

Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	Proposed extension to Edgware Controlled Parking Zone TB – Results of public consultation
Key Decision:	No
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Consultation area Appendix B – Consultation documents Appendix C – Detailed consultation plans Appendix D – Questionnaires Appendix E – Consultation results Appendix F – Consultation comments and officers response Appendix G – Proposed extension to zone TB Appendix H – Proposed pay and display in High Street, Edgware

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the findings of public consultation on the proposed extension to Edgware controlled parking zone TB and associated parking restrictions at junctions and pinch points within the review area and the proposed introduction of pay and display parking bay in High Street, Edgware. It also sets out recommendations on which proposals should be taken forward based upon the findings.

Recommendations (for decision by the Environment and Community Safety Portfolio Holder):
that the Panel recommends:

- (a) that the existing CPZ zone TB be extended to include property Nos. 21-41 and 54-

- 68 Canons Drive, Duke Avenue, Chestnut Avenue and Lake View to operate Monday to Friday 11am to 12 midday, as shown at Appendix G;
- (b) that double yellow line restrictions be introduced at the junctions/locations shown at Appendix C;
 - (c) that short term pay and display parking be introduced outside property Nos. 85-93 High Street, Edgware as shown at Appendix H;
 - (d) that the existing 'Permit parking only' signs in the CPZ, Zones TA and TB, be amended to indicate the control hours;
 - (e) that the existing pay and display signs to the shared pay and display parking bays in Canons Drive, Handel Way, High Street, Edgware, Mead Road, and Montgomery Road be amended to replace the wording 'Business permits holders and Resident permit holders' with 'Permit holders'; and
 - (f) (i) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices G, C and H and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, and to implement the scheme subject to consideration of objections.
(ii) that the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received a result of the statutory consultation or otherwise in consultation with the Portfolio Holder

REASON: To control parking in roads as set out in the report

SECTION 2 - REPORT

2.1 Background

- 2.1.1 The existing Edgware controlled parking zone (CPZ) Zone TB was introduced in January 2005 to deal with problems of obstructive parking at junctions and driveways in Canons Close, Canons Drive (part), Cavendish Drive, Dorset Drive, Handel Close, Powell Close, Lodge Close and part Lake Drive. The scheme operates for 1 hour Monday to Friday 11am to 12 noon. The scheme has been successful in removing the all day commuter parking from the streets within the zone, whilst keeping those residents disadvantaged by the introduction of the parking measures to a minimum.
- 2.1.2 Following the introduction of the scheme the parking problems have been displaced to those streets outside the CPZ. Residents in these roads, in particular those from Lake View, have requested that the scheme should be extended to include their road, to address problems of congested parking and concerns with safety and access for emergency vehicles. Residents also requested that additional parking controls be introduced to deal with obstructive parking during the evenings which occurs in Cavendish Drive and Canons Drive, whilst businesses have complained that the uncontrolled off peak parking spaces outside the property Nos.85 to 93 High Street are frequently used by drivers to park their vehicles for most of this period, thus depriving parking for visitors and customers to the local businesses in this area.
- 2.1.3 These issues were considered by the Council's TARSAP at the annual review of requests for parking controls meeting, held on 2nd March 2005. As a result, Canons Park estate was included in the priority list for Controlled Parking Zones

and Resident Parking Schemes for the scheme to be progressed in Spring 2006 by holding a key stakeholders meeting.

2.1.4 The stakeholders meeting was held on 26 June 2006 when representatives of residents, businesses and others bodies were invited to give their views on parking problems in the area. The consensus of this meeting was to consult occupiers on proposals extending the existing Zone TB together with waiting restrictions at road junctions and pinch points to deal with obstructive parking. Proposals for short term pay and display parking bays in High Street, Edgware were also requested. Unfortunately, due to the council's financial constraints, the consultation process of this scheme was delayed. This scheme is being progressed as part of the priority programme for controlled parking zones and residents parking schemes as agreed by TARSAP in February 2008.

2.1.5 The consultation area is shown at **Appendix A**

2.2 Options considered

2.2.1 A number of options were considered for parking controls, ie CPZ 1 hour restriction, double yellow lines or pay and display to address specific parking problems.

2.2.2 In analysing the results consideration was given to either recommending a whole road or part of a road be taken forward depending on the distribution of responses along the roads.

2.2.3 The options are discussed in more detail in section 2.3 Consultation below.

2.3 Consultation

2.3.1 Ward councillors were consulted on the proposed extension to zone TB and were sent draft consultation materials for comments prior to finalising the leaflets.

2.3.2 Consultation within the proposed extended zone was undertaken in September 2008, with approximately 400 leaflets distributed to residential and business addresses within the area shown at **Appendix A**

2.3.3 The consultation was divided in to 5 separate areas as shown on Location Plan A see **Appendix A**:

- **Orange area** - for occupiers to consider if they wish to be included in the scheme and to comment on proposed double yellow lines at junctions and pinch points;
- **Blue area** - opportunity for those occupiers whose access is from the un-adopted section of highway in Canons Drive, to be included in the scheme;
- **Red circled area** - to occupiers within existing zone TB, requesting their comments on proposed additional waiting restrictions within their area;
- **Red box area** – to businesses and occupiers in High Street, Edgware on proposal to introduce short term pay and display parking, and

- **Green Area** – to those properties immediately adjacent to the proposed extension to the CPZ scheme in Canons Drive and Lake View were also given consultation documents for information.

2.3.4 Consultation leaflets with detailed plans relevant to each street together with the relevant questionnaire were delivered to all properties within the consultation area. Consultation leaflet is shown at **Appendix B**. Detail plans are shown at **Appendix C** and questionnaires **Appendix D**.

2.3.5 In order to improve response rates from CPZ consultations a colour booklet was produced explaining the advantages, limitations and costs of CPZs and permit parking schemes. This booklet was delivered along with the specific consultation material but outside of the envelope in an attempt to engage the interest of those consulted.

2.3.6 The consultation was also available online via the Council's website www.harrow.gov.uk/trafficconsultations.

2.4 Consultation Responses

2.4.1 The response rates for the separate areas are shown below:

Area	no. of properties	no. of responses	% response
Proposed CPZ extension area (orange area)	290	138	47.6%
Option for residents in un-adopted highway to be included (Blue area)	5	3	60.0%
Proposed additional waiting restriction within existing CPZ Zone TB (Red circled area)	78	22	28.2%
Proposed Pay and Display in High Street, Edgware (Red square area)	19	1	5.3%
Overall response rate	392	164	41.8%

2.4.2 It is considered that the overall response rate is very good and compares favourably with previous consultations in the area. However the response rate for the red square area from businesses and occupiers in the High Street affected by the pay and display parking proposal is disappointing low.

2.4.3 A total of 28 questionnaires were completed on line, 20 from within the consultation area.

2.4.4 A detailed analysis of the results on a street by street basis for the separate consultation area is shown in Tables 1 to 4 at **Appendix E**.

2.5. Analysis of responses from the proposed extension to CPZ (orange area) (see Table 1 Appendix E)

2.5.1 The response rates for streets in this area ranged from 34.8% to 78.6% with an overall response rate of 47.6%

2.5.2 Referring to Table 1 and Question 3 (Would you support extension of CPZ Zone TB, 11am – midday Mon to Fri?) indicates that when including all the responses from streets within the orange area there is no overall support for the CPZ scheme to be extended in the area with results of 41.0% in favour and 52.8% voting against. However when analysing the results for individual streets these results show that there is support from some streets to be included in the CPZ scheme. Results for individual streets are detailed below.

Lake View

2.5.3 With a response rate of 50.8%, Lake View results show that there is clear support for the scheme with residents voting 21 to 8 (72.4% to 27.6%) in favour of the CPZ being extended in their street.

2.5.4 Comments from residents in Lake View wishing not be included in the scheme are reported **Appendix F** with the officer's response.

2.5.5 Since it is shown that there is a clear majority of support to include this street in the proposed CPZ, **officers recommend extending Zone TB to include the whole extent of Lake View.**

2.5.6 The results from Canons Drive, Chestnut Avenue and Dukes Avenue are not clear cut and a more detailed analysis has been undertaken for these streets and is reported in detail below.

