>The "parade of shops has been given little forethought". Trade "will certainly be lost".</p> <p>"We propose 'Pay and Display' be put in place in front of the shops and in Court Drive and Snaresbrook Drive."</p>	<p>Consultation carried out in September 2004 included proposals for shared use "pay and display"/business parking in Canons Corner and shared use "pay and display"/residents/business parking in Court Drive. The majority of respondents from both these roads did not support the scheme. Only one trader responded to the consultation. Therefore, these roads together with The Spinney were dropped from the</p>

<p>Petition from Green Lane Area</p> <p>The petitions from some residents of Green Lane, Woodside Close, Benhale Close and Culverlands</p>	<p>The proposed “no parking zone along The Spinney, Snaresbrook Drive and Court Drive at certain times of the day” will affect the businesses as “8 a.m. to 6 p.m. are shopping hours”.</p> <p>The heading of the petition is in the form of a question rather than a request for parking controls. It reads as follows: “THE QUESTION IS DO YOU WANT PARKING CONTROL BETWEEN 10 am. to 11 am. 3 pm. to 4 pm. MONDAY TO FRIDAY. PLEASE ANSWER YES OR NO.” The petition contains 48 signatures answering “yes”</p>	<p>proposed extension. As the Court Drive respondents are against parking controls, it would not be possible to impose a scheme as suggested.</p> <p>There is only room for 6 cars outside the shops for the 20 or so business and residential frontages. Considering about half of these are residential, shared use “pay and display” and residents’ parking would not make a significant difference here. It would also be in isolation from the proposed extension of Stanmore CPZ. London Road, The Spinney and Court Drive will not be included in the scheme. Given the zone will be some distance from the parade of shops and that it operates for two hours per day, Monday to Saturday, the impact would be minimal. Residents of Canons Corner and shoppers would be able to continue to park (as they do now) in London Road, Court Drive and The Spinney, all of which would be outside the proposed CPZ.</p> <p><b>It is therefore recommended that the objections be set aside and Canons Corner be considered for parking controls as part of a future review of the scheme.</b></p> <p>The Green Lane respondents to the September 2004 were 20 for and 21 against. There are three culs-de-sac in Green Lane (Woodside Close, Ben Hale Close and Culverlands Close). All of these taken together show that there are 29 responses in favour and 26 against. Two petitions from Green Lane against parking controls were also received. In view of this Green Lane and associated roads were not included in the proposed extension of the CPZ.</p>
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<p>Close</p>	<p>representing 47 properties out of 145.</p> <p>The head petitioner in his covering letter explains that the consultation was not clear “as many residents thought that parking meters and traffic wardens would be outside of their houses if parking controls were brought in.”</p> <p>“If the problem is the cottages at the top of Green Lane then these could be excluded from the scheme and controls would be from the bottom of Green Lane up to Culverlands Close.”</p> <p>“There is a major accident waiting to happen as traffic is mounting the pavement in order to drive up Green Lane.”</p>	<p>This is not what was explained in the consultation document which provided information about how a residents’ parking scheme would work. That normally means residents’ parking spaces and yellow line waiting restrictions in residential streets. Parking controls would require enforcement, without which they would come into disrepute.</p> <p>There are 51 properties north of Culverlands Close, most of them without off-street parking. Parking controls would displace parking to this part of the road and would be unacceptable to those residents.</p> <p>There have been no reported personal injury accidents in the last three years (to December 2004) in Green Lane. A residents’ parking scheme would comprise residents spaces in Green Lane which are likely to be occupied at times by residents or their visitors. Such parking would similarly create access difficulties which could lead to some drivers mounting the footway. To achieve unhindered two way traffic parking would need to be banned on both sides of the road for most of the day. This is unlikely to be acceptable to the majority of the residents. Driving along the footway is an offence that the police have powers to deal with and this would be referred to them.</p> <p><b>It is recommended that the objection be set aside.</b></p>
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<p>Resident of Stanmore Hill</p>	<p>Proposed double yellow lines in Stanmore Hill will displace parking into Hilltop Way. Vehicles will park in Hilltop Way “blocking my drives and Garage”. I request that parking controls be extended “up to my garage entrance”.</p>	<p>Double yellow line waiting restrictions are proposed to prevent obstructive parking at junctions and to improve visibility. The proposal was substantially modified in response to the consultation. Short sections of double yellow line waiting restrictions are proposed at four junctions only (see <b>Appendix D</b>). At Hilltop Way, they would be only 10 metres long. The objector’s garage is <b>about 40 metres</b> away from the junction. Extending the proposal to cover this distance would unduly prohibit parking in a section which would not normally be problematic. Obstructive parking across driveways is an offence that under the new regulations the Council has powers to deal with and action will be taken against offenders. <b>It is recommended that the objection be set aside.</b></p>
<p>Resident of Sandymount Avenue</p>	<p>If “provisions for Event Days are likely to be required, then it is clearly good sense and “Best Value” to incorporate them with the current proposals, Traffic Order-making procedures and physical works.”</p> <p>It would be a “waste of public resources to consider the impact of Wembley Stadium (Event Days) as a separate issue.” When “the former Wembley Stadium was in operation (pre-Oct 2000), the Stanmore Station area suffered significant parking problems on Major Event Days. A “major CPZ is to be</p>	<p>Combining the Wembley Stadium Event Days scheme with the consultation carried out recently would have been confusing. In the existing zone the consultation sought views on the adequacy of the hours and days of restrictions . Elsewhere the residents were asked whether they wanted to be included in the zone. These questions generated many complaints about the complexity of the issues and confusion about what was being proposed culminating in 19 petitions against, which is the very information the consultation was designed to seek out. Adding a further dimension (Event Days) would have created even more confusion and complaints.</p> <p>The impact of the stadium in Harrow would not be the same as the areas around the stadium itself. Not all events at Wembley affected Harrow</p>

