

Meeting:	Traffic and Road Safety Advisory Panel
Date:	18 <sup>th</sup> June 2008
Subject:	Stanmore CPZ Review/Parking Controls for Event Days at Wembley Stadium
Key Decision	No
Responsible Officer	Eddie Collier
Portfolio Holder	Councillor Susan Hall
Exempt	No
Enclosures	Appendix A – Extent of Existing Zones Appendix B – Plans for CPZ extensions Appendix C – Junction and bend protection locations Appendix D – Leaflet and questionnaires Appendix E – Questionnaire results Appendix F – Comments overview

## **Section 1: Summary and Recommendations**

### **Reason for report**

Following the reopening of Wembley Stadium, with its increased capacity and restricted access and parking facilities, Stanmore Station has been identified as a major transport link to the stadium. Therefore the parking dynamics within the existing Controlled Parking Zones (CPZs) around Stanmore Station and their peripheries were likely to have changed. The CPZ review, and this resultant report, was undertaken to identify those changes and introduce mitigating measures in the form of additional parking controls and alteration of existing restrictions to address the Council's stated priority of enhancing the environment and encouraging more sustainable transport activity, reduce accidents and

improve bus services by deterring obstructive parking with the support of the local community.

**Recommendations (for decision by the Environment Services Portfolio Holder): that the Panel recommends:**

That Officers be authorised to:

1. Implement the Stanmore Controlled Parking Zone (CPZ) extension as detailed in this report in the roads illustrated in the overview plan in **Appendix A and shown in detail in Appendix B**. The operational hours for the roads included in the extension of Zone B to be Monday to Friday 3pm-4pm and those in Zone H to be Monday to Saturday 10am-11am & 3pm to 4pm, subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;
2. Implement no parking at any time, (double yellow line) restrictions at junctions, bends and areas of obstruction as detailed in **Appendix C** subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;
3. Make minor amendments and finalise the detailed design for order making purposes and take all necessary steps to advertise the traffic orders.
4. To use the funding of £100,000 secured by a Section 106 Agreement in relation to Wembley Stadium and £20,000 secured by a Section 106 Agreement in relation to the Stanmore Sainsburys Supermarket towards the cost of implementing the CPZ extension and the no parking at any time restrictions at specified junctions, bends and other locations.
5. Inform all residents and businesses by leaflet in the consultation area of the results of the consultation and the proposals affecting their location, concurrent with the advertising of traffic orders

**Reason: To mitigate the detrimental effects of increased vehicular activity and parking demand as a result of events taking place at Wembley Stadium and associated with the Stanmore Sainsburys Supermarket**

## **Section 2: Report**

- 2.1 Agreeing to the recommendations above will enable the implementation of the scheme to which the Council has been committed in order to deal with the traffic and parking problems associated with events at Wembley Stadium following rebuilding and its re-opening in March 2007. The scheme also takes into account changes in access and parking problems in Zone B, which may be more particularly associated with the effect of the Sainsbury's store. By doing this we will be responding to requests from residents and businesses and will improve highway safety, access and residential amenity.

2.2 Parking and traffic legislation and practice provides limited options to control parking and access to achieve the outcomes required and these are further constrained by the financial implications and funding available. In this case the extension of the CPZ will provide the benefits and at the same time minimise inconvenience to residents and businesses. The option of having restrictions that applied only on event days was investigated and found to be prohibitively expensive and this is discussed in more detail later in this report

## 2.3 **Background**

2.3.1 Stanmore currently has 2 existing CPZ zones comprising Zones B and H. These were introduced in 1994 and have been reviewed in 1996 and 2004. The extent of the existing zones is shown on the plan in **Appendix A**.

2.3.2 Zone B basically covers the area around Stanmore shopping area and surrounding roads especially to the south and around Stanmore College. The zone deals with problems of all day parking associated with business in the town and users of the Stanmore College site. The zone operates from 3pm to 4pm Monday to Friday.

2.3.3 Zone H covers the area around Stanmore Station and to the east and is substantially smaller in size than Zone B. Its main purpose is to restrict commuter parking in the residential area. The zone operates from 10am-11am and 3pm and 4pm on Monday to Saturday.

2.3.4 Since the last parking review was carried out in Stanmore the new Wembley Stadium has been opened. This venue has been specifically designed with limited onsite parking for cars and is heavily dependant on access for visitors using public transport. Stanmore Station, lying at the end of the Jubilee Line and only 4 stops from Wembley Park Station, is therefore an important station serving Wembley Stadium.

2.3.5 There have been a number of representations from local residents who have raised concerns about parking problems in the Stanmore area on event days at Wembley Stadium. These have ranged from obstruction of driveways through to parking on both sides of roads creating access problems, particularly for emergency services and other large vehicles.