Canons Drive:

2.5.7 With a response rate of 54.8% the results for Canon Drive to Question 3 shows little support, voting 6 for and 11 against (35.3% to 64.7%) being included in the CPZ. However, further analysis of responses for this length of road shows that the residents between the end of the existing CPZ and the junction of Orchard Close (property Nos. 24-41 and 54-68) supported the scheme by 6 for and 5 against (54.6% - 45.4%), whilst those residents between Orchard Close and the un-adopted section of highway at top end of Canons Drive unanimously do not support the introduction of the CPZ. The results to Question 3 for the above two sections of this Canons Drive is tabulated below:

Canons Drive	No of Prop.	No. of replies	For	Against
Property Nos. 21-41 and 54-68 (Dukes Av to Orchard Close)	19	11 (57.9%)	6 (54.6%)	5 (45.4%)
Property Nos. 41-53 and 70-80 (Orchard Close to un-adopted section of Canons Drive)	12	6 (50.0%)	0	6 (100.0%)
Total	31	17 (54.8%)	6 (35.3%)	11 (64.7%)

- 2.5.8 Comments from residents in Canons Drive voting not be included in the CPZ are reported at **Appendix F** with the officer's response.
- 2.5.9 Having taking into consideration the above two separate lengths of Canons Drive it is evident that there is support from those residents between Dukes Avenue and its junction with Orchard Close be included in the CPZ, therefore, for these reasons **officers recommend extending Zone TB to include Canons Drive between its junction with Dukes Avenue and its junction with Orchard Close.**
- Chestnut Avenue**
- 2.5.10 The results for Chestnut Avenue with a response rate of 58.8%.show that in response to Question 3 (Table 1 Appendix E) there is no overall support to be included in the proposed CPZ scheme voting 9 for and 11 against (42.9% for and 52.4% against).
- 2.5.11 However when taking into consideration responses to Question 4 (Table 1 Appendix E - Would you support scheme in your road if road next to yours were included?) and the officer's recommendation to include the adjacent section of Canons Drive wit in the CPZ, changes the results to 10 in favour and 10 against i.e. evenly divided 50% for and against being included in the CPZ scheme.
- 2.5.12 Comments are divided for and against the CPZ scheme as reported in **Appendix F**, together with the officer's comments. Those residents in favour of being included in the CPZ commented that it would remove the problem of commercial vehicles parking at the entrance to Chestnut Avenue for extended periods of time. Whilst others are concerned with the effect of possible displaced parking should a CPZ scheme be implemented in an adjoining street.
- 2.5.13 Those voting not to implement the scheme comment that parking restrictions are unnecessary since there is no parking problem and by introducing the scheme there would be less parking spaces during the controlled hour which is likely to inconvenience the residents and their visitors.

2.5.14 Taking into consideration the comments of the residents who have responded, the officer's view is that displaced parking is likely to occur in Chestnut Avenue as was experienced in Lake View when the CPZ was introduced into that part of the street. Note those residents who do not want the CPZ to be introduced in their road will have the opportunity to object to the scheme when the Statutory Traffic Orders for the scheme is advertised. For these reasons, **officers recommend Chestnut Avenue to be included in the proposed extension to Zone TB.**

Dukes Avenue

2.5.15 The response rate for Dukes Avenue is high (51.7%). The results show that there is no overall support for Dukes Avenue to be included in the CPZ scheme with results of 5 for and 10 against (33.3% to 66.7% respectively).

2.5.16 Even when taking into consideration Question 4 Table 1 Appendix E (Would you support scheme in your road if road next to yours were included?) and the recommendation to included the adjacent streets, Lake View and section of Canons Drive the results still shows that this street marginally do not support being included in the scheme by one vote with results of 7 for and 8 against (46.6% - 53.3% respectively).

2.5.17 Should the adjoining roads namely Lake View and Canons Drive be included in the CPZ scheme, consideration must be given to the likely displaced parking and whether it would be prudent to include Dukes Avenue in the CPZ scheme at this time for the following reasons;

- Dukes Avenue links the two roads Lake View and Canons Drive which has high morning and afternoon traffic flows as this road is used as an access route to the popular North London Collegiate School.
- Dukes Avenue is relatively narrow and has a limited number of on street parking spaces available, except opposite the flank walls of properties adjacent to its junctions with Lake View and Canons Drive.
- Should any displaced parking be transferred into this street, this is likely to cause obstructive parking particularly to emergency and large service vehicles.
- The Council has received complaints regarding long term parking of commercial vehicles which occurs in Dukes Avenue at the junction of Canons Drive. Introduction of a CPZ would help to alleviate this problem.
- Should Dukes Avenue not be included in the CPZ extension and displaced parking is transferred to this street it is likely that the council could be criticised for not including Dukes Avenue.

2.5.18 Residents in Dukes Avenue wishing their street not to be included in the scheme have the opportunity to object to the proposals at the statutory consultation stage.

2.5.19 Comments from Dukes Avenue for and against the scheme with officer's comments are reported in **Appendix F.**

2.5.20 For the above reasons, **officers recommend Dukes Avenue to be included in the proposed extension to Zone TB.**

Orchard Close, Rose Garden Close and Stonegrove

- 2.5.21 The analysis of the responses for the above streets (see **Table 1 Appendix E**) shows that there is no support from these streets to be included in the extension to Zone TB.
- 2.5.22 Comments from Orchard Close, Rose Gardens and flats off Stonegrove for and against the scheme with officer's comments are reported in **Appendix F**.
- 2.5.23 For the above reasons, officers recommend **Orchard Close, Rose Gardens and service road to; Sunningdale Lodge, Rydal Court, Coniston Court, Windermere Hall and Leamington House Stonegrove be excluded from the proposed extension to Zone TB.**

Proposed double yellow lines in Orange Area

- 2.5.24 The double yellow line proposals at junctions and pinch points within the proposed CPZ extension are to address problems of obstructive parking. The location of the proposals coincides with some directions in the Highway Code – Rule 243 which states “DO NOT stop or park ...
- anywhere you would prevent access for Emergency Services
 - opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
 - opposite a traffic island or (if this would cause an obstruction) another parked vehicle
 - where the kerb has been lowered to help wheelchair users and powered mobility vehicles
 - in front of an entrance to a property
 - on a bend.
- 2.5.25 The council is unable to take action against illegal parking unless there are waiting restrictions (yellow lines) in place. In all other cases where there are no yellow lines, obstructive parking can only be dealt with by the Police. In practice limited Police resources and other demands on Police time precludes their effective enforcement in these situations. Responses to the consultation and from our own observations indicate that there is such inappropriate parking in some streets within the consultation area. This is particularly the case at junctions and sharp bends in Stonegrove service road, Lake View and Chestnut Avenue.
- 2.5.26 Yellow lines have proved successful at similar locations as they apply at all times when visibility and emergency service access may be an issue. It is important for pedestrians, especially those with disabilities or with young children that the dropped crossings at junctions are kept clear of obstructive parking. Double yellow lines appear to enjoy greater respect than single yellow line restrictions even during the period when technically they equally apply.
- 2.5.27 Comments and response to the proposed double yellow lines is shown at Appendix F, together with officer's response.
- 2.5.28 **It is therefore recommended, that double yellow line restrictions be introduced at the junctions and pinch points as shown on the detailed**

consultation drawing Nos. 1 - 7 at Appendix C, but their extent be modified, where possible, in line with consultation feedback and site geometry.

2.6 Analysis of responses for un-adopted section of Canons Drive (blue area) (see Table 2, Appendix E)

- 2.6.1 The council has no authority to implement parking controls in un-adopted highway unless there is unanimous support from the owners and occupiers whose property boundary is adjacent to the un-adopted highway.
- 2.6.2 At the key stakeholders meeting it was agreed that this section of Canons Drive owners and occupiers should be given the opportunity to be included in the CPZ scheme and to be consulted accordingly. The un-adopted section of Canons Drive includes property Nos. 55 to 59 and No. 90, North London Collegiate School and Canons Park, which is maintained by the council parks department.
- 2.6.3 The responses from the un-adopted section of Canons Drive are shown at Table 2 Appendix E. 3 responses were received, 2 of which were not supportive of extending the CPZ into their section of the road.
- 2.6.4 Comments from the un-adopted section of Canons Drive for and against the scheme with officer's comments are reported in Appendix F
- 2.6.5 For the above reasons, **officers recommend that the un-adopted section of Canons Drive be excluded from the proposed extension Zone TB.**

2.7 Review of proposed additional waiting restrictions (Red circled area)

- 2.7.1 The responses and comments from Lodge Close and Cavendish Drive are shown at **Table 3 Appendix E**. There is majority support for the introduction of the proposed double yellow lines in this area.
- 2.7.2 For the above reason, officers recommend that double yellow lines (no waiting at any time) be introduced in Canons Drive Cavendish Drive and Lodge Close, as shown on the consultation drawing No. 8 at Appendix C.