	<p>completed in Brent in 2005 covering a huge radius around the Stadium.” “The Stadium is programmed to be operational in 2005/06, and a major impact on the Stanmore area is anticipated once it is open. However, the current CPZ proposals do nothing to address the likely problems.”</p> <p>“I also object to the waste of public resources by carrying out these parking schemes” separately. “The “current CPZ proposals should be put on hold, and that the Council should carry out an urgent consultation on Wembley Event day parking issues.”</p>	<p>before the stadium was demolished. The majority of respondents around the Stanmore station extension area and many within the zone wanted a CPZ operating shorter times than the existing zone. One of the reasons for further consultation was to remind the residents about the events at Wembley stadium which are likely to generate parking problems similar to the pre-demolition days. Given the comments and opposition to further controls arising from this consultation, it is doubtful that acceptance for Event Days restrictions can be achieved until problems associated with them manifest themselves. As the parking problems in Stanmore associated with the stadium were occasional, unlike the area surrounding the stadium itself, it would be difficult in this climate to convince the local community that further controls are necessary or justified. For this reason Event Days restrictions have not been included in this round of consultations.</p> <p>The scheme was last reviewed in 1996. The proposal has been generated by years of lobbying from members of the local community and local councillors to address a number of parking problems, for example around the college, the area between Marsh Lane and Canons Park Station and certain streets north of the shopping area and station.</p> <p>It would not be acceptable to the majority of those in favour of the extension of the zone to delay the scheme until such time that an Event Days scheme is agreed. Though there would be a cost saving if the two schemes were combined, as most of the review work has already been completed, the savings would not be</p>
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	<p>Zone boundary in Sandymount Avenue should remain as existing.</p> <p>“The consultation document did not specifically ask all respondents’ views on the physical extension of the zone”.</p>	<p>considerable. It would not be reasonable at this stage to delay the current proposals until an Event Days scheme can be agreed.</p> <p>The majority of the respondents from Sandymount Avenue outside the existing zone voted to be included (9 for and 3 against). Therefore it is proposed to extend the scheme to include the whole of Sandymount Avenue.</p> <p>A plan showing the possible extension of the zones B and H accompanied the consultation documents delivered outside the existing zones. A comment box was also included where any comments including the proposed extension boundary of the zone could be entered. The questionnaires also included the following two questions among others: “Q3. Are you in favour of parking controls being introduced in your road” And “Q4. If you answered no or don’t know to question 3, if parking controls were introduced in the road next to yours, would you then want your road to be included”. The residents/businesses within the zone were informed about the consultation outside the zone and its possible extension. Although a plan of the proposed extension was not provided a similar comment box was provided.</p> <p>Residents’ parking scheme areas are normally considered only in those areas where there is support. Therefore, it is for the residents of the roads/areas concerned to decide if they want the scheme to be extended into their roads/areas or not. It would not seem reasonable for residents of one road to decide the fate of another road. However, the presentation of this</p>
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	<p>The Council’s representatives gave “misleading information biased towards the scheme”. “the consultant reassured me” that the scheme “would not cost local residents anything, as a budget had been secured from TfL. However, “Harrow residents &amp; taxpayers clearly contribute to TfL budgets.”</p> <p>The proposal reduces “the amount of available parking space”. A “night-time” parking survey to help ascertain levels of residents’ parking demand” has not been carried out.</p> <p>There is scope “to increase the number of residents parking bays”.</p> <p>Vehicle speeds will increase “by “opening up” the carriageway” and this “will certainly prejudice safety”.</p>	<p>issue, particularly for those who live near the edge of existing zone, in future cases will be reviewed.</p> <p>This appears to have been about making a distinction between Council funding and Transport for London funding in relation to which the consultant had been briefed. The misleading comments are regrettable, but unlikely to have reached the wider audience to a degree that would affect the outcome of the consultation.</p> <p>The consultant’s brief was to maximise the number of bays wherever possible. There is little point in carrying out evening surveys if we are providing the maximum number of spaces possible without creating obstruction or danger. Surveys carried out during the hour of operation of the scheme in Sandymount Avenue indicate that the existing arrangement is adequate. Additionally, the consultation has not shown that there is a need for more parking spaces in Sandymount Avenue. Therefore, there are no plans to alter the section in the existing zone. Part of the objective is to improve access and local amenity by better management of parking. The layout in the proposed extension creates a chicane effect which has road safety benefits. As the road is about 6 metres wide with parking creating single file traffic, safety would not be compromised. The existing scheme operates for one hour a day, Monday to Friday and the proposed zone, if agreed, would operate similarly. It</p>
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<p>Letter containing 4 signatures representing all 4 properties in</p>	<p>No proper explanation as to how the “cost v benefit” has been provided. A “poor quality &amp; ill-conceived scheme should surely not be progressed solely on the basis of a local majority, particularly if it conflicts with professional advice and does not constitute “Best Value”.”</p> <p>“Yellow lines or controlled time zones, would be likely to almost make it impossible to park outside our own homes”. We confirm “our objections to your</p>	<p>must be remembered that outside zone times parking is not controlled and as a result parking is not restricted to the marked spaces. Additional spaces in the existing and proposed sections would create access difficulties for the emergency services.</p> <p>Parking schemes are demand led. They are introduced only in areas where there have been requested and where consultation shows there is majority support. The ability of residents to park near their homes where there is extraneous parking demand is obviously a benefit to those residents. The aim of the Council is to be responsive to the needs of the local community. Draft proposals were formulated for consultation in liaison with local key stakeholders because parts of the local community lobbied hard for review of the scheme. The proposals were modified in certain areas in response to the feedback and those areas where consultation showed that it is generally not wanted were dropped. Event Days proposals would have to be consulted upon separately for clarity and in light of evidence that they are necessary in a shape and form that it is justified. The benefits of the scheme are improved residential amenity, improved vitality, improved safety and improved access.</p> <p><b>It is therefore recommended that the objection be set aside.</b></p> <p>Laurimel Close is at the bottom of September Way and it is too narrow to accommodate residents’ parking spaces. There are only 4 properties in this road. As the road is narrow it is unlikely that displaced parking could affect Laurimel Close. In view of this</p>
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<p>Laurimel Close</p> <p>Total of 6 letters from residents of Court Drive and a further objector</p>	<p>proposals for controlled parking in Laurimel Close”.</p> <p>One corner property is in favour of the proposed double yellow line waiting restrictions at the junction of Snaresbrook Drive/Court Drive/The Spinney. A second is opposed. Another corner property resident has made an objection by telephone explaining that she is unable to write. The remaining four letters contain objection to residents’ parking scheme in Court Drive.</p>	<p>and the unanimous support for the request <b>it is recommended that the objection be upheld and Laurimel Close be excluded from the proposed extension of the CPZ.</b></p> <p>Court Drive was excluded from the extension of the zone as the majority of respondents to the September 2004 consultation opposed it. However, in order to improve access double yellow line waiting restrictions were proposed at the Snaresbrook junction to improve access. The objectors maintain that obstructive parking is not a problem. Further investigation has shown this to be the case. The objection to a CPZ appears to be a misunderstanding arising from the street notices about the proposed double yellow line waiting restrictions in Court Drive and possibly CPZ proposal notices in Snaresbrook Drive. However, The Highway Code indicates that vehicles should not park within 10 metres of a junction. It is normal practice in controlled parking zones to cover the junctions of the roads within the zones and at entrances to them with zone time yellow line waiting restrictions. <b>It is therefore recommended that the double yellow line objections be upheld and the proposals be dropped and zone time yellow line waiting restrictions be provided at the Snaresbrook Drive entrance only, leaving the entrance to The Spinney without restrictions in accordance with the details shown at Appendix D.</b></p>
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**Summary of re-consultation responses not in favour of scheme and officers response**

	<b>Source</b>	<b>Summary of Objections/Comments</b>	<b>Officers Response</b>
1	<b>Laburnam Court</b> 6 responses not in favour	Proposals do not provide enough parking spaces.	proposed parking spaces have been maximised. One of the scheme's objectives is to improve access and local amenity by better management of parking. Only those areas which cause a safety hazard or obstruction will be lost. However, the scheme operates for one hour a day, Monday to Friday, therefore, its impact is minimised.
2		No current parking problems.	Responses from this road indicate that commuter parking is a problem.
3		Penalised for parking outside my own home.	Legislation requires CPZ schemes to be self financing. This means that it is not possible to enforce the CPZ without making a charge for a resident permit. The charge will need to cover the scheme's administration and enforcement costs. Most properties have adequate off-street parking. As the residents benefit from residents' parking schemes it would not be unreasonable for them to pay towards their costs. The cost of visitor permits is set at a level to minimise abuse.
4		Would agree to proposals if there was an additional hour of control in the morning.	The public consultation carried out in September 2004 showed that the majority of respondents within the existing scheme were in favour of retaining the existing hours of operation of the zone. It would be confusing for drivers if there are different time zones for individual streets.
5		Request that waiting restrictions in a section of Dennis Lane be changed to allow parking after	The Dennis Lane restrictions were introduced to deal with hazardous parking. It would not be conducive to road safety to allow such parking after