2.3.6 The parking pattern within the existing CPZs are likely to have changed since the opening of the new Wembley Stadium in March 2007 and consequently it is important that any changes to parking patterns are identified and measures designed to mitigate any adverse effects.

- 2.3.7 A contribution of £100,000 for implementing parking controls has been secured by Brent Council from the developers of Wembley Stadium through a section 106 agreement. The funding is available to Harrow Council for 10 years from September 2002, which was the commencement of the demolition and development work, but is not index linked.
- 2.3.8 The funding is specifically available for on street parking controls in Harrow which are necessary due to the impact of events held at the new Stadium and will be released upon evidence that Harrow Council has approved a scheme.
- 2.3.9 A sum of £20,000 was also secured through the section 106 agreement in relation to the Sainsburys store for the purpose of amending or enlarging the existing CPZ to deal with increased traffic and parking demand in the vicinity.
- 2.3.10 Accord MP were commissioned to produce a feasibility report on the effects of event day parking resulting from the New Wembley Stadium and also implications for similar event parking arising from the London 2012 Olympic Games.
- 2.3.11 Although the study looked at all the stations within the London Borough of Harrow and its periphery, the report produced in May 2007 identified Stanmore as attracting the most visitor parking for people travelling to Wembley Stadium. This ranking was based upon a number of factors, travel time from Wembley Stadium, the availability and frequency of train services, station accessibility and proximity to Motorway or A Roads. There was also a long history of parking problems associated with events at the previous stadium.
- 2.3.12 At the meeting of the Panel on 27<sup>th</sup> February 2006 a programme of reviewing the existing Stanmore CPZ areas, the peripheral areas and examining the effects of parking on Wembley event days was agreed. The programme set out at that time was for the process to commence with a stakeholders meeting, which took place in July 2007.

## **2.4 Consultation Methodology**

- 2.4.1 A stakeholders meeting was held on the 26<sup>th</sup> July 2007, which helped determine the consultation boundary outside of the existing CPZs. It also identified that the possibility of an event day only parking scheme was not a viable option due to capital and revenue funding constraints. However it was agreed to amend the hours of control for the existing CPZs, extend them and introduce 'No Waiting At Any Time' restrictions

(double yellow lines) to combat obstructive parking, which is predominantly during event days.

- 2.4.2 The purpose of this consultation was to assess the extent to which the existing CPZs (Zones B and H) meet the parking and access needs of local residents and businesses and how these affect the parking in adjacent roads.
- 2.4.3 The consultation area encompassed Zones B, H and a peripheral area around these existing CPZs. The consultation packs were hand delivered to over 4000 properties at the beginning of January 2008, with a last return date for the questionnaire of the 1<sup>st</sup> February 2008. A copy of the consultation documents can be found in **Appendix D**.
- 2.4.4 Those properties consulted were asked if they experienced parking problems and if these were as a result of Wembley Stadium events. Also, if they did experience parking problems, what CPZ operational hours they would prefer to address these. The Council also invited comments on any specific parking related issues.
- 2.4.5 A meeting was held on the 7<sup>th</sup> of May 2008 to discuss the results of the consultation and the draft proposals with the Portfolio Holder, Councillor John Nickolay and ward councilors. This enabled the draft proposals to be revised and refined with the benefit of local knowledge.

## **2.5 Consultation analysis and results**

- 2.5.1 The consultation results were collated, recorded and analysed from February to April 2008. The results can be viewed broken down into the 3 consultations areas (Zones B, H and the Peripheral Area outside the existing CPZ areas) and road by road, in **Appendix E**. The figures below indicate the overall response rate for the entire consultation area.

### **OVERALL RESPONSE**

Consulted	4065
Responses	1287
Percent responded	31.7%

- 2.5.2 Due to the complexity and scale of this review the 3 distinct consultation areas (Zone B, Zone H and the Peripheral Area outside the existing CPZs but within the consultation area) will be discussed separately over sections 2.7, 2.8 and 2.9 respectively, then summarised collectively in section 2.10.
- 2.5.3 One factor potentially contributing to parking problems on roads surrounding Stanmore Station is the capacity of the Station Car Park

itself, which has 450 parking places. As Transport for London own and maintain this car park the Council have contacted them during the CPZ review to ascertain if there are any future plans to increase its capacity, as this would affect the parking dynamics of the area, especially on event days. However Transport for London informed the Council that there are no plans for upgrade or extension of the Stanmore Car Park in the near future.