2.8 Review of proposed Pay and Display in High Street, Edgware (Red box area)

- 2.8.1 The response rate from this area was 5.3% with 1 response received from the 19 premises consulted. This response did not indicate their preference for or against the pay and display proposals. However, they did comment that there are existing issues of obstructive parking in the High Street adjacent to the private access road between Nos. 107 and 109.

2.8.2 Existing waiting and loading restrictions at this location are a single yellow line with operational hours of 8.00am to 6.30pm Monday to Saturday, and loading restrictions operational between 8am and 9.30am and between 4.30pm and 6.30pm Monday to Fridays inclusive. Since this access road serves a busy nursing home and other adjacent properties, **officers recommend that the waiting and loading restrictions for a short section of the High Street adjacent to Nos. 107-109 should be reviewed and be up upgraded to no waiting and loading at any time.**

2.8.3 Because of the low response rate it is difficult to assess whether there is support for the pay and display parking proposal other than previous requests from businesses to provide more short term parking.

2.8.4 The current peak hour waiting restrictions outside the premises Nos. 85 to 93 High Street, Edgware are 8.00 to 9.30am and 4.30 to 6.30pm Monday to Friday inclusive. Double yellow lines (No waiting at any time) extend south of this point whilst a bus stop clearway extends north of this point.

2.8.5 Parking controls on the opposite side of the High Street, Edgware are the responsibility of Barnet Council who have provided pay and display parking bays along most of the length of their side of the High Street, except for double yellow lines (No waiting at any time) at road junctions. The operational hours charges for Barnet's the pay and display bays are on a sliding scale :

30p for up to 15min
50p for up to 30min
80p for up to 45 min
£1.50 for up to 60min
£2.50 for up to 90 min

Operational hours 8.00am to 6.30pm, Monday to Friday, maximum stay 2 hours.

2.8.6 This section of the High Street is the only section which does not have parking controls other than for peak hour waiting restrictions, which allows vehicles to be left for most of the day, thus depriving parking for visitors and customers to the local businesses in this area.

2.8.7 Proposed parking charges to encourage short term parking would be the same as for other pay and display in the area, i.e. Whitchurch Lane, currently 40p per 30 minutes.

2.8.8 In order to provide short term parking and make parking controls to be similar to those provided by Barnet, officers recommend providing short term pay and display outside premise Nos. 85 to 93 shown at Appendix H with operational hours of 9.30am to 4.30pm Monday to Friday inclusive with max stay of 2 hours with no return within 2 hours.

2.9 Responses from occupiers within the existing Zone TB (green area) are at appendix F

- 2.9.1 A total of 12 responses were received from residents within the existing zone TB with broad support to extend the proposed scheme with residents and businesses voting 9 to 6 in favour of the scheme. The main comments supportive of the scheme cited that the existing scheme has improved the parking in their roads; whilst those against extending the scheme commented that the number of parking places have been reduced and that further parking controls will make the situation worse.
- 2.9.2 Comments from occupiers within the existing Zone TB for and against the scheme with officer's comments are reported in **Appendix F**.

2.10 Amendments to signage within existing zones TA and TB

- 2.10.1 The Council has reviewed parking bay signage. The Local Implementation Plan (LIP) states "To provide more transparency in restrictions and consistency with best practice, for all permit parking bay signs in new CPZs, the hours of operation will be displayed. Existing permit bay parking signage will be replaced as finances permit. Subject to funding availability this will be begin to take in 2006/2007."
- 2.10.2 The LIP also states "when CPZ reviews take place, the matter of allowing business permit holders to park in selected Pay and Display bays will also be considered. All business permits will be zone specific. Business permit holders will be allowed to park in resident permit bays in the zone of their issue only. Business permits will be issued solely for business operational purposes."
- 2.10.3 To conform with the above criteria and to provide better clarity and to provide greater flexibility of the parking bays for Residents and businesses, **officers recommend that:**
- a) **the controlled period 'Mon – Sat, 8.30am – 8.30pm' is added to the existing permit holder bay signs in Zones TA;**
 - b) **the controlled period 'Mon – Fri, 11am - noon' is added to the existing permit holder bay signs in Zones TB; and**
 - c) **the existing shared use parking bay signs for resident permit holders, business permit holders and pay and display be amended to 'Permit holders and Pay and Display'.**

2.11 Financial Implications

- 2.11.1 The implementation of the scheme based upon the officers' recommendations and including the amendments to existing signs in Zone TA and TB, is estimated to cost £45,000. The Harrow Capital Programme for 2009/10 contains £30,000 for these works. However savings made on the CPZ scheme at Stanmore mean that the additional monies can be met from within the overall CPZ capital programme.
- 2.11.2 The cost of the public consultation and preliminary work on the scheme can be met from the £25,000 allocated in the 2008/9 Harrow Capital Programme

2.12 Legal Implications

- 2.12.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984.

2.13 Performance Issues

- 2.13.1 There are no Best Value performance indicators relating to CPZs.
- 2.13.2 No funding is provided by Transport for London, however, 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.
- 2.13.3 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
- 2.13.4 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

2.14 Risk Management Implications

- 2.14.1 This project is not included on the Directorate risk register.
- 2.14.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

2.15 Community Safety (s17 Crime & Disorder Act 1998)

- 2.15.1 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.
- 2.15.2 These recommended proposals will have a neutral impact on crime and disorder.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
Date:13/11/2008.....		
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
Date:14/11/2008.....		

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
Date:3/11/2008.....		

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Owen Northwood,
Traffic Engineer, Traffic and Highway Network
Tel. No: 020 8424 1677

Background Papers:

- 1 Traffic and Road Safety Advisory Panel 26 February 2008
Agenda Item 9 – Controlled parking zone/parking schemes -
Annual Review.
- 2 Notes on Key Stakeholders meeting held on 26 June 2006









IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES/ NO
2.	Corporate Priorities	YES / NO



NOTES:

LEGEND:

-  Proposed double yellow lines.
-  Existing double yellow lines.
-  Proposed single yellow lines - 100mm at all places with proposed extended zone otherwise stated.
-  Existing single yellow lines.
-  Proposed Pay & Display Bays
-  Existing Pay & Display Bays
-  Proposed Resident Parking Bays
-  Existing Resident Parking Bays

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Designation	Details of Revision	Date
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**EDGWARE CONTROLLED
PARKING ZONE**