		6.30pm.	6.30 pm.  <b>It is recommended that the objections be set aside for the above reasons.</b>
6	<b>Marsh Lane</b> 3 responses not in favour	Inconvenience to visitors.	Residents' parking schemes do have some disadvantages, such as having to purchase residents and visitors permits. However, deterring extraneous parking would help residents and their visitors find parking spaces near their homes.
7		Penalised for parking out side my own home.	See 3 above.
8		Proposals do not provide enough parking spaces.	See 1 above.  <b>It is recommended that the objections be set aside for the above reasons.</b>
9	<b>Merryfield Gardens</b> 4 responses not in favour	Proposals would not bring any benefits.	A petition and deputation by residents representatives was received by the Council's Traffic and Road Safety Advisory Panel in March 2005 indicating that commuter parking in Merryfield Gardens is an increasing problem. The scheme would deter commuter parking which makes it easier for residents to find parking spaces near their homes.
11		Do not wish to have parking attendants patrolling Merryfield Gardens.	Parking attendants are necessary to patrol the streets in order to enforce the parking regulations. See also 9 above.
12		No current parking problems.	Responses from this road indicate that commuter parking is a problem.
13		Parking permits are too expensive.	See 3 above

14		Request that CPZ is not extended beyond the service road.	The proposal was drawn up in accordance with the wishes of the petitioners and verified by consultation which shows majority support amongst the respondents to include the whole of Merryfield Gardens.
15		Do not want parking restrictions in Merryfield Gardens.	See 9 and 14 above.  <b>It is recommended that the objections be set aside for the above reasons.</b>
16	<b>Snaresbrook Drive</b> 7 responses not in favour	Proposals would create parking problems for visitors.	See 6 above.
17		Proposals have no provision for the disabled.	Blue badge holders may park in residents' parking spaces free without a permit, provided their blue badge is displayed. As commuter parking is deterred, parking spaces would be much easier to find and the disabled residents would be able to find spaces near their homes.
18		Proposals would create problems for workmen.	Workmen have the option of obtaining a parking dispensation at a cost of £10.50 per two weeks, per vehicle. The scheme here operates from 3 pm to 4 pm, Monday to Friday. Outside these times parking is permitted in residents' parking spaces and on the yellow lines provided the parking does not create danger or obstruction. Alternatively visitor permits could be used.
19		Position of parking bays would make it difficult for large vehicles to reverse.	The purpose of the scheme is to control parking. The proposed location of parking spaces are such that access is maintained.
20		Not necessary to extend scheme for occasional	The scheme proposals are designed to deal with the current daily parking

		Wembley events.	<p>problems. The impact of Wembley stadium (Event Days) on residents' parking will be considered as a separate issue. An Event Days scheme will require a separate consultation.</p> <p>The September 2004 consultation showed support for a residents' parking scheme in Snaresbrook Drive. The recent re-consultation sought views on the preferred days of operation of the scheme as this element of the previous consultation was inconclusive. The recent consultation has shown that 80% of the Snaresbrook Drive respondents are in favour of the proposed Monday to Saturday scheme.</p>
21		Commuter parking is not a problem.	Responses from this road indicate that commuter parking is a problem.
22		Proposals do not provide enough parking spaces.	See 1 above.
23		Parking in Stanmore is a problem. Council should invest in providing multi-storey car parks at the Station and repair multi-storey car park.	<p>It is Government and Council policy to reduce reliance on the private car. Various initiatives are being pursued by the Council to achieve this aim. Among these are, various schemes to improve public transport, cycle schemes, Safe Routes to School schemes and other initiatives aimed at improving pedestrian facilities to encourage walking. The Borough's Controlled Parking Zones, mainly around railway stations, are designed to discourage commuters coming by car to continue their journeys to Central London or elsewhere.</p> <p>The upper floors of the multi-storey car park are structurally unsafe and it would not be cost effective to embark upon repairs.</p>

24		Scheme proposals would put businesses in Canons Corner at risk.	<p>Provision of “pay and display”/residents’ parking in front of the shops would not resolve the parking problems here. There are competing demands for parking from shoppers, businesses, residents and visitors. There is room for only 6 parking spaces in front of the shops and this would not be adequate to meet demand.</p> <p>The consultation carried out in September 2004 included proposals for shared use “pay and display”/business parking in Canons Corner and shared use “pay and display”/residents/business parking in Court Drive. The majority of respondents from both these roads did not support the scheme. Only one trader responded to the consultation. Therefore, these roads together with The Spinney were dropped from the proposed extension. As the Court Drive respondents are against parking controls, it would not be possible to impose a scheme as suggested.</p> <p>London Road, The Spinney and Court Drive will not be included in the scheme. Given the zone will be some distance from the parade of shops and that it operates for two hours per day, Monday to Saturday, the impact would be minimal. Residents of Canons Corner and shoppers would be able to continue to park (as they do now) in London Road, Court Drive and The Spinney, all of which would be outside the proposed CPZ.</p>
25		Yellow lines in front of drives would not allow me to park across my	The yellow lines are operational only during the controlled hours. Parking spaces are not provided across



		driveway.	driveways since any vehicle displaying a parking permit for this zone would be able to legally park across any such driveway obstructing access to it. For this reason residents' parking spaces are not proposed across driveways.
26		Without incorporating The Spinney and Court Drive in scheme the problem will shift to these roads	The majority of respondents from The Spinney and Court Drive were not in favour for these roads to be included in the scheme. Controlled Parking Zones are only considered in roads/areas where there is majority support.
27		Scheme is piecemeal either all roads in the area should be included or none.	Proposal includes the roads where the majority of respondents are supportive. It would not be plausible to impose a scheme on those who do not want it.  <b>It is recommended that the objections are set aside for the above reasons.</b>

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## **APPENDIX D**

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## **APPENDIX E**

**List of streets and part streets to be included in extension to Stanmore CPZs.**

**Zone B - Operational hours 3pm-4pm Monday to Friday:**

**Aran Drive, Coverdale Close, Du Cros Drive Nos. 28 and 31, Halsbury Close, Hewett Close, Hill Close, Laburnum Court, Lemark Close, Marsh Lane, (west side: Beauchamp Court, Ascot Place, Sandown Court, Longchamp Court, Cheltenham Court, Cargrey House, Holbein House and Nos 64 to 66 Marsh Lane), East side: Garden Court, Chatsworth Court, Halfacre, Burnham Court and Nos. 35 to 39 Marsh Lane), Merryfield Gardens, Nelson Road, Rainsford Close, Sandymount Avenue, September Way, and Stangate Gardens.**

**Zone H - Operational hours 10am-11am and 3pm-4pm Monday to Saturday:**

**Court Drive Nos. 23 and 24, Snaresbrook Drive.**

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APPENDIX F



June 2005

**PUBLIC CONSULTATION – PLEASE READ**

Urban Living  
Joyce Markham  
Chief Executive

Owner/Occupier  
Laburnum Court  
Eaton Close

Dear Sir/Madam

**EXTENSION OF STANMORE CONTROLLED PARKING ZONE (CPZ)**

Following the public consultation carried out in September 2004 it has been decided to extend the Stanmore CPZ as shown on the enclosed plan. This would be subject to the legal process of traffic order making, which includes consideration of objections (if any). The scheme would operate for one hour a day (3 pm to 4 pm), Monday to Friday (same as existing Stanmore CPZ).