- 2.5.4 An alternative method suggested for addressing parking problems associated with event days was a Park and Ride Scheme. This works by the provision of an area for event attendees to park their vehicles, then take a bus to Stanmore Station to continue their journey to Wembley Park Station via the Jubilee London Underground Line. This would reduce parking related problems on residential streets and relieve pressure on Stanmore Station Car Park. However, it would require the need for a Park and Ride proposal to be designed and implemented in association with other measures, such as public transport improvements, traffic management and parking controls within the proposed corridor of operation as well as the acquisition of land to park the required number of vehicles. Also the nature of the parking problems in the roads around Stanmore Station is event specific and not all events attract a large number of vehicles to the Stanmore area, as has been recorded over the last 9 months.
- 2.5.5 Although approaches to bus operators have been made, it is clear that they would require all the infrastructure to be provided, and that land availability/acquisition costs and constructions costs make such a scheme non-viable. In practice if such a facility was provided, users would wish to be transported direct to Wembley Stadium rather than traveling to Stanmore Station.

## 2.6 **Petitions Received During Consultation**

- 2.6.1 Three petitions have been received in response to the consultation undertaken in January 2008 in relation to the Stanmore CPZ Review, as follows:
- 2.6.2 A petition representing 20 households in The Spinney requesting:
- double yellow lines at the junction of Court Drive and The Spinney
  - all-day restrictions for the first 30m on the south side of The Spinney
  - parking restrictions in the lay-by outside the shops at Canons corner, provided it is free for one hour, and an increase in the number of spaces if possible
- 2.6.3 A petition containing 84 signatures of residents of Green Lane stating that they do not wish to be included in an extension of the CPZ.

- 2.6.4 A petition from Laburnham Court Residents Association Ltd, representing 36 households in Laburnham Court, requesting that in addition to the current restriction from 3pm to 4pm, a further restriction is introduced between 10am and 11am.
- 2.6.5 In each of the 3 cases the lead petitioner has been informed in writing that the issues raised by them will be taken into consideration in the analysis of the consultation results. They were also informed that detailed design proposals would be prepared for consideration by this Panel at its meeting in June.

## **2.7 Zone B Consultation Results and Conclusions**

- 2.7.1 The existing hours of control for Zone B are Monday to Friday, 3pm to 4pm. The purpose of these controls is to combat all day, non-local parking and as a result maintain parking availability for the local residents and businesses.
- 2.7.2 Below is a table detailing the overall response rate to the questionnaire for Zone B.

### **INSIDE ZONE B RESPONSE**

Consulted	1704
Responses	435
Percent responded	25.5%

- 2.7.3 There are locations within the Zone (with additional hours of control) which are either double yellow lines, or individually signed single yellow lines. These are primarily found on the major roads on the highway network and include Dennis Lane, London Road, The Broadway, Church Road and Old Church Lane. The purpose of these waiting restrictions is to deter obstructive parking and increase visibility and traffic flow.

### **Zone B Event Day Parking Problems**

- 2.7.4 Within Zone B 34% of respondents said that they experience parking problems related to Wembley events compared to 63% that did not (3% of respondents did not tick these boxes). However, there were some roads where the distinct majority (more than 60% of respondents) experienced parking problems associated with Wembley events. These roads are listed below:
- **White House Drive**, parking problems on event days predominantly experienced in the evenings Monday to Friday and all day or afternoon on Saturday and Sunday.

- **Copley Road**, parking problems on event days predominantly experienced in the afternoons Monday to Friday, all day Saturday and all day or afternoon on Sunday.
- **Laburnum Court**, parking problems on event days predominantly experienced all day Monday to Sunday.
- **Dennis Gardens**, parking problems on event days predominantly experienced all day Monday to Saturday.
- **Claire Gardens**, parking problems on event days predominantly experienced in the afternoon on Saturday.
- **London Road**, parking problems on event days predominantly experienced in the evenings Monday to Friday and all day on Saturday and Sunday.

2.7.5 The Zone B roads where event days affected residents but to a lesser extent (40% to 60% of respondents) than those listed in section 2.7.4 were:

- **Merrion Avenue**, parking problems on event days predominantly experienced Monday to Friday in the evenings and all day Saturday and Sunday.
- **Sandymount Avenue**, parking problems on event days predominantly experienced all day on Saturdays and all day or in the afternoons on Sunday.
- **Craigweil Drive**, parking problems on event days predominantly experienced in the evenings Monday to Friday and all day during the weekend.
- **Rectory Close**, parking problems on event days predominantly experienced all day or in the afternoon Monday to Friday.
- **Garden Court**, parking problems on event days predominantly experienced all day over the weekend.

2.7.6 The 11 roads identified in paragraphs 2.7.4 and 2.7.5 are primarily within close proximity to Stanmore Station. The remaining 38 roads within Zone B did not identify any major parking problems during event days. Also of these roads, Claire Gardens and London Road had low response rates to the consultation, 7% and 9% respectively, and therefore may not be a conclusive representation of the entire road.