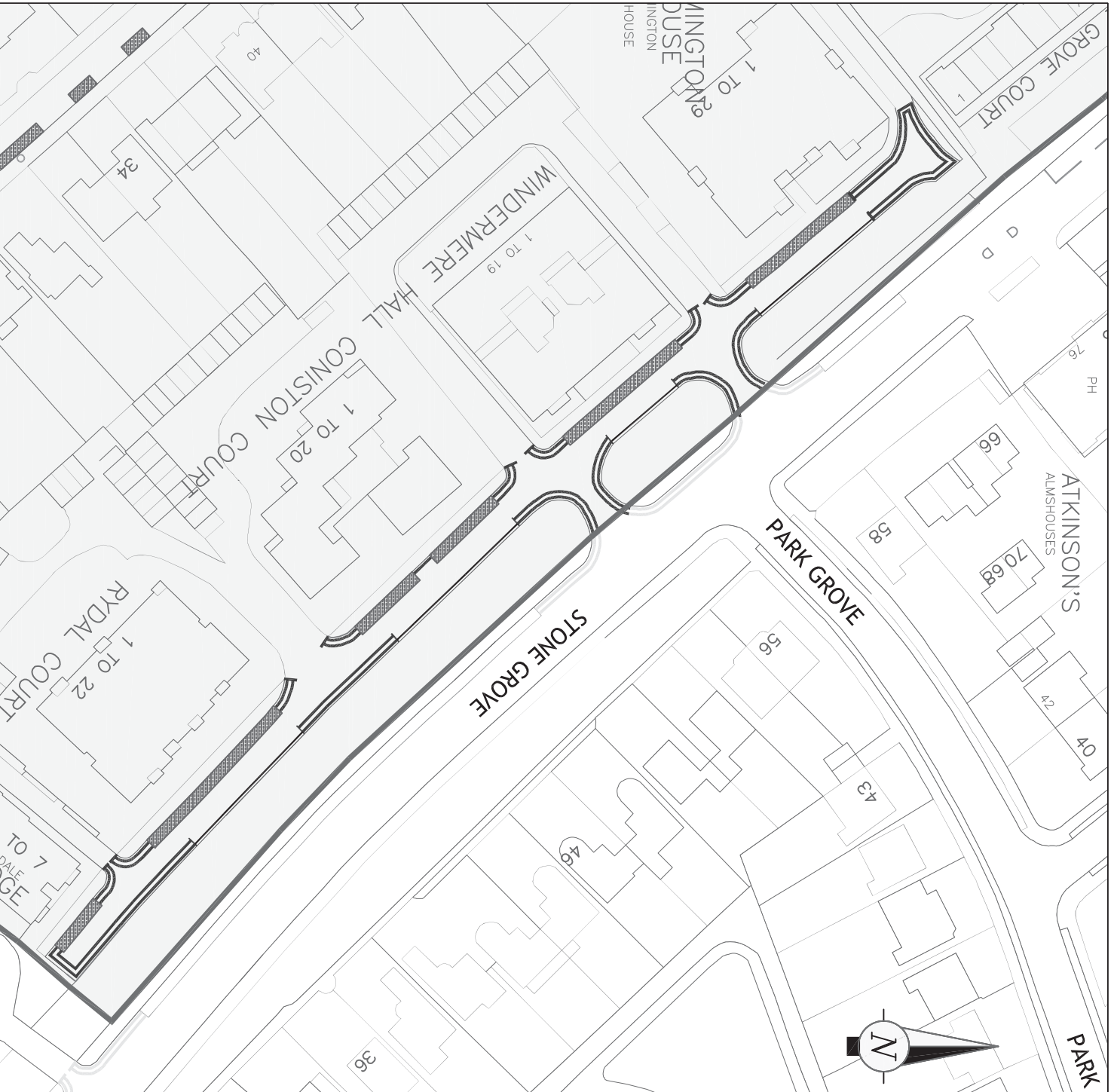
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NOTES:

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 - Existing Pay & Display Bays
 - Proposed Resident Parking Bays
 - Existing Resident Parking Bays

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**EDGWARE CONTROLLED
PARKING ZONE**

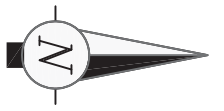
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NOTES:

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Title

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PARKING ZONE**

Title

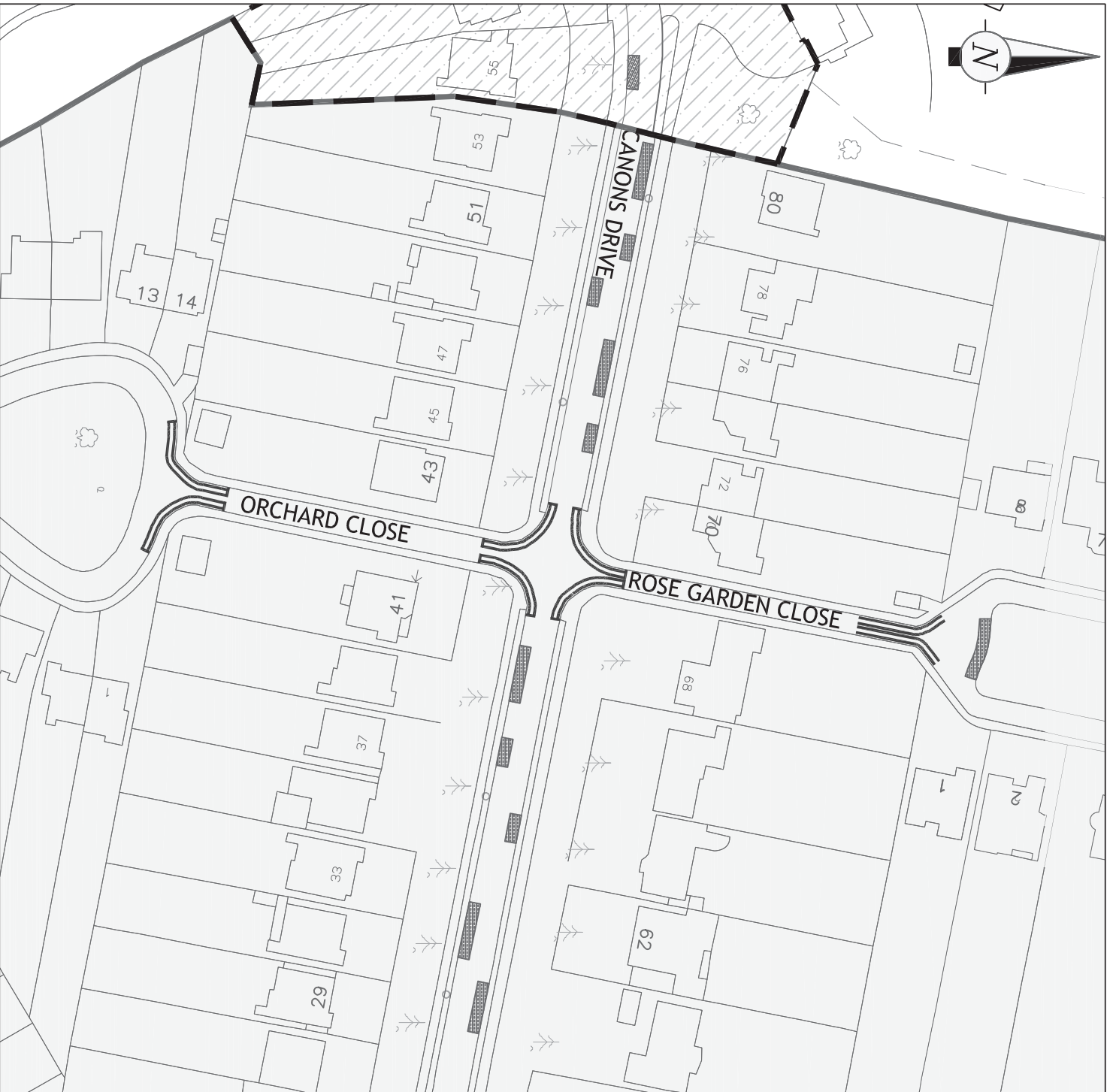
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Drawing no
92.05/3/8_LH04

Autocad file

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NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

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TRANSPORTATION**

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Harrow, Middlesex, HA1 2XA
Tel: 020 8865 5611
Fax: 020 8420 9611

