

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**

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.

v)

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 a 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