The consultation responses from Laburnum Court and Eaton Close were inconclusive. Therefore, it was decided to re-consult the residents at the traffic order making stage which commences on 23 June.

If the majority of respondents to this consultation in either or both roads indicate a preference for being excluded from the scheme, their road(s) will be removed from the scheme. Detailed plans of the proposals for your area are also attached together with a plan of the whole proposal.

**WE NEED YOUR VIEWS IN ORDER TO MAKE THE RIGHT DECISION.** Please return the questionnaire in the reply paid envelope (NO STAMP REQUIRED) to reach us by 15 July 2005. Alternatively you can submit your questionnaire on-line. See the questionnaire for details.

If you have any questions about how the scheme would operate or wish to know the outcome of the consultation in due course, please contact the Council officer dealing with the scheme, Owen Northwood on 020 8424 1677, e-mail address: [owen.northwood@harrow.gov.uk](mailto:owen.northwood@harrow.gov.uk).

Thank you for your co-operation

Yours faithfully

A handwritten signature in black ink, appearing to read "Steve Swain".

Steve Swain  
Transportation Manager



2003-2004  
Tackling Homelessness

Harrow Council, Transportation Section, PO Box 38,  
Civic Centre, Station Road Harrow HA1 2UZ

Council switchboard: 020- 8863 5611

Council email: [info@harrow.gov.uk](mailto:info@harrow.gov.uk)

Council website: [www.harrow.gov.uk](http://www.harrow.gov.uk)



Please call the number below for a large print version of this document, or a summary of this document in your language.

- Albanian** Nëqoftëse gjuha Angleze nuk është gjuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
- Arabic** إذا كانت الانجليزية ليست لغتك الاولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
- Bengali** যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।
- Chinese** 如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
- اگر انگریسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید
- Gujarati** જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રાન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
- Hindi** यदि आपको अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
- Panjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیے گئے نمبر پر رابطہ کریں۔

Transportation Section

Telephone Number 020 8424 1993

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# POSSIBLE EXTENSION OF STANMORE CONTROLLED PARKING ZONE

## Re-consultation – Eaton Close and Laburnum Court

### Questionnaire

It is recommended that you read the enclosed letter before completing the questions below. Please complete the questionnaire and return it in the post paid envelope provided (No Stamp Required) to **reach us by 15 July 2005**. Alternatively you can submit your questionnaire on-line by visiting [www.harrow.gov.uk](http://www.harrow.gov.uk). Click on 'The Transport and Streets' pages and follow the links to the Stanmore Controlled Parking Zone Extension Re-consultation. If you require additional copies of the questionnaire, please contact the Civic Centre on 020 8424 1677.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode \_\_\_\_\_

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Please tick the appropriate box

**Q1. Are you in favour of a residents' parking scheme being introduced in your road?**

**Yes**

**No**

**Don't Know**

Please include your comments (if any) in the comments box below and overleaf or use a separate sheet. **If you are not in favour of the scheme, please state your reasons:**

Comments:

Comments:	
-----------	--

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection please tick here.

## EQUALITY OF ACCESS TO SERVICES: MONITORING INFORMATION

The London Borough of Harrow is committed to achieving equality of opportunity and freedom from discrimination in the services it provides. We ask you for your co-operation in providing the following information which will be used only in the monitoring exercise.

**What is your ethnic group?**

Choose one section from (a) to (e) then tick the appropriate box to indicate your cultural background

**(a) White**

British

Irish

Any other white background

Please write in below

**(d) Black or Black British**

Caribbean

African

Any other black background

Please write in below

**Mixed**

White and Black Caribbean

White and Black African

White and Asian

Any other mixed background

Please write in below

**(e) Chinese of Other ethnic group**

Chinese

Any other

Please write in below

**(c) Asian or Asian British**

Indian

Pakistani

Bangladeshi

Any other Asian background

Please write in below

**THANK YOU FOR YOUR CO-OPERATION**



June 2005

**PUBLIC CONSULTATION – PLEASE READ**

**Urban Living**  
Joyce Markham  
Chief Executive

Owner/Occupier  
Charlbury Avenue, Craigweil Close  
Malcolm Court, Merryfield Gardens  
Elizabeth Gardens and  
Marsh Lane (between Beech Tree  
Close and Elizabeth Gardens)

Dear Sir/Madam

**EXTENSION OF STANMORE CONTROLLED PARKING ZONE (CPZ)**

Following the public consultation carried out in September 2004 it has been decided to extend the Stanmore CPZ as shown on the enclosed plan. This would be subject to the legal process of traffic order making, which includes consideration of objections (if any). The scheme would operate for one hour a day (3 pm to 4 pm), Monday to Friday (same as existing Stanmore CPZ).

The majority of consultation responses from your road were against inclusion in the scheme. However, you may be affected by displaced parking if the zone is extended. A petition and deputation from Merryfield Gardens and a further petition from two blocks of flats in Marsh Lane between Merryfield Gardens and Elizabeth Gardens requesting to be included in the scheme have been received. In view of these requests it was decided to re-consult the residents in the close proximity of the proposed extension.

If the majority of respondents to this consultation indicate a preference for being excluded from the scheme, their road(s) will be removed from the proposals. Detailed plans of the proposals for your area are also attached together with a plan of the whole proposal.

**WE NEED YOUR VIEWS IN ORDER TO MAKE THE RIGHT DECISION.** Please return the questionnaire in the reply paid envelope (NO STAMP REQUIRED) to reach us by 15 July 2005. Alternatively you can submit your questionnaire on-line. See the questionnaire for details.

If you have any questions about how the scheme would operate or wish to know the outcome of the consultation in due course, please contact the Council officer dealing with the scheme, Owen Northwood on 020 8424 1677, e-mail address: [owen.northwood@harrow.gov.uk](mailto:owen.northwood@harrow.gov.uk).

Thank you for your co-operation.

Yours faithfully



Steve Swain  
Transportation Manager

mn/merryfield gdns

Please call the number below for a large print version of this document, or a summary of this document in your language.

- Albanian** Nëqoftëse gjuha Angleze nuk është ghuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
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- Chinese** 如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
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- Gujarati** જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રાન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો.
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- Panjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- Urdu** اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دئے گئے نمبر پر رابطہ کریں۔

Transportation Section

Telephone Number 020 8424 1993

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# POSSIBLE EXTENSION OF STANMORE CONTROLLED PARKING ZONE

**Re-consultation – Charlbury Avenue, Craigweil Close, Malcolm Court, Merryfield Gardens, Elizabeth Gardens and Marsh Lane (between Beech Tree Close and Elizabeth Gardens)**

## Questionnaire

It is recommended that you read the enclosed letter before completing the questions below. Please complete the questionnaire and return it in the post paid envelope provided (No Stamp Required) to **reach us by 15 July 2005**. Alternatively you can submit your questionnaire on-line by visiting [www.harrow.gov.uk](http://www.harrow.gov.uk). Click on 'The Transport and Streets' pages and follow the links to the Stanmore Controlled Parking Zone Extension Re-consultation. If you require additional copies of the questionnaire, please contact the Civic Centre on 020 8424 1677.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode \_\_\_\_\_

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Please tick the appropriate box

**Q1. Are you in favour of a residents' parking scheme being introduced in your road?**

**Yes**

**No**

**Don't Know**

Please include your comments (if any) in the comments box below and overleaf or use a separate sheet. **If you are not in favour of the scheme, please state your reasons:**

Comments:

--	--

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection please tick here.