Designation Details of Revision

Date

Project

**EDGWARE CONTROLLED
PARKING ZONE**

Title

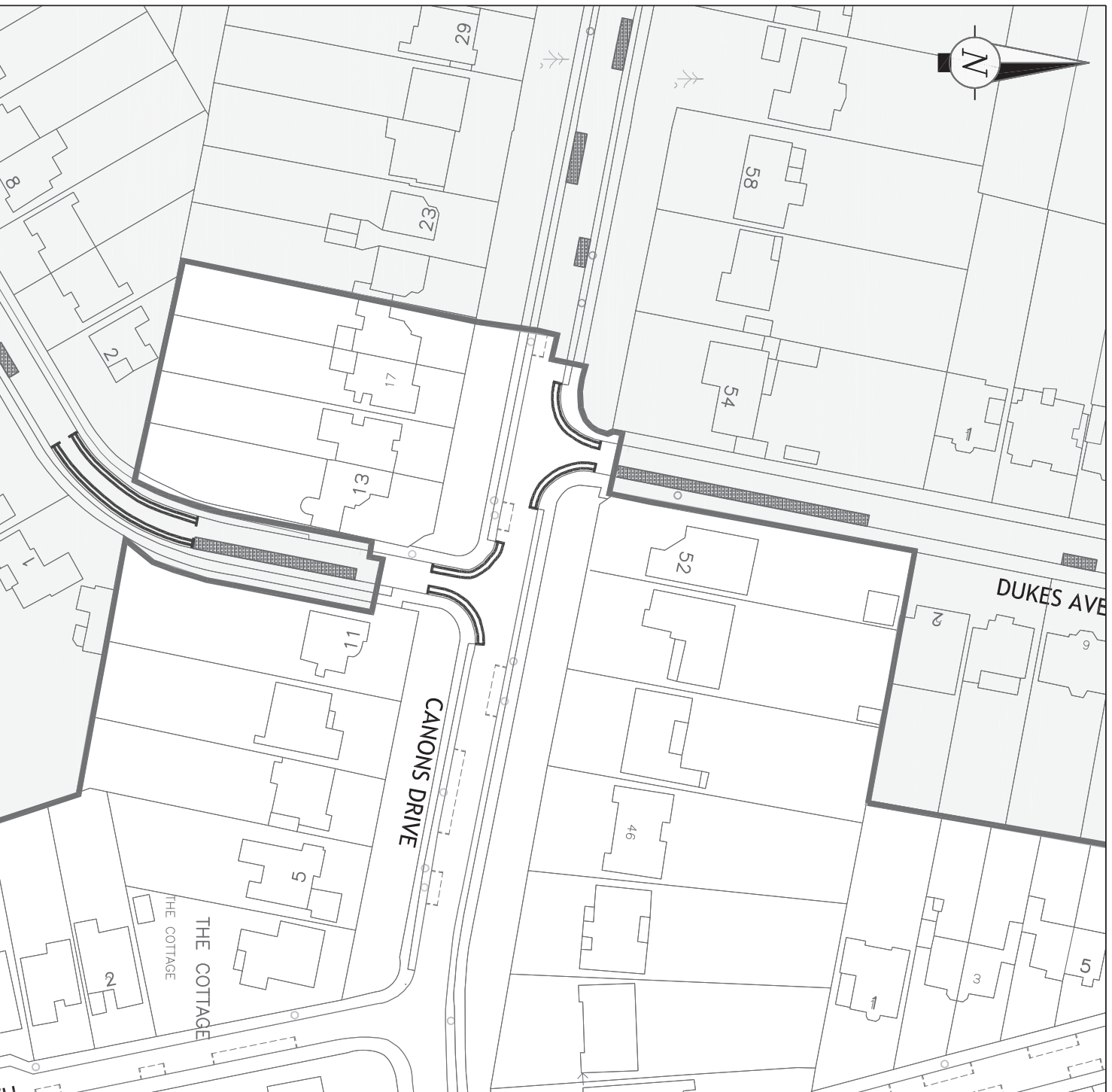
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Drawing no
92.05/3/8_LH05

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NOTES:

- LEGEND:**
- Proposed double yellow lines.
 - Existing double yellow lines.
 - Proposed single yellow lines - 100m at all places within proposed extended zone otherwise stated.
 - Existing single yellow lines.
 - Proposed Pay & Display Bays
 - Existing Pay & Display Bays
 - Proposed Resident Parking Bays
 - Existing Resident Parking Bays

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Fax: 020 8420 9611

Designation	Details of Revision	Date
Project		

**EDGWARE CONTROLLED
PARKING ZONE**

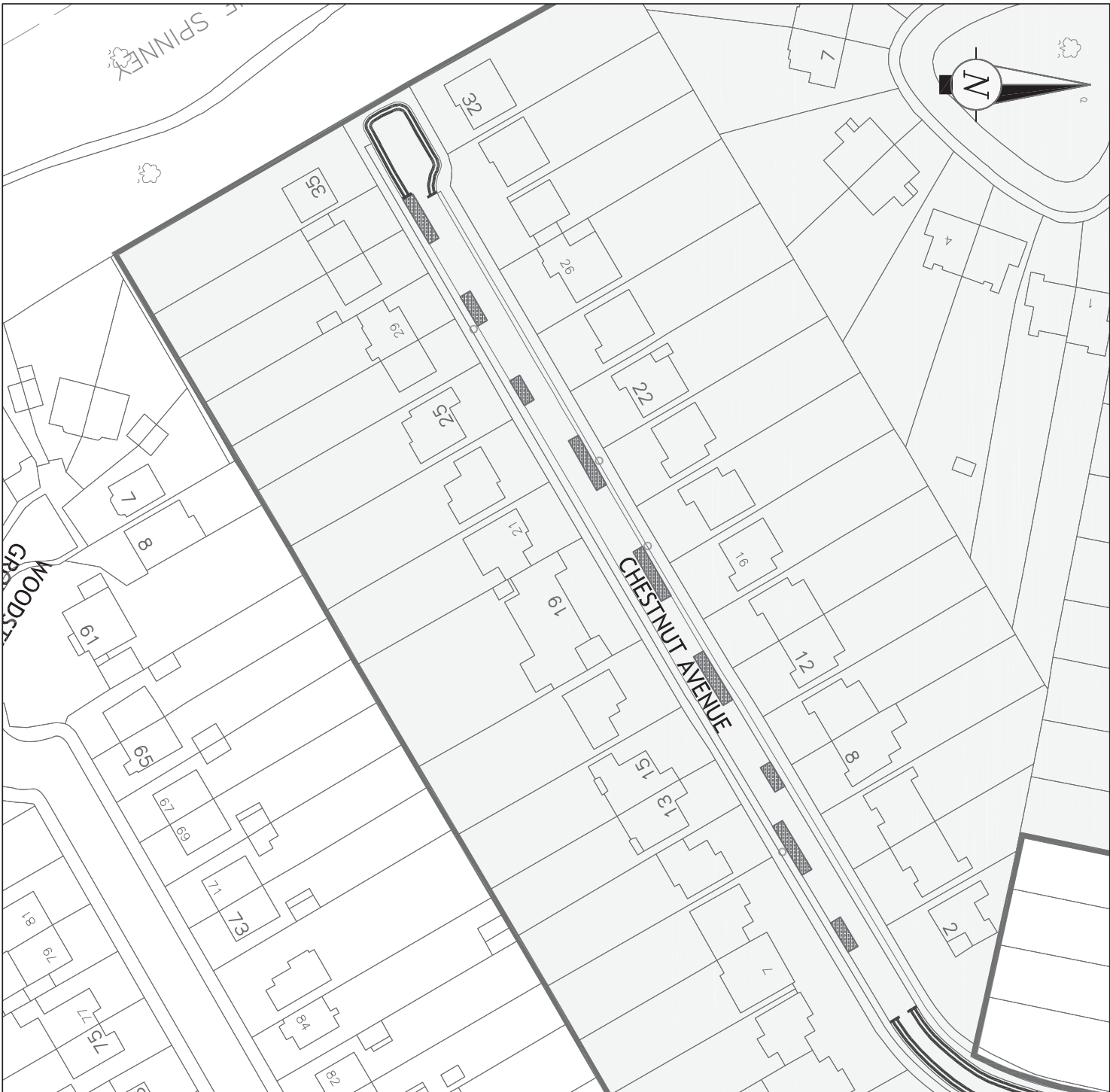
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	ⓐ A4	Date	15/08/2008	ON	

Drawing no
92.05/3/8_LH06

Autocad file

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NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

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Designation	Details of Revision	Date
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Project
**EDGWARE CONTROLLED
PARKING ZONE**