#### CPZ Hours of Operation in Zone B

2.7.7 In Zone B 60% of respondents were happy with the existing hours of control compared to 37% dissatisfied (3% of respondents did not tick these boxes). However there were 3 roads where a large proportion of respondents (over 60% of respondents in each road) requested changes to the controlled hours:



- Laburnum Court requested Monday to Sunday, 1 hr in the morning and afternoon restrictions. A petition from Laburnum Court was also received as detailed in paragraph 2.6.4.
- Dennis Gardens requested Sunday to Friday, 1 hr in the morning and afternoon restrictions
- Rectory Close requested Monday to Saturday, all day restrictions.

### Comments Received for Zone B

2.7.8 Due to the large number and variation of comments received, all comments were grouped and referenced. **Appendix F** lists these comments in a table showing the percentage response for each comment in each of the 3 consultation areas (Zone B, H and on fringes the of the existing CPZs).

2.7.9 The table below details the top 10 comments received within Zone B and the percentage of respondents that made the comments within Zone B.

	<b>ZONE B COMMENTS</b>	<b>PERCENTAGE</b>
1	Parking unavailability	6%
2	Happy with current controls	5%
3	Increase hours of control	5%
4	Parking unavailability caused by shoppers	3%
5	Obstructive parking at junction	3%
6	Need (more) residents bays	3%
7	Obstructive parking on both sides of road	3%
8	Increase enforcement	3%
9	Parking unavailability due to Stanmore College	2%
10	Parking for shoppers required	2%

### Zone B Conclusions

2.7.10 In paragraph 2.7.4 there were 6 roads that identified parking problems in their roads due to event days and 5 other roads in paragraph 2.7.5 to a lesser degree, most of which are within close proximity of Stanmore Station.

2.7.11 However, respondents overall were happy with the existing times of control within Zone B. A clear majority of respondents on only 3 roads (detailed in paragraph 2.7.7), of the 49 within Zone B, requested changes in the hours of control. Therefore we recommend no changes to the hours of control in Zone B.

2.7.12 The unavailability of parking and obstructive parking were some of the main concerns within Zone B. Most of the problems were identified as being generated by Stanmore College and shoppers. However, as the

majority of respondents requested no extra hours of control, parking unavailability cannot be addressed by increasing the existing Monday to Friday 3pm to 4pm CPZ operational times.

- 2.7.13 Comments received during the consultation identified many locations within Zone B that suffered from obstructive parking. These referred predominantly to junctions or bends, with the exception of the major roads on the highway network within Zone B (detailed in paragraph 2.7.3) that already have increased hours of control with individually signed single yellow lines or double yellow lines. Most other junctions and bends only have the CPZ hours of control, which is often found to be insufficient, resulting in poor visibility and compromising safety of highway users. Accordingly we recommend protecting all junctions within the consultation area and some bends with 'No Waiting At Any Time' restrictions (double yellow lines) as detailed in **Appendix C**.

## **2.8 Zone H Consultation Results and Conclusions**

- 2.8.1 The existing hours of control for Zone H are Monday to Saturday, 10am to 11am and 3pm to 4pm. The purpose of these controls is to combat all day, non-local parking and as a result maintain parking availability for the local residents and businesses.
- 2.8.2 Below is a table detailing the overall response rate to the questionnaire for Zone H.

### **INSIDE ZONE H RESPONSE**

Consulted	204
Responses	77
Percent responded	37.7%

### **Zone H Event Day Parking Problems**

- 2.8.3 Within Zone H 57% of respondents said that they experience parking problems related to event days compared to 38% that did not (5% of respondents did not tick these boxes).
- 2.8.4 Over 60% of respondents from Kerry Court, Kerry Avenue Morecambe Gardens and Westbere Drive (which had a low response rate of 13%) identified parking problems associated with event days. The times when parking problems were most prevalent were all day, throughout the week, on event days.

### **CPZ Hours of Operation in Zone H**

- 2.8.5 Of Zone H, 47% of respondents were satisfied with the existing hours of control and 51% were dissatisfied (2% of respondents did not tick these boxes). Kerry Avenue and Kerry Court was where most of the dissatisfied respondents were located, both of which had strong response rates overall of 67% and 56% respectively.
- 2.8.6 The majority of respondents that were not satisfied with the existing controls for Kerry Avenue requested 'Monday to Sunday, 1 hour in the morning, afternoon and evening' hours of control. The majority of respondents that were not satisfied with the existing controls for Kerry Court requested 'Monday to Sunday all day and 1hr in the evening' hours of control.

### Comments Received for Zone H

- 2.8.7 Due to the large number and variation of comments received, all comments were grouped and referenced. **Appendix F** lists these comments in a table showing the percentage response for each comment in each of the 3 consultation areas (Zone B, H and Peripheral Area).
- 2.8.8 The table below details the top 10 comments received within Zone H and the percentage of respondents that supported the comments within Zone H.