## EQUALITY OF ACCESS TO SERVICES: MONITORING INFORMATION

The London Borough of Harrow is committed to achieving equality of opportunity and freedom from discrimination in the services it provides. We ask you for your co-operation in providing the following information which will be used only in the monitoring exercise.

What is your ethnic group?

Choose one section from (a) to (e) then tick the appropriate box to indicate your cultural background

(a) **White**

British

Irish

Any other white background

Please write in below

(d) **Black or Black British**

Caribbean

African

Any other black background

Please write in below

**Mixed**

White and Black Caribbean

White and Black African

White and Asian

Any other mixed background

Please write in below

(e) **Chinese of Other ethnic group**

Chinese

Any other

Please write in below

(c) **Asian or Asian British**

Indian

Pakistani

Bangladeshi

Any other Asian background

Please write in below

THANK YOU FOR YOUR CO-OPERATION



1 August 2005

Urban Living  
Joyce Markham  
Chief Executive

**PUBLIC CONSULTATION – PLEASE READ**

Owner/Occupier  
London Road and Snaresbrook Drive

Dear Sir/Madam

**EXTENSION OF STANMORE CONTROLLED PARKING ZONE (CPZ)**

It has come to light that incorrect plans were sent with the consultation documents that were delivered to the residents of London Road and Snaresbrook Drive on 22 June. I apologise for this. A fresh set of documents is attached for your further consideration. Please read the attached and **return the questionnaire in the reply paid envelope by 23 August 2005 (NO STAMP REQUIRED)**. The previous responses will be discarded.

My apologies again for any inconvenience this further consultation may cause.

Yours faithfully



Steve Swain  
Transportation Manager

August 2005

**PUBLIC CONSULTATION – PLEASE READ**

**Urban Living**  
Joyce Markham  
Chief Executive

Owner/Occupier  
London Road and Snaresbrook Drive

Dear Sir/Madam

**EXTENSION OF STANMORE CONTROLLED PARKING ZONE (CPZ)**

Following the public consultation carried out in September 2004 it has been decided to extend the Stanmore CPZ as shown on the enclosed plan. This would be subject to the legal process of traffic order making, which includes consideration of objections (if any).

The majority of the consultation responses from London Road and Snaresbrook Drive were in favour of inclusion with Monday to Friday operation. The existing scheme around Stanmore station operates between 10 am and 11 am and between 3 pm and 4 pm, Monday to Saturday. It is worth remembering that Saturday events at the Wembley stadium had been a source of complaint previously. This has not been the case recently as the stadium is being re-built and has not been operating for some time now. When it re-opens in 2006 the parking problems associated with it are likely to return. For these reasons it was decided to re-consult the residents.

If the majority of respondents to this consultation in either or both roads indicate a preference for being excluded from the scheme, their road(s) will be removed from the proposals. Similarly, the proposal may be amended if the majority still indicate a preference for a Monday to Friday scheme. Detailed plans of the proposals for your area are also attached together with a plan of the whole proposal.

**WE NEED YOUR VIEWS IN ORDER TO MAKE THE RIGHT DECISION. Please return the questionnaire in the reply paid envelope (NO STAMP REQUIRED) to reach us by 23 August 2005.** Alternatively you can submit your questionnaire on-line. See the questionnaire for details.

If you have any questions about the scheme or wish to know the outcome of the consultation in due course, please contact the Council officer dealing with the scheme, Owen Northwood on 020 8424 1677, e-mail address: [owen.northwood@harrow.gov.uk](mailto:owen.northwood@harrow.gov.uk).

Thank you for your co-operation

Yours faithfully



Steve Swain  
Transportation Manager

mn/C-London Rd

Please call the number below for a large print version of this document, or a summary of this document in your language.

- Albanian** Nëqoftëse gjuha Angleze nuk është gjuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
- Arabic** إذا كانت الانجليزية ليست لغتك الاولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
- Bengali** যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।
- Chinese** 如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
- اگر انگریسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید
- Gujarati** જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રાન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
- Hindi** यदि आपको अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
- Panjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیئے گئے نمبر پر رابطہ کریں۔

Transportation Section

Telephone Number 020 8424 1993

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## EQUALITY OF ACCESS TO SERVICES: MONITORING INFORMATION

The London Borough of Harrow is committed to achieving equality of opportunity and freedom from discrimination in the services it provides. We ask you for your co-operation in providing the following information which will be used only in the monitoring exercise.

### What is your ethnic group?

Choose one section from (a) to (e) then tick the appropriate box to indicate your cultural background

#### **White**

- British
- Irish
- Any other white background

Please write in below

#### **(d) Black or Black British**

- Caribbean
- African
- Any other black background

Please write in below

#### **(b) Mixed**

- White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed background

Please write in below

#### **(e) Chinese of Other ethnic group**

- Chinese
- Any other
- Please write in below

#### **Asian or Asian British**

- Indian
- Pakistani
- Bangladeshi
- Any other Asian background

Please write in below

**THANK YOU FOR YOUR CO-OPERATION**

# POSSIBLE EXTENSION OF STANMORE CONTROLLED PARKING ZONE

## Re-consultation – London Road and Snaresbrook Drive

### Questionnaire

It is recommended that you read the enclosed letter before completing the questions below. Please complete the questionnaire and return it in the post paid envelope provided (No Stamp Required) to **reach us by 23 August 2005**. Alternatively you can submit your questionnaire online by visiting [www.harrow.gov.uk](http://www.harrow.gov.uk). Click on 'Transport and Streets' and follow the links to the Stanmore Controlled Parking Zone Extension Re-consultation. If you require additional copies of the questionnaire, please contact the Civic Centre on 020 8424 1677.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode \_\_\_\_\_

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Please tick the appropriate box

**Are you in favour of a residents' parking scheme being introduced in your road?**

Yes

No

Don't Know

**If the majority of your street voted in favour of being included in the CPZ, which of the following days would you prefer:**

Monday to Saturday 10am - 11am and 3pm - 4pm (as existing Zone H around the station)

Monday to Friday 10am - 11am and 3pm - 4pm

Please include your comments (if any) in the comments box below and overleaf or use a separate sheet. **If you are not in favour of the scheme, please state your reasons:**

Comments:	
-----------	--

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection please tick here.

**APPENDIX G**

**Zone B – Summary of re-consultation responses 15 July 2005**

Road name	No of properties	No of responses	% reply	Q1: Are you in favour of a residents' parking scheme being introduced in your road?		
				Yes	No	Don't know
Charlbury Avenue (part)	8	2	25%	1 50%	1 50%	0
Craigweil Close (part)	19	6	32%	1 17%	5 83%	0
Eaton Close	47	23	49%	7 30%	16 70%	0
Elizabeth Gardens	96	11	12%	3 27%	8 73%	0
Laburnum Court	38	19	50%	13 68%	5 26%	1 6%
Malcolm Court	24	11	46%	2 18%	8 73%	1 9%
Marsh Lane (part)	13	9	69%	6 67%	3 33%	0
Merryfield Gardens	44	32	73%	26 81%	6 19%	0

**Zone H - Summary of re-consultation responses 23 August 2005**

Road name	No of properties	No of responses	% reply	Q1: Are you in favour of a residents' parking scheme being introduced in your road?			Q2: If Majority of your street vote in favour of being included in the CPZ, which of the following days would you prefer?				
				Yes	No	Don't know	Mon-Sat	Mon-Fri	Other	Don't know	
London Road	36	17	47%	8 47%	9 53%	0	8 47%	7 41%	1 6%	1 6%	
Snaresbrook Drive	50	35	70%	28 80%	7 20%	0	22 63%	9 26%	3 9%	1 3%	



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April 2005

**Public consultation – Please read**

**Urban Living**  
Joyce Markham  
Chief Executive

The Owner/Occupier

Dear Sir/Madam

**HOWBERRY ROAD (PART) AND HOWBERRY CLOSE**

You may recall a consultation on a residents' parking scheme which was carried out in September 2004. The results of the consultation showed that there is support for a scheme in Howberry Close and a section of Howberry Road south of the southern arm of Wychwood Avenue. Over 76% of the respondents in these roads are in favour of parking controls.