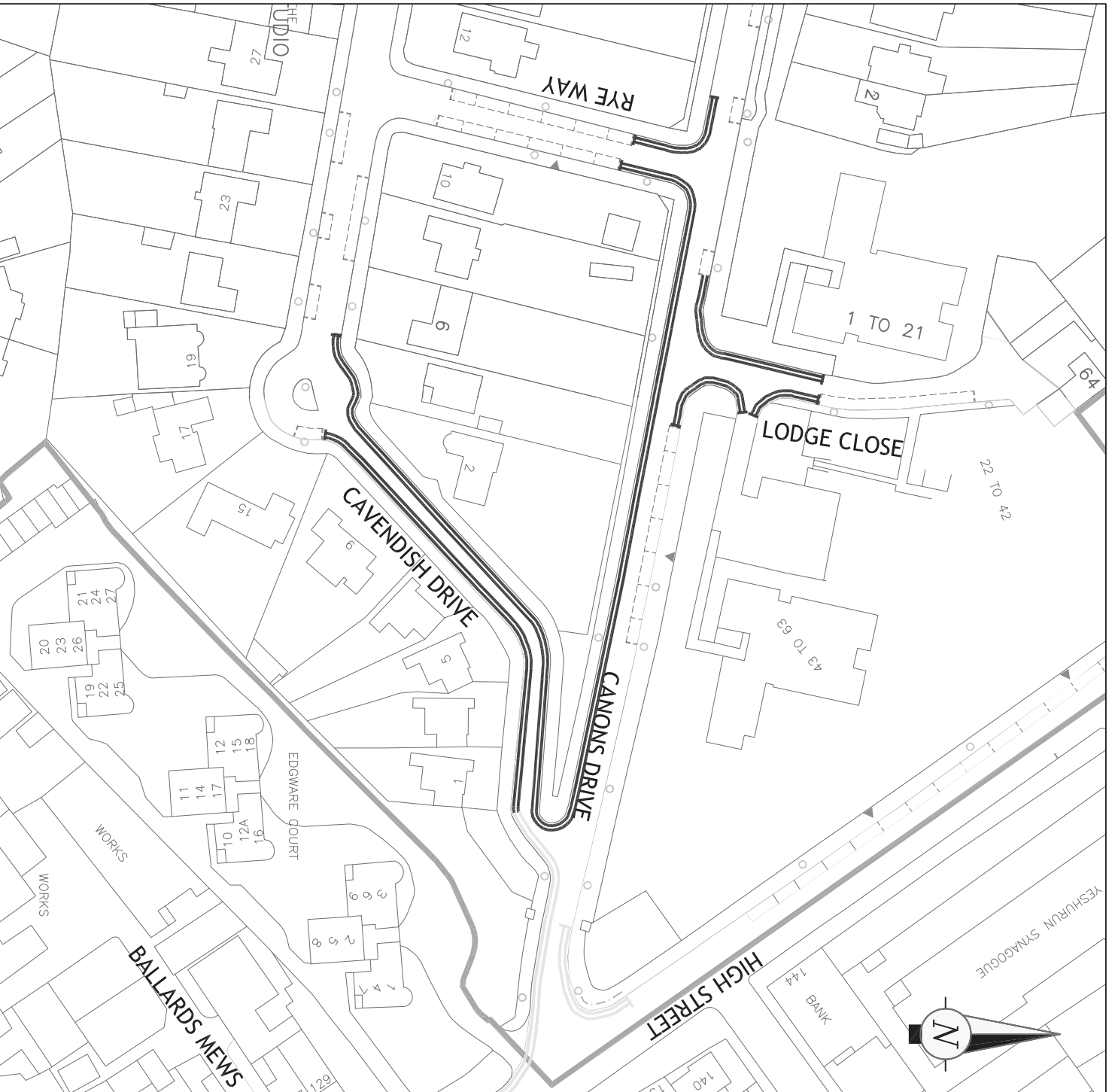
Title
SCHEME DETAILS

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	Date 15/08/2008	

Drawing no
92.05/3/8_LH07

Autocad file

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NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

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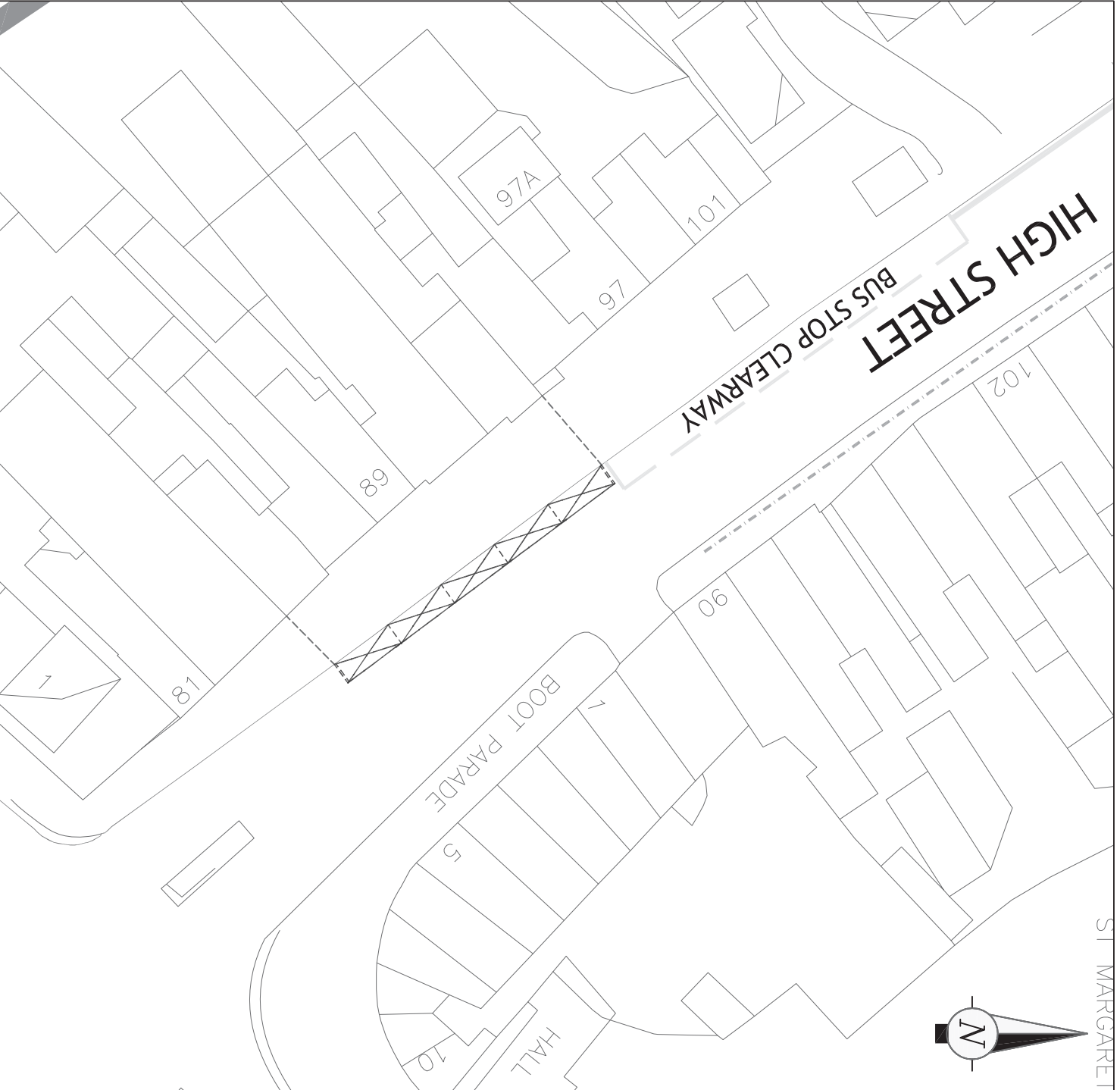
Designation	Details of Revision	Date
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Project
**EDGWARE CONTROLLED
PARKING ZONE**

Title
SCHEME DETAILS

Scale 1:1000 @ A4	Drawn CVDM	Checked ON
Drawing no 92.05/3/8_LH08	Date 15/08/2008	

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ST MARGARET

NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

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Designation	Details of Revision	Date
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**EDGWARE CONTROLLED
PARKING ZONE**

Title
SCHEME DETAILS

Scale 1:500 @ A4	Drawn CVDM	Checked ON
	Date 15/08/2008	

Drawing no
92.05/3/8_LH09

Autocad file

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NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

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**EDGWARE CONTROLLED
PARKING ZONE**