	<b>ZONE H COMMENTS</b>	<b>PERCENTAGE</b>
1	Only residents and visitors park in road	8%
2	Don't extend CPZ	6%
3	Parking unavailability	5%
4	Parking on grass verges	4%
5	Want more disability pick-up facilities at Stanmore Station	4%
6	Hill Close obstructive parking	4%
7	Not happy with existing CPZ	3%
8	No problems on event days	3%
9	School run problems	3%
10	Should only need to display 1 visitor permit all day	3%

### Zone H Conclusions

- 2.8.9 The main focus of concern in Zone H is within Kerry Court and Kerry Ave where there were strong response rates and a desire for more hours of control as detailed in paragraph 2.8.6. However the majority of respondents from London Road, Snaresbrook Drive and Tintagel Drive were satisfied with the existing Zone H operational hours, with a mixed response from Morecambe Gardens and low response rate (13%) from

Westbere Drive. Accordingly, changes to the hours of control for Zone H are not recommended.

- 2.8.10 The comments received via the consultation related to Kerry Court and Kerry Avenue stress the problems experienced during event days and wanted additional hours of control. As CPZs are primarily area-wide in nature, for this location to have increased hours of control they would require the support of the wider area. The results from the consultation did not reflect this support. However, in order to reduce obstructive parking during event days on these roads we are recommending proposals for 'No Waiting At Any Time' restrictions (double yellow lines) on both roads opposite the existing bays and at their junctions.

## **2.9 Peripheral Consultation Area Results and Conclusions**

- 2.9.1 The consultation boundary for properties within the consultation but outside the existing CPZs was agreed during a Stakeholders Meeting on the 26<sup>th</sup> July 2007. Below is a table detailing the overall response rate for this area.

### **OUTSIDE CPZ RESPONSE**

Consulted	2157
Responses	775
Percent responded	35.9%

- 2.9.2 There are very few locations within this peripheral consultation area that currently have any waiting restrictions. Three notable exceptions are:
- **Dennis Lane**, which has 'No Waiting At Any Time' restrictions (double yellow lines) on both sides of the road and at its junctions
  - **London Road**, which has predominantly 'Monday to Saturday, 8am to 6:30pm' waiting restrictions.
  - **Green Lane**, which has a combination of 'No Waiting At Any Time' restrictions (double yellow lines) at junctions and 'Monday to Friday, 8am to 10am' waiting restrictions south of the junctions with Culverlands Close.

### **Event Day Parking Problems in Peripheral Consultation Area**

- 2.9.3 Only 22% of respondents identified parking problems as a result of event days. The roads that they were concerned about were Pangbourne Drive and Dovercourt Gardens, both of which had high response rates of 65% and 40% respectively.
- 65% of **Pangbourne Drive** respondents believed that there were parking problems associated with event days, predominantly experienced in the afternoons on Saturday and Sunday.

- 90% of **Dovercourt Gardens** respondents believed that there were parking problems associated with event days, predominantly experienced in the evenings on weekdays and all day on Saturday and Sunday.

Possible CPZ Extensions into Peripheral Consultation Area

- 2.9.4 Within the peripheral consultation area 57% of respondents did not support the introduction of a CPZ into their road compared to 41% that supported their road being introduced into a CPZ.
- 2.9.5 The locations that showed most support for inclusion into a CPZ are listed below, also detailed are the levels of support from respondents. Where the figures do not add up to 100% the remainder are the percentage of respondents that did not tick either box on the questionnaire.

Road Name	Support	Do Not Support
	Controls	Controls
Berry Hill	71%	29%
Brockleyside	71%	29%
Calthorpe Gardens	67%	33%
Chevalier Close	63%	37%
Woodside Close	67%	33%
Gordon Avenue	59%	35%
London Road (northern slip road)	60%	40%
Malcolm Court	67%	33%
Naresby Fold	100%	0%
Rees Drive	92%	8%
Spring Lake	100%	0%
The Spinney	67%	33%
Tudor Well Close	67%	33%
Westbere Drive	89%	11%

Comments Received for Peripheral Consultation Area

- 2.9.6 Due to the large number and variation of comments received, all comments were grouped and referenced. **Appendix F** lists these comments in a table showing the percentage response for each comment in each of the 3 consultation areas (Zone B, H and on fringes of existing CPZ).
- 2.9.7 The top 10 comments received within the consultation area but outside the existing CPZs are listed as follows.

	<b>PERIPHERAL AREA COMMENTS</b>	<b>PERCENTAGE</b>
1	CPZ not needed	16%
2	No parking problems	10%
3	Support extension of CPZ	7%
4	Obstructive parking on both sides of road	7%
5	Obstructive parking opp or adj to vehicle crossing	6%
6	School run problems	6%
7	Just a revenue making scheme	6%
8	Obstructive parking at junction	5%
9	Parking unavailability	5%
10	Parking unavailability caused by commuters	5%

2.9.8 The Spinney was in support (67%) of inclusion in a CPZ, although many respondents commented that the main problem was access to The Spinney due to obstructive parking at the bend and at its junction with Court Drive. This was also reflected in a petition received from The Spinney detailed in paragraph 2.6.2. It was also mentioned that rather than inclusion in the CPZ, preference would be for waiting restrictions only at these areas of obstructive parking.