Following a request from Canons Park Residents' Association it has been decided to re-consult the residents on the following two options:

**Option A - A residents' parking scheme operating 2 pm to 3 pm, Monday to Friday**

This option includes kerbside residents' parking spaces where it is safe to park and yellow line waiting restrictions where parking would be obstructive or dangerous (see map A). Residents who need to park on-street between 2 pm and 3 pm, Monday to Friday would need to purchase a residents' parking permit. If you do not need to park on-street during the restricted hour you would not need to purchase a permit. **Parking in residents' parking spaces or on the yellow lines outside the hour of operation of the scheme would be free and would not require a permit.**

The cost of a residents' parking permit is £40.00 per annum if only one permit is required. The cost of further permits is:

2 <sup>nd</sup> permit in household	£50 per annum
3 <sup>rd</sup> permit in household	£70 per annum
4 <sup>th</sup> and subsequent permits in household	£115 per annum

The cost of visitor permits (required only if visiting during the restricted hour) would be £10 (£5 for senior citizens) for a book of 10 permits. The cost of permits is reviewed annually, but does not necessarily increase.

Harrow Council, Transportation Section, PO Box 38,  
Civic Centre, Station Road Harrow HA1 2UZ

Council switchboard: 020- 8863 5611  
Council email: info@harrow.gov.uk  
Council website: www.harrow.gov.uk

**Option B - A yellow line waiting restrictions scheme operating 2 pm to 3 pm, Monday to Friday**

All kerb space including the space across driveways will be covered by single yellow lines (see map B). No parking would be permitted between 2 pm and 3 pm, Monday to Friday in your road. Whilst this option deters all day commuter parking, **it also means that you and your visitors cannot park on-street during the restricted hour** and do not have the option of purchasing a permit.

If you require further information or clarification please contact Owen Northwood, the Council officer dealing with the scheme on 020 8424 1677 (direct line) or e-mail him at [owen.northwood@harrow.gov.uk](mailto:owen.northwood@harrow.gov.uk).

**YOUR VIEWS ARE NEEDED** in order that the Council can make the right decision. Please return the enclosed questionnaire by 16 May 2005 (no stamp required)

Yours faithfully

A handwritten signature in black ink, appearing to be 'Steve Swain', with a long horizontal line extending to the right.

Steve Swain  
Transportation Manager



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**Possible Parking Schemes  
Re-consultation – Howberry Road (part) and Howberry Close  
Questionnaire**

It is recommended that you read the enclosed letter before completing the questions below. Please complete the questionnaire and return it in the post paid envelope provided (**no stamp required**) to reach us by **16 May 2005**. If you require additional copies of the questionnaire, please contact the Civic Centre on 020 8424 1677.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Postcode \_\_\_\_\_

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Please tick the appropriate box

**Q1. Are you in favour of parking controls being introduced in your road?**

Yes

No

Don't Know

**Q2. If the majority vote for parking controls, which option would you prefer:**

Option A – A residents' parking scheme operating 2 pm to 3 pm, Monday to Friday.

Option B – A yellow line waiting restrictions scheme operating 2 pm to 3 pm Monday to Friday.

Don't Know

Comments:

Thank you for taking time to complete this questionnaire. If you have any comments, please use the space provided below. If you do not want your response to be available for public inspection please tick here.

mn/questionnaire-Howberry Rd/CI

If English is not your first language and you require a translation of the information contained in this document please contact the number below:

TRANSPORT  
020 8424 1441

**GUJARATI** જો અંગ્રેજી તમારી માતૃભાષા નહીં હોય અને આ પત્રકમાં આપેલી માહિતીના ભાષાંતરની તમને જરૂર હોય તો મહેરબાની કરી અમને નીચેના નંબર પર ફોન કરો:

**HINDI**

अगर अंग्रेजी आपकी मातृ-भाषा नहीं है और आपको इस दस्तावेज़ में दी गई जानकारी का हिन्दी में अनुवाद चाहिए, तो कृपया नीचे दिये गए टैलीफोन नम्बर पर सम्पर्क करें:

**PUNJABI**

ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਆਉਂਦੀ ਅਤੇ ਤੁਹਾਨੂੰ ਇਸ ਪਰਚੇ ਦੀ ਜਾਣਕਾਰੀ ਦਾ ਪੰਜਾਬੀ ਤਰਜਮਾ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਮਿਹਰਬਾਨੀ ਕਰਕੇ ਹੇਠਾਂ ਦਿੱਤੇ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ:

**BENGALI**

ইংরেজী যদি আপনার প্রধান ভাষা না হয় এবং আপনি যদি এই ডকুমেন্ট-এর তথ্যের একটি অনুবাদ চান, তাহলে দয়াকরে নীচের নাম্বারে যোগাযোগ করুন :

**SOMALI**

Hadii aysan luqada ingiriisigu ahayn luqadaada koowaad una baahan tahay in lagu turjumo macluumaadka ku qoran dukumiintigan fadlan la soo xiriir lamarka hoos ku qoran:

**CHINESE**

假如英語不是你的第一語言，而且你想要我們提供對這份文件中所包含資訊的譯文，請撥下列電話號碼:

**URDU**

اگر آپ کی صدر زبان انگریزی نہیں ہے اور آپ اس دستاویز میں دی جانے والی معلومات کا ترجمہ حاصل کرنا چاہتے ہیں تو براہ کرم نیچے دئے گئے نمبر پر رابطہ کیجئے:

**FARSI**

اگر انگلیسی لسان اولی شما نباشد و به ترجمه مواد این سند ضرورت احساس می نمائید. لطفاً به نمبر تلفون ذیل با ما تماس بگیرید.

Telephone number: **020 8424 1441**

**EQUALITY OF ACCESS TO SERVICES: MONITORING INFORMATION**

The London Borough of Harrow is committed to achieving equality of opportunity and freedom from discrimination in the services it provides. We ask you for your co-operation in providing the following information which will be used only in the monitoring exercise.