Title

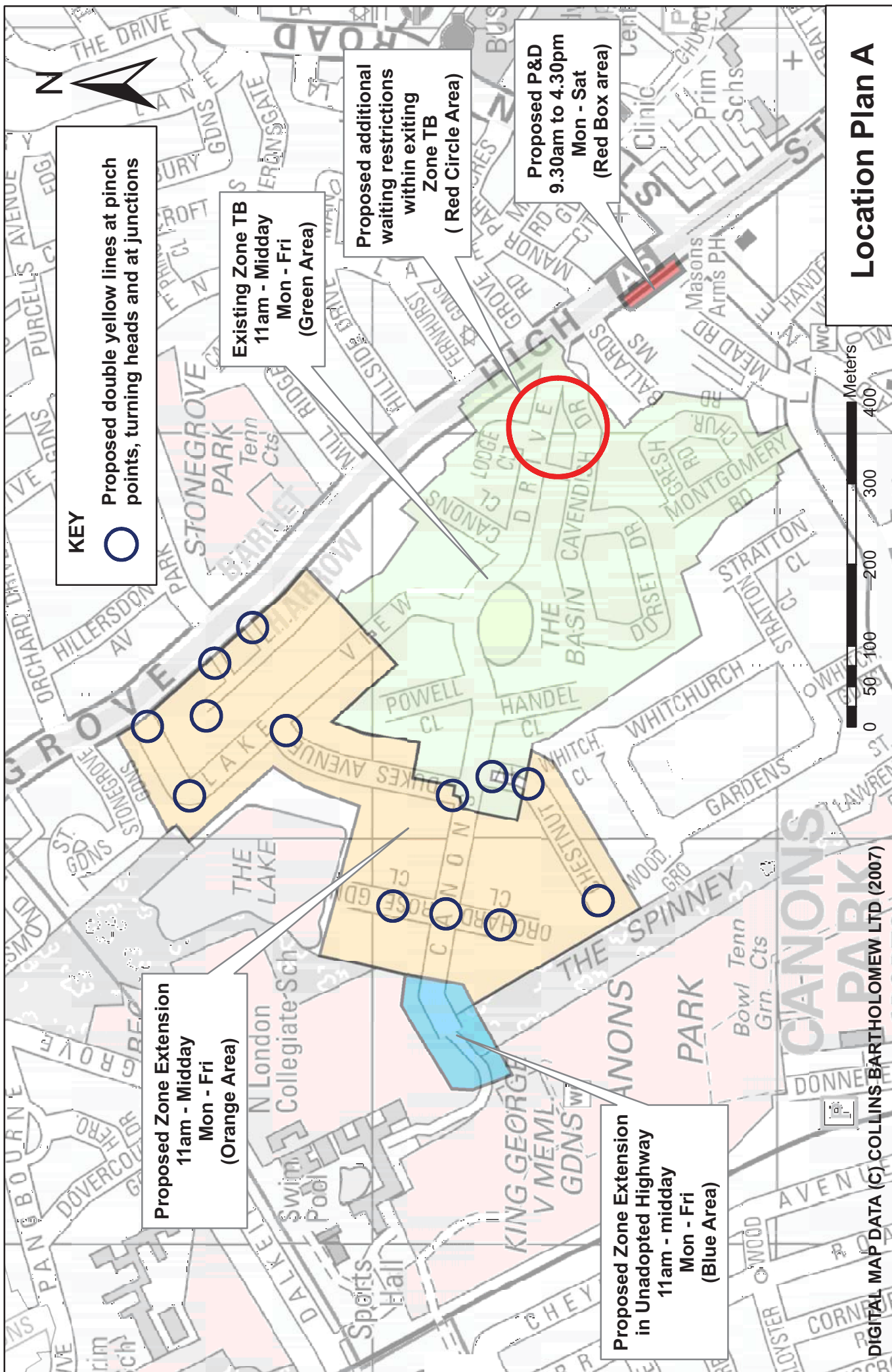
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	15/08/2008	

Drawing no
92.05/3/8_LH10

Autocad file

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KEY

Proposed double yellow lines at pinch points, turning heads and at junctions

**Proposed Zone Extension
11am - Midday
Mon - Fri
(Orange Area)**

**Existing Zone TB
11am - Midday
Mon - Fri
(Green Area)**

**Proposed additional
waiting restrictions
within existing
Zone TB
(Red Circle Area)**

**Proposed P&D
9.30am to 4.30pm
Mon - Sat
(Red Box area)**

**Proposed Zone Extension
in Unadopted Highway
11am - midday
Mon - Fri
(Blue Area)**

Location Plan A



IMPORTANT – THIS AFFECTS YOU

Public Consultation

**Extension to
Edgware Controlled Parking Zone
Canons Park Estate**



This is your opportunity to comment

What is this about?

The existing Controlled Parking Scheme (CPZ) was implemented in January 2005. Since it began, you have told us:

- Parking has become more difficult and parked cars often block driveways.
- Parking right up to junctions can cause visibility problems and obstruct refuse and emergency service vehicles.
- More customer parking is needed for the shops and businesses on High Street, Edgware.

Residents parking and other parking restrictions

We held a stakeholder meeting, which was attended by local residents and business owners. At the meeting, we agreed to consult people about controlled parking living in the orange shaded area shown on location plan A. The orange shaded area is our own initial assessment of a scheme, which would create limited displaced parking without being too extensive.

We are suggesting extending the existing Edgware parking control scheme (Zone TB) - which operates for one hour from 11am to 12midday each weekday - to make it easier for you and your visitors to park.

You have told us that any daytime parking problems are caused by non-residents. A controlled parking zone would stop people who don't have a permit from parking all day. You have also told us that parking right up to the junctions cause visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines at the junctions to address this.

Businesses and occupiers on the High Road are also being consulted on proposals for Pay & Display (P&D) to provide short term customer parking.

Please read the enclosed pamphlet, which tells you about CPZs, then, complete the questionnaire for your road. We will plan the scheme based on the responses we receive. The decision on whether your road is included in the scheme is dependant on receiving majority support.

This stage of the consultation process

To help you make your decision, we have provided the following items:

- Information on CPZs – Explains the benefits, limitations and costs.
- Location Plan A - Shows the suggested extended zone and the adjacent existing Edgware CPZ, which operates Monday to Friday from 11am to 12 midday.
- Detailed plan(s) - showing the bay layout and other restriction proposals for your area. Permit parking bays and the single yellow lines in the CPZs operate for the zone times. In this instance, these would be Monday to Friday from 11am – 12midday. Outside of this period only the separately signed lines and double yellow lines would apply.
- Questionnaire – Please complete and return to us.

Detailed plan will be displayed in the reception area at the Council Civic Centre on Station Road, Harrow, during the consultation period. Officers will be available should you wish to discuss the scheme proposals.

We need your views so that we can make the right decision. This is your opportunity to influence the design. Another opportunity to review parking issues in your road is not likely to occur for a number of years.

We wish to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let us know what they think.

Please complete the enclosed questionnaire and return it in the attached reply paid envelope, to reach us by 29 September 2008.

What happens next?

We will analyse your responses to see what support there is for the CPZ, permit parking scheme and other restrictions' proposals. Businesses in High Road, Edgware, are being consulted separately about parking provision/controls - which affect their section of road.

We will prepare a revised scheme after considering what you say. The revised scheme may include elements from each consultation or only from one. For instance, we could begin a pay and display scheme with or without a residents' parking scheme.

We will advertise the revised scheme by placing notices on the street and in the local paper (Harrow Times) explaining where the plans can be seen. This will give people the chance to comment on the scheme.

Any works for this scheme would not start before Winter 2008/2009. If we do decide to start a permit parking scheme in your section of road, we will send you permit application forms and further information.