2.9.9 Many respondents to the consultation identified obstructive parking as a major safety hazard and inhibiting traffic flow in certain locations. However, Du Cros Drive and Dalkeith Grove attracted a substantial number of comments about all junctions on both roads and traffic flow during the school runs in the morning and afternoon.

#### Peripheral Consultation Area Conclusions

2.9.10 The majority of respondents from Calthorpe Gardens, Woodside Close and Spring Lake were in support of inclusion in a CPZ. However as CPZs are primarily area-wide in nature, for one of the above roads to be incorporated into the CPZ they would require the introduction of another road to link them to the existing CPZ. As these linking roads do not support the extension of a CPZ into their roads, extending the CPZs to include them within their boundaries is not recommended.

2.9.11 There was also a majority of Malcolm Court respondents wanting to be incorporated into the adjacent CPZ (Zone B). However, due to design requirements a CPZ scheme introduced in Malcolm Court would severely restrict the number of available parking spaces in the road. The main restriction would be having to protect the turning head with 'No Waiting At Any Time' restrictions (double yellow lines), which is where most residents park at the moment. Therefore, it is recommend that Malcolm Court is not included within the CPZ.

2.9.12 The majority of respondents for The Spinney supported the extension of the CPZ into their road. A petition was also received from The Spinney with concerns of obstructive parking and the need for waiting restrictions at the entrance and at the bend and that there was no need for inclusion into the CPZ if this was addressed. This was also reflected by many of the respondents in support of inclusion to the CPZ where they ticked 'yes' for CPZ controls but then detailed a preference for only waiting restrictions at the entrance and bend. As a result it is recommended that The Spinney is not included in the CPZ, but the issue of obstructive parking at the entrance and bend is addressed with waiting restrictions as detailed in **Appendix C**.

2.9.13 The Council recommends that the remaining 9 roads of the 14 listed in paragraph 2.9.5 be included within their adjacent CPZs. Designed proposals for all 8 roads are illustrated in **Appendix B**. These roads all support the extension of the existing CPZs into their roads. These are listed below with reasons:

- **Berry Hill**, parking unavailability all day due to commuters Monday to Friday and unavailability on weekends during event days.
- **Brockleyside**, obstructive parking caused by commuters at junctions and on both sides of the road all day Monday to Friday.
- **Chevalier Close**, obstructive parking experienced on bends, junctions and on both sides of the road.
- **Gordon Avenue**, parking unavailability due to the users of Stanmore College, who also park close to crossovers and obscure vehicle sight lines when exiting properties.
- **London Road** (northern slip road), parking problems all day Monday to Friday.
- **Naresby Fold**, parking unavailability all day Monday to Friday as residents do not have off street parking and limited parking space within Naresby Fold.
- **Rees Drive**, parking unavailability caused by commuters all day Monday to Friday. During event days parking unavailability is experienced Monday to Friday in the evenings and all day Saturday and Sunday. Rees Drive also experiences obstructive parking on both sides of the road, at junctions, bends and at properties crossovers. This obstructive parking is intensified during event days.
- **Tudor Well Close**, parking unavailability for residents and visitors due to non-local vehicles parking in close.
- **Westbere Drive**, parking unavailability caused by commuters and school.

2.9.14 As Rees Drive, Chevalier Close, Berry Hill and Brockleyside are all recommended for inclusion into Zone H, it is likely that Partridge Close may suffer from displaced parking as a result. There is also a path from the end of Partridge Close directly to London Road meaning the location

is potentially desirable for non-local parking, especially for accessibility to Stanmore Station during event days. The majority of Partridge Close respondents (67%) did not support the introduction of CPZ controls into their road. However there was a 50% split between respondents when asked if they would support CPZ controls if an adjacent road were to be included into a CPZ. Even though there was no substantial majority in favor of CPZ controls it is recommended that Partridge Close is included into Zone H on the grounds that it is likely to suffer from displaced parking from the introduction of Rees Drive, Chevalier Close, Berry Hill and Brockleyside into Zone H.

- 2.9.15 Obstructive parking was raised as a common problem over the whole peripheral consultation area. As illustrated by the top 10 comments received for the area (paragraph 2.9.7), 3 of which refer to obstructive parking. This has been identified by respondents to be mainly:
- Commuters wanting free long-term parking
  - Parents during school drop off or pick up in localized areas
  - During event days

- 2.9.16 The Highway Code states that vehicles should not park opposite or within 10m of a junction for safety reasons. Due to increasing demand for parking in general many drivers are no longer observing these distances with the consequential adverse effects on access and safety. Therefore we recommend protecting all junctions with 'No Waiting At Any Time' restrictions (double yellow lines) as well as protecting some bends where visibility is often compromised by obstructive parking as detailed in **Appendix C**.