**What is your ethnic group?**

Choose one section from (a) to (e) then tick the appropriate box to indicate your cultural background

**(a) White**

- British
- Irish
- Any other white background

Please write in below

**(d) Black or Black British**

- Caribbean
- African
- Any other black background

Please write in below

**(b) Mixed**

- White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed background

Please write in below

**(e) Chinese of Other ethnic group**

- Chinese
  - Any other
- Please write in below

**(c) Asian or Asian British**

- Indian
- Pakistani
- Bangladeshi
- Any other Asian background

Please write in below

**THANK YOU FOR YOUR CO-OPERATION**

ethnicdm

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**APPENDIX I**

**Analysis of results of Howberry Road and Howberry Close consultation**

Road Name	No of properties	No of responses	% Reply	Question 1: Are you in favour of parking controls being introduced in your road?			Question 2: If the majority vote for parking controls, which option would you prefer:			
				Yes	No	Blank	Option A A residents' parking scheme operating 2pm-3pm Mon-Fri	Option B A yellow line waiting restrictions operating 2pm-3pm Mon-Fri	Don't know	Blank
Howberry Close	33	20	61%	15 75%	5 25%	0	7 35%	10 50%	2 10%	1 5%
Howberry Road	32	17	53%	12 71%	4 24%	1 6%	6 35%	9 53%	1 6%	1 6%
Totals	65	37	57%	27 73%	9 24%	1 3%	13 35%	19 51%	3 8%	2 5%

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## TRAFFIC AND ROAD SAFETY ADVISORY PANEL

21 SEPTEMBER 2005

Chair: \* Councillor Miles

Councillors: \* Arnold \* Ismail  
 \* Branch \* Kara  
 \* Burchell \* John Nickolay  
 \* Choudhury \* Anne Whitehead  
 \* Harriss

Advisers: Mrs R Carratt \* Mr J Gloor  
 \* Mr E Diamond \* Mr A Wood

\* Denotes Member present

[Note: Councillor Vina Mithani also attended this meeting to speak on the item indicated at Minute 132 below].

**PART I - RECOMMENDATIONS****Kenton Park Road Experimental Road Closure Update**

Your Panel received a report of the Director of Area Services, Urban Living, which provided an update on the experimental road closure at Kenton Park Road and detailed an investigation to locally widen Kenton Road in order to create a dedicated right-turn lane into Kenton Lane.

Members were asked to consider extending the experimental road closure for six months, to allow Member-level discussions between Brent and Harrow Councils concerning the proposed road widening. A letter received from Brent Council, supporting the road widening but providing no firm offer of funding, was circulated to Members. Members were informed that the road closure could only be extended for a further six months, as the road could not be closed legally for more than eighteen months in total. Members discussed the role of Councillor Bob Blackman, London Assembly Member for Brent and Harrow, in the negotiations with Transport for London (TfL).

An advisor to the Panel referred to the repeated collapse of the road at the junction, and it was suggested that a brook might run beneath the road. Officers assured the Panel that any widening of the road would be accompanied by appropriate strengthening measures.

Two ward councillors for Kenton West spoke on behalf of the residents of Kenton, requesting a solution that would accommodate all residents.

**Resolved to RECOMMEND:** (To the Portfolio Holder for Environment and Transport)

That (1) the experimental closure in Kenton Park Road including the associated experimental double yellow line waiting restrictions be extended for a further six months to eighteen months;

(2) further discussions be undertaken with Brent Council, including at Member level, regarding sharing the cost of the proposed scheme to widen Kenton Road and reinstate the right turn into Kenton Lane;

(3) local residents in the wider area shown at Appendix C to the report be informed of the extension of the experimental period and ongoing work to investigate reinstating the right turn into Kenton Lane, and that any further community representations be considered along with other representations at the scheme review in November 2005.

**[REASON:** To seek approval to extend the experimental period to allow more time for further community representations to be considered.]

**Proposed Extension of Stanmore Controlled Parking Zone - Objections and Re-Consultation Results including Howberry Road and Howberry Close**

Your Panel received a report of the Director of Area Services, Urban Living, which detailed the responses received from the re-consultation on the extension of the Stanmore CPZ and objections received to the advertised traffic orders.

The meeting was advised of some corrections to the report: specifically that 9, not 7, letters of objection to the advertised traffic orders had been received, all of which had been addressed in the officers' report; and that extracts from the three petitions covered in the report had not been included in Appendix B, but were accordingly circulated to Members.

Officers informed the Panel that, with the exception of the consultation in the Howberry Road area, the consultations had produced clear-cut conclusions reflected in the officers' recommendations. It was reported that in the Howberry Road area, 51% of respondents had been in favour of yellow line waiting restrictions to operate between 2pm and 3pm Monday to Friday. On balance, officers' felt that a residents' parking scheme would better serve the needs of the residents.

Members discussed the officers' statement that over a third of the respondents that supported the proposal to implement a residents' parking scheme may need on-street parking. Whilst some Members felt that the yellow line scheme, which had the support of the local residents' association, would best serve the majority of residents, others cited the needs of a minority of residents who would be seriously disadvantaged by a yellow-line scheme.

An advisor to the Panel emphasised the need for business permits to be incorporated into the scheme to support workers in Stanmore, and officers advised the Panel that they already were.

Particular reference was made to the petitions received from residents and businesses in Canons Corner, and the petition received from residents in the Green Lane area. Officers were requested to investigate the issue of congestion in Green Lane. Whilst Members felt that a 'Pay and Display' and residents' parking area could be applied to the six parking bays outside the parade of shops at Canon's Corner, officers advised that the competing demands of residents and businesses on a limited number of spaces made the option untenable. Officers were requested to investigate further options to alleviate parking problems in this area.

**Resolved to RECOMMEND:** (To the Portfolio Holder for Environment and Transport)

That (1) the objections to the traffic orders for alterations and extension of the Stanmore Controlled Parking Zones (Zone B and Zone H) be set aside unless otherwise indicated for reasons given at Appendix C to the report;

(2) Charlbury Avenue (part), Craigwell Close (part), Eaton Close, Elizabeth Gardens, Malcolm Court, Laurimel Close and London Road (part) be excluded from the scheme;

(3) officers be authorised to implement the extension to Stanmore CPZ Zone B and Zone H as shown at Appendix D to the report and detailed at Appendix E under the Road Traffic Regulation Act 1984;

(4) officers be authorised to take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which be delegated to officers, and implement a Controlled Parking Zone incorporating a residents' parking scheme in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close, as shown at Appendix J to the report, to operate Monday to Friday 2pm – 3pm subject to consideration of objections (if any), the statement of reasons to be 'to control parking and to improve residential amenity';

(5) officers be authorised to investigate congestion and road safety problems at the northern end of Green Lane;

(6) officers be authorised to investigate further the parking problems outside the shops on Canon's Corner, and report back to the Panel;

(7) the objectors and head petitioners be informed accordingly.

**[REASON:** To gain agreement for implementation of parking controls to address the Council's stated priority of enhancing the environment and encourage more sustainable transport activity].

## **PART II - MINUTES**

### 122. **Attendance by Reserve Members:**

**RESOLVED:** To note that there were no Reserve Members in attendance at this meeting.

### 123. **Declarations of Interest:**

**RESOLVED:** To note that there were no declarations of personal or prejudicial interests made by Members of the Panel arising from the business transacted at this meeting.

### 124. **Arrangement of Agenda:**

**RESOLVED:** That (1) in accordance with the Local Government (Access to Information) Act 1985, the following agenda items be admitted under any other business by virtue of the special circumstances and grounds for urgency detailed below:-

<u>Agenda item</u>	<u>Special Circumstances/Grounds for Urgency</u>
Reference from the Wealdstone Regeneration Advisory Panel Meeting on 7 September 2005	This report was not available at the time the agenda was printed and circulated. Members agreed to receive this reference in conjunction with Agenda Item 8a).
Petts Hill: Regular Update	To enable Members to make timely and informed decisions on the replacement of the Petts Hill bridge.
Accident Statistics	To provide Members with a more detailed analysis of accident sites in the borough, to inform future decisions of the Panel.
Traffic Calming Measures in Kings Road and Surrounding Area	To provide Members with details of the current consultation, to enable the Panel to draw conclusions and make recommendations on a potentially contentious issue for residents.

(2) all items be considered with the press and public present.

