

Appendix C

Notes of Stakeholder Meeting on Parking issues - Wealdstone controlled parking zone C Review

Date 15 March 2006

At : Committee Room 3, Civic Centre

Present

Cllr Phil O'Dell – Chair	Marlborough Councillor, Portfolio Holder for Environment and Transport
Cllr John Nickolay	Conservative nominated member for Transport issues
Cllr Ann Groves	Marlborough Councillor
Cllr Dhirajlia Lavingia	Marlborough Councillor
Mrs Jenny Wilson	Princes Drive Residents Association (PDRA)
Mr Piradeeban	Princes Drive Traders
William Heale	Principal Engineer, Traffic Management
Stephen Freeman	Project Engineer

Apologies

Cllr J Miles	Chair of Traffic and Road Safety Advisory Panel
Cllr Bill Stephenson	Headstone South Councillor
Eric Diamond	NW London Chamber of Commerce
Mr A Wood	HPTUA
Mrs Lynn Wilson	Acting Headteacher Marlborough First and Middle School

Background

The Wealdstone controlled parking zone (CPZ) was last reviewed between 2001 and 2003 with changes coming into effect in June 2003. This review resulted in the splitting of the CPZ into two zones. This meeting was looking at the smaller C zone to the southwest of the railway line which currently operates Monday to Friday 10am to 11am. The eastern part of Marlborough Hill formed the main part of last extension. The daytime parking issues for residents in this extended area had been addressed but parking problems have developed especially in Badminton Close and the remaining section of Marlborough Hill.

CPZ hours

The meeting considered the current CPZ hours. People felt it provided about the right balance and this was the most popular when the scheme was last reviewed. It was explained that council policy had changed and the times of operation would be included on every permit bay sign when the zone is reviewed. This provides greater transparency for drivers in general and may mean more non residents park in permit bays if arriving after 11am or at weekends. The cost of varying the operational hours, requiring the replacement of many more signs, means changing times in future would be too expensive. It was therefore agreed to re-consult all those within the present and any extended area as a last opportunity to change the hours. (It is proposed to offer two options only: retain present hour or add one hour in the afternoon as well).

Extent of Consultation on Extending the Residents' Parking Scheme / CPZ

The meeting considered a plan of the present zone C, overall study area and areas to be offered detailed proposals or an option of being consulted on detailed proposals. Apart from Marlborough Hill and connected roads the northern end of Walton Road and Walton Close were identified as areas for detailed proposals. The meeting considered all of Walton Road and Walton Drive should be so consulted. Occupiers in the remaining roads bounded by Harrow View and Headstone Drive, in roads just beyond this, should be advised of the consultation, its potential consequences and given the opportunity of also being consulted on detailed proposals if they so wish. A revised plan is enclosed.

Marlborough First and Middle School

The meeting noted that school staff had complained the last time the zone was extended up to the school. Now all the roads surrounding the school were being considered for inclusion in the zone. There was little room on the school site for staff to park. The provision of some spaces which staff could also use was considered. An idea that the school could buy business permits was mentioned. Officers noted that council policy had changed so schools could buy a maximum of two permits provided they had developed a travel plan. So far no schools in the borough had applied despite some being well within CPZs. The school had been invited to this meeting but were unable to attend. Officers will write to the school advising of the outcome and their views considered before finalising the detailed proposals for consultation.

Other new or changed restriction proposals

Officers explained that as part of the review double yellow line restrictions would be considered for junctions within the overall study area. These would be applicable where parking is currently causing or would be likely to cause access or visibility problems. Priority would be given to the distributor roads. Double yellow lines do tend to have a greater deterrent effect throughout the day. There were concerns in the meeting that blue badge holders sometimes inappropriately took advantage of yellow line restrictions, even double yellow lines. Peak time loading restrictions were also proposed for Headstone Drive between Princes Drive and Harrow View to keep this road clear of all parked vehicles at busy times. The representative of the traders at the end of Princes Drive advised that any loading associated with this small parade took place in the quieter Princes Drive so the new loading restrictions should pose no difficulties.

Parking outside/opposite shopping parade in Princes Drive

The meeting heard that parking behind the single yellow line in a "lay-by" area in front of guard-railing was often taken up by vehicles which were left all day. Drivers had been observed walking away having parked their vehicles. Blocked spaces are clearly not available to customers. Some of the parking occurs at right angles to the road and as the area tapers often parked vehicles overhang the main carriageway. Although the yellow lines opposite operate between 8am and 6.30pm short term parking does occur here. Traffic turning left at the roundabout into Princes Drive is immediately confronted by this parking and traffic coming in the opposite direction may have to pull out past parking overhanging the carriageway.

Officers propose extending the double yellow lines opposite the parade and introducing marked spaces subject to some restrictions within the lay-by area. An initial layout was examined by the meeting. It was noted that layout of diagonally arranged bays provided less parking than currently occurs. This was as the current arrangement is unregulated and the new arrangement allows for vehicles to park with recommended gaps and not

overhanging the carriageway. The possibility of widening the lay by to accommodate vehicles end on was raised however it was explained that the costs of such works was usually prohibitive and could not be accommodated within the normal CPZ budget. A loading bay was shown where the lay by tapered but traders felt this was not needed and would prefer more customer spaces.

The parking controls options were discussed but it was accepted each had advantages and disadvantages. It was agreed to explain these in the consultation and seek the views of the occupiers of the parade.

Parking for business and health care workers vehicles

The council is changing its policy and will allow business permit holders to park in permit bays previously reserved for residents and their visitors having permits. Business permits are restricted to two per business and have to be for specific operational purposes not just to facilitate the journey to work. (They are more expensive than residents' permits). The council is developing its policy for health care worker parking within CPZs but at present this is restricted to council employed care workers. It is anticipated that visitor type permits will be available to a wider range of care workers.

Timetable

Officers advised that it planned to consult residents and businesses in May. How the rest of the timetable for introducing the changes works out depends on what revisions and re-consultation is required. The necessary legal process and availability of funding anyway means implementing the changes is unlikely before the winter.