## **2.10 Summary and Proposals**

- 2.10.1 The overall response rate from the consultation was positive with 31.7% of the 4065 properties consulted returning the questionnaires. This gave the Council a clear understanding of parking issues within Zones B, H and the peripheral consultation area.
- 2.10.2 Overall the majority of respondents (58%) were satisfied with the existing operational hours over the combined areas of Zone B and H compared to 38% who were not satisfied. Similarly, the majority of respondents (57%) for the peripheral consultation area outside the CPZs preferred to be without parking controls compared to 41% that supported CPZ controls to be introduced in their road. This overall majority meant that there was no need for dramatic changes to the existing makeup of the CPZs.
- 2.10.3 However, when analysed in greater detail there were localised parking problems where the majority of respondents on a road wanted to amend



the hours of control, or wanted to be included in a CPZ. Where the majority of a road requested changes in CPZ hours of control, this was not reflected over the rest of the zone and there was little consistency in the hours requested from respondents on these roads.

2.10.4 To decrease displacement and maintain consistency for understanding of their users, CPZs are primarily area-wide in nature. Accordingly, some roads in the peripheral consultation area, where the majority of respondents wanted CPZ controls, are not recommended for inclusion into the existing CPZs as the adjacent road/s linking them to the existing CPZ did not support the inclusion of their road in the CPZ. These roads are detailed in paragraph 2.9.10.

2.10.5 However, the roads below are recommended to be included into Zones B or H, plans for which can be found in **Appendix B**. These roads are recommended for inclusion for reasons detailed in paragraph 2.9.13 and 2.9.14 and do not fall within the restrictions identified in paragraph 2.10.4.

**Zone H inclusions**

- Berry Hill
- Brockleyside
- Chevalier Close
- London Road (part)
- Pangbourne Drive (part)
- Rees Drive
- Westbere Drive
- Partridge Close

**Zone B inclusions**

- Gordon Avenue
- Naresby Fold
- Tudor Well Close

2.10.6 In response to the shared problem of obstructive parking made evident via the comments received during the consultation (detailed in sections 2.7.8, 2.8.7 and 2.9.6), both within the CPZs and on their fringes, we recommend protecting all junctions and some bends with 'No Waiting At Any Time' restrictions (double yellow lines) within the consultation area that do not already benefit from them. The problem of obstructive parking was shown to be intensified during event days, therefore these controls will ensure access is maintained for all highway users, including emergency services, during these times. Further information regarding these locations is detailed in **Appendix C**.

2.10.7 There are a number of locations within the existing CPZs that have single yellow lines with waiting restrictions operational between 8am to midnight throughout the week. These are situated at locations where parking would be hazardous. Individual signing is required for these restrictions as they differ from CPZ hours of operation. As part of this review we recommend that these waiting restrictions are increased to

'No Waiting At Any Time' restrictions (double yellow lines). This would have the following positive affects:

- Reduce street clutter by the removal of many posts and signs, as 'No Waiting At Any Time' restrictions (double yellow lines) do not require signage.
- Reduce the possibility of obstructive parking between midnight and 8am throughout the week, thereby increasing visibility for motorists, cyclists and pedestrians.

2.10.8 As well as 'No Waiting At Any Time' restrictions (double yellow lines) recommended in paragraphs 2.10.6 and 2.10.7 above, we also recommend restrictions for longer lengths in areas where the roads are narrow and are used by many motorists. At present few or no vehicles park at these locations due to the obvious hazard it would create. However, the demand on parking increases year on year and this may result in more motorists parking irresponsibly at one of these locations. If 'No Waiting At Any Time' restrictions (double yellow lines) were implemented, the Council would be in a position to act by issuing penalty charge notices. These include the locations below, but a more detailed description and reasoning can be found in **Appendix C**:

- **London Road**, entire length (excluding service roads)
- **Kerry Court and Kerry Avenue**, entire length
- **Marsh Lane**, on the western side of Marsh Lane between Silverstone Way and Nelson Road
- **Old Church Lane**, on the western kerb line between the junctions of Gordon Avenue and Rectory Close. Also on both sides of the road from Rectory Close to Church Road
- **Dennis Gardens**, opposite the existing permit holder bays
- **Stonegrove**, on the western side of the road between the junctions of Stonegrove Gardens and London Road
- **Du Cros Drive** where it meets **Dalkeith Grove**, on both sides of the road on the approaches to, and over, the bridge

2.10.9 The implementation of the above recommendations would reduce the potential for accidents by deterring obstructive parking at junctions, bends and on the major roads on the highway network, as well as increasing traffic flow and providing designated parking in areas where parking unavailability is attributed to non-local parking. This would be carried out by the introduction of 'No Waiting At Any Time' restrictions (double yellow lines) and the expansion of the existing CPZs. Although there were parking problems associated with Wembley Stadium events, the majority of respondents did not want changes to the existing CPZs hours of control. Therefore the implementation of 'No Waiting At Any Time' restrictions (double yellow lines) should go some way to help during these events.