### 125. **Minutes:**

A Member wished it to be noted that the Conservative Party had intended the final paragraph of Minute 120 to be incorporated as a resolution to the minute, not for it to be included in the main body of the minute text.

**RESOLVED:** That the minutes of the meeting held on 21 June 2005, having been circulated, be taken as read and signed as a correct record.

### 126. **Public Questions:**

**RESOLVED:** To note that no public questions were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

### 127. **Petitions:**

**RESOLVED:** To note the receipt of the following petition which was referred to the relevant officer for consideration:

- Petition requesting that the right-turn from Kenton Road into Kenton Lane be restored and that additional pedestrian crossing facilities be installed at the same junction  
Presented by Councillor Vina Mithani and signed by 818 Kenton residents.

128. **Deputations:**

**RESOLVED:** To note that no deputations were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).

129. **Pedestrian crossing improvements and removal of turning restrictions at the Headstone Drive/Cecil Road/Ellen Webb Drive junction:**

Your Panel received a report of the Director of Area Services, Urban Living, which provided a progress update on an investigation into the removal of turning restrictions and the provision of pedestrian crossing facilities at the Headstone Drive/Cecil Road/Ellen Webb Drive junction. Your Panel also considered a reference from the Wealdstone Regeneration Advisory Panel meeting on 7 September 2005, proposing that a safety audit be carried out to ascertain the feasibility of removing the right turn restriction before other schemes for controlling the traffic were considered, and noting the Panel's lack of support for the option proposed in the officer report.

Officers informed the Panel that traffic signal and roundabout solutions had been investigated, although neither solution fully addressed all the issues associated with the junction. A proposal was described which manipulated the traffic conditions on the junction approaches to favour the most difficult/important approaches over the least difficult/important. Crucially, non-local traffic would be re-directed from Cecil Road back to the main road network using a manipulation of traffic signals that would significantly reduce the green time on Cecil Road, thus causing a deliberate disadvantage to vehicles using Cecil Road to avoid congestion on the main roads. The green time from Cecil Road could then be redistributed to other junction approaches to reduce queuing. Sufficient green time would need to be retained to accommodate local users. A detailed origin and destination survey would therefore be required to establish the relative volumes of local and non-local traffic using Cecil Road to determine if the green time can be reduced far enough to give a workable scheme.

In the discussion that followed, Members of the Panel expressed their concern over manipulating the signals on Cecil Road and the subsequent effects on local residents. It was suggested that increasing the congestion would increase 'rat-running' through the smaller roads, and that the poor condition of the main roads forced traffic onto smaller roads like Cecil Road.

An advisor to the Panel suggested using sensors to control the phasing of the lights at Cecil Road and Headstone Drive. An officer agreed to investigate this suggestion. It was further suggested that any proposals ought to consider both the short term and long term developments at the junction.

A Member of the Panel suggested that the safety audit proposed by Wealdstone Regeneration Advisory Panel be conducted in parallel with the proposed origin and destination survey.

**RESOLVED:** That (1) officers be authorised to conduct an origin and destination survey to establish the volume of non-local traffic using Cecil Road and to develop a scheme to introduce traffic signals, with pedestrian crossing facilities, at the Ellen Webb Drive/Headstone Drive/Cecil Road junction that will actively discourage such traffic from using Cecil Road;

(2) officers be authorised to simultaneously carry out a safety audit to ascertain the feasibility of removing the right turn restriction before other schemes for controlling the traffic be considered;

(3) officers be authorised, subject to the survey showing that a workable solution is achievable, to:

- conduct a public consultation exercise to demonstrate that there is local support for the scheme;
- seek approval from Transport for London (TfL);
- prepare notification on the relocation of the Toucan crossing on Ellen Webb Drive (East) exit and make any modifications to waiting and loading restrictions that are necessary;

(4) subject to the foregoing issues being considered further by the Portfolio Holder for Environment and Transport, implement the scheme.



130. **Harrow View/Headstone Drive/Headstone Gardens Pedestrian Facilities at Signals:**

The Panel received a report of the Director of Area Services, Urban Living, which detailed the findings of an investigation into the provision of controlled pedestrian crossing facilities at the Harrow View/Headstone Drive/Headstone Gardens junction. Officers advised Members that TfL, who had agreed funding to improve the junction by March 2006, had conducted the investigation.

In the discussion that followed, Members sought clarification on the proposed solution. Officers confirmed that two-stage crossing facilities would be provided on the Headstone Drive and Headstone Gardens approaches with single-stage crossings on the other approaches. The pedestrian facilities had been arranged to minimise the loss of green time to vehicles thereby minimising loss of capacity on the approaches, although overall there would be a small increase in delay for traffic using this junction. To achieve this layout required the introduction of a right turn ban from Headstone Gardens to Harrow View (south) which would displace a small amount of traffic from the junction. Officers confirmed that the signals would be pedestrian activated. In addition to pedestrian facilities the scheme would also introduce a small amount of shopper parking.

A Member of the Panel who was also the ward councillor for Headstone South offered her support for the proposals, which she described as offering a balance between the needs of motorists and pedestrians. However, a Member expressed concern that delaying the traffic and introducing a right turn ban would increase traffic volume on surrounding roads. An officer advised that 'Before and After' monitoring of traffic flow would be carried out to determine if there was any notable traffic displacement as a result of the right turn ban.

Although Members of the Panel emphasised that there was no easy solution to the problems at this junction, it was agreed to support the officer's recommendation subject to clear public support being demonstrated via consultation.

**RESOLVED:** That (1) officers be authorised to carry out a public consultation exercise to measure the level of support for the introduction of pedestrian crossing facilities and shopper parking at the Headstone Drive/Harrow View/Headstone Gardens junction in a proposal that will ban right turns from Headstone Gardens into Harrow View and that will lead to a limited increase in queuing at the junction;

(2) officers be authorised, subject to clear public support being demonstrated, to:

- prepare traffic orders to introduce a right turn ban from Headstone Gardens;
- introduce pay and display parking; and
- modify waiting and loading restrictions to accommodate changes to the bus stop;

and, subject to these issues being considered further by the Portfolio Holder for Environment and Transport, implement the scheme.

131. **Kenton Park Road Experimental Road Closure Update:**

See Recommendation 1.

132. **Proposed Extension of Stanmore Controlled Parking Zone - Objections and Re-Consultation Results including Howberry Road and Howberry Close:**

See Recommendation 2.

133. **Any Other Business:**

(i) Petts Hill Bridge

A Member of the Panel requested regular updates and reports on the Petts Hill Bridge improvement scheme. Although it was argued that the reports should only be provided when required, instead of creating a standing agenda item, it was:

**RESOLVED:** That officers update the Panel when there are new developments to the Petts Hill Bridge proposals, and report any developments to the next meeting.

(ii) Accident statistics

Officers requested more information on what format the statistics should take.

**RESOLVED:** That Nominated Members discuss with officers outside the formal Panel meetings to agree format of regular information on accident statistics.

- (iii) Traffic calming measures in Kings Road and the surrounding area  
A Member of the Panel requested that the results from the consultation on traffic calming measures in Kings Road be brought to the Panel, to enable them to make recommendations. Members were informed that any issues that were contentious were presented to the Traffic and Road Safety Advisory Panel for their decision, and that if this issue was contentious it would be presented at a future meeting.

**RESOLVED:** That the above be noted.

(Note: The meeting having commenced at 7.30 pm, closed at 9.30 pm)

(Signed) COUNCILLOR JERRY MILES  
Chair