2.10.10 Due to limited resources the council are able to undertake 2 or 3 CPZ reviews per year. These are prioritised in February each year for the upcoming financial year. During this Panel's meeting in February 2008 it was agreed that the next CPZ review for Zones B and H to be scheduled for summer 2011.

### **3 Financial Implications**

3.1 Consultation document design, printing and delivery as well as consultation analysis cost approximately £25,000 and was funded by the 07/08 CPZ Harrow Capital budget.

3.2 This review is funded from 3 sources totalling £200,000 for the 08/09 financial year and is broken down as follows:

- £80,000, CPZ Harrow Capital budget
- £100,000, Section 106 money from the London Borough of Brent due to the impact of the new Wembley Stadium on parking within Harrow
- £20,000, Section 106 money from Sainsbury's due to the redevelopment of the site on The Broadway

3.3 It is estimated that the cost of the remaining works, including detailed design, statutory consultation and implementation should not exceed £140,000. This will reduce the impact on the 08/09 capital budget and enable a review of the CPZ programme, subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result.

### **4 Legal Implications**

4.1 Controlled Parking Zones and associated waiting and loading restrictions can be implemented under the relevant sections of the Road Traffic Regulation Act 1984.

4.2 There are minimum requirements for consultation and publication before making an order, which is set out in the Road Traffic Act 1984 and in Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **5 Performance Issues**

5.1 There are no Best Value performance indicators relating to CPZs.

5.2 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's LIP.

- 5.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:
- Priority IV Improving the working of parking and loading arrangements
  - Priority V Improving accessibility and social inclusion on the transport network
- 5.4 This proposal supports the Harrow Vision and Corporate Priorities as follows:
- Priority 1) Deliver cleaner streets, better environmental services and keep crime low
  - Priority 5) Improve the way we work for our residents

## **6. Risk Management Implications**

- 6.1 This project is not included on the Directorate risk register.
- 6.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process
- 6.3 Although the proposed scheme is designed to best reflect the results of the consultation, they are unlikely to be unanimously popular and some objections to the traffic orders are likely. Any objections received at that stage will be resolved in consultation with the Portfolio Holder and the scheme amended if appropriate, or the objection overruled.

## **7. Equalities Impact**

- 7.1 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.

## **8. Sections 17 Crime and Disorder Act 1998 Considerations**

- 8.1 These recommended proposals will have a neutral impact on crime and disorder.

## **Section 9 – Statutory Officer Clearance**

Signature: .....	<input type="checkbox"/>	
Name: Sheela Thakrar	<input checked="" type="checkbox"/>	Chief Financial Officer
Date: 02-06-2008		

## **Section 10 – Legal and Monitoring Officer Clearance**

Signature: .....	<input type="checkbox"/>	
Name: Rachel Jones	<input checked="" type="checkbox"/>	On behalf of the Monitoring Officer
Date: 05-06-2008		

## **Section 11 – Performance Officer Clearance**

Signature: .....	<input type="checkbox"/>	
Name: Tom Whiting	<input checked="" type="checkbox"/>	Interim Divisional Director
Date: 04-06-2008		

## **Section 13 – Contact Details and Background Papers**

Contact Lance Hammond, Engineer, Traffic Management, Tel: 020 8424 1888, Fax: 020 8424 7662, E-mail:  
[lance.hammond@harrow.gov.uk](mailto:lance.hammond@harrow.gov.uk)

### Background Documents

- 13.1 Appendices
- **Appendix A** Plan showing CPZs, consultation boundary and recommended roads to be proposed for inclusion the Stanmore CPZs
  - **Appendix B** Plans for roads to be included into both Zone B (Gordon Avenue, Naresby Fold and Tudor Well Close) and Zone H (Berry Hill, Brockleyside,

Chevalier Close, London Road, Pangbourne Drive,  
Rees Drive and Westbere Drive)

- **Appendix C** Junction and bend protection locations
- **Appendix D** Leaflet and questionnaires
- **Appendix E** Questionnaire results
- **Appendix F** Comments overview

13.2 List of other background papers that are available on request:

- Returned consultation questionnaires
- Petitions
- Minutes of key stakeholder meeting
- Correspondence with TfL regarding Stanmore Station Car Park
- Correspondence with Bus Operators regarding possible Park and Ride services