More information

Due to the large number of responses we cannot reply to your questionnaire responses individually. If you have any further questions, or wish to know the outcome of the consultation, please contact the project engineer, Owen Northwood, on 020 8424 1677, email owen.northwood@harrow.gov.uk or write to the address below. We will put the consultation results and other progress information on the Council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the web

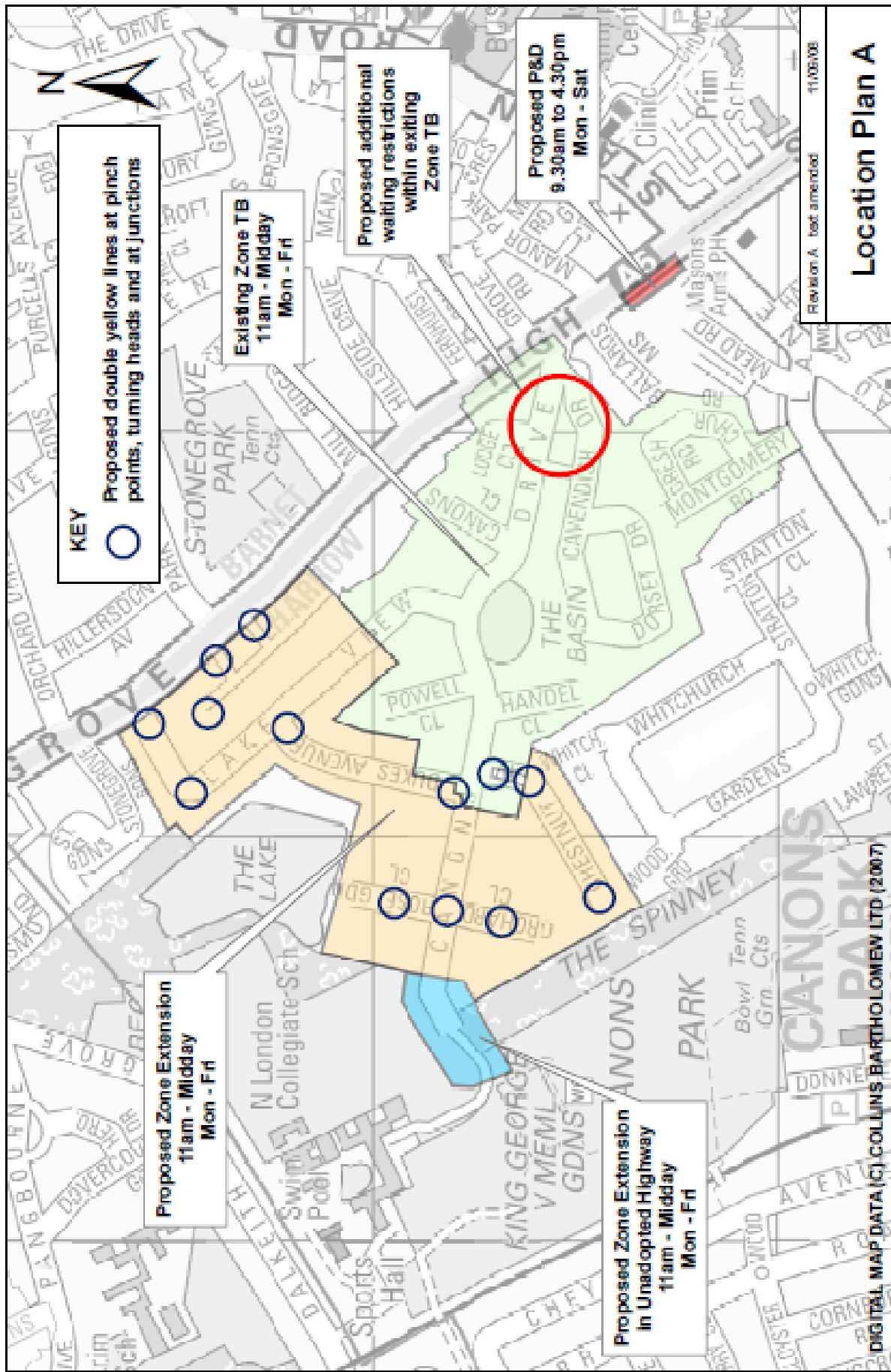
This document is also available online at: www.harrow.gov.uk/trafficconsultations.

Traffic and Highway Network
Harrow Council
P.O. Box 39
Civic Centre
Harrow
HA1 2XA

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 الأولى 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。
- Farsi** اگر انگلیسی 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.
- 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 دیے گئے نمبر پر رابطہ کریں۔

020 8424 1677



Edgware CPZ Zone TB Consultation



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

APPENDIX D

Edgware-Canons Park Estate/High Road CPZ Review

(Zone TB Extension)
(Orange, Blue and Green areas)

Please complete this questionnaire and return it using the enclosed pre paid envelope, to arrive by **29 September 2008**. Alternatively you may answer these questions online at www.harrow.gov.uk/trafficconsultations.

It is recommended that you read the leaflet and enclosed documents before completing the questionnaire, as it may contain information that you are not aware of.

Due to the large number of responses we cannot reply to you individually.

Questionnaires returned without a name and address will not be officially recorded in the results of this consultation. We count your household/business as one response, rather than number of responses from individual residents/employees from the same address.

First Name..... Family Name.....

Property Number/Name..... Road Name.....

Postcode..... Phone No (optional)

Date.....

Please tick as appropriate

Q1 Are you a resident or business

Resident Business Both

Q2 Do you consider there are parking problems in your road?

Yes No

Q3 Would you support the extension of the Controlled Parking Zone TB covering the period 11am to 12 noon Monday to Friday into your road?

Yes No

Q4 If you answered No to Q3, should parking controls be introduced in the road next to yours, would you then support the extension of the Controlled Parking Zone covering the period 11am to 12 noon Monday to Friday into your road?

Yes No

Q5 Would you support the layout of the parking permit bays and parking controls shown on the plan in your road

Yes No

Q6 Do you have any additional parking related comments?

If so please add them overleaf



Thank you for taking the 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.

COMMENTS

Edgware-Canons Park Estate/High Road CPZ Review

(Red Circle area)

(Additional parking controls within existing Zone TB)

The existing CPZ zone TB appears to be working well. Therefore the only changes proposed with in the existing Zone TB are for double yellow lines to protect junctions, pinch points and where parking restricts access to properties.

Additional double yellow lines are proposed at following locations:-

- Canons Drive south side between Cavendish Drive and Rye Way
- Junction of Lodge Close with Canons Drive
- Cavendish Road (both sides) between its junction with Canons Drive and a point opposite No 4 Cavendish Drive
- Junction of Rye Way with Canons Drive

Should you have any comments on these proposals please complete this form and return it using the enclosed pre paid envelope before **29 September 2008**. Alternatively you may answers these questions online at www.harrow.gov.uk/trafficconsultations.

First Name..... Family Name.....

Property Number/Name..... Road Name.....

Postcode..... Phone No (optional)

Date.....

Please tick as appropriate

Q1 Are you a resident or business

Resident Business Both

Comments

Please continue overleaf if necessary

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

Edgware-Canons Park Estate/High Road CPZ Review

(High Street)
(Red Box Area)

Please complete this questionnaire and return it using the enclosed pre paid envelope before **29 September 2008**. . Alternatively you may answers these questions online at www.harrow.gov.uk/trafficconsultations.

It is recommended that you read the leaflet and enclosed documents before completing the questionnaire as it may contain information that you are not aware of that may help you make a decision.

We are sorry but because of the number of responses made to consultations like this we are not able to reply to each completed questionnaire individually replies without a name and address will not be officially recorded in the results of this consultation. We count the household/business as the unit for responses rather than individual residents/employees.

First Name..... Family Name.....
Property Number/Name..... Road Name.....
Postcode..... Phone No (optional)
Date.....

Please tick as appropriate

Q1 Are you a resident or business

Resident Business Both

Q2 Do you agree that the parking space between No 85 and 127 should be freed up for shoppers and visitors and be replaced with pay and display parking spaces with off peak operational times of 9.30am to 4.30pm Monday to Saturday inclusive. Parking charges would be 40p per 30 minutes. There would be a maximum stay of 2 hours with no return within 2 hours.

Yes No

Q3 Do you have any additional parking related comments?

If so please add them overleaf

Thank you for taking the time to complete this questionnaire.

If you do not want your response to be available for public inspection please tick here.

APPENDIX E

Table 1 - Responses (orange area)

Street	No of prop	No. of replies	%	Question 1			Question 2			Question 3			Question 4			Question 5		
				Resid't	B'ness	Both	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r
Canons Drive	31	17	54.8%	17	0	0	7	10	0	6	11	0	2	9	0	5	9	1
Chestnut Avenue	34	20	58.8%	19	0	1	9	11	0	9	11	0	1	10	0	8	10	0
Dukes Avenue	29	15	51.7%	14	0	1	4	11	0	5	10	0	2	8	0	4	9	0
Lake View	59	30	50.8%	30	0	0	22	8	0	22	8	0	1	7	1	18	8	2
Orchard Close	14	11	78.6%	11	0	0	2	9	0	2	9	0	0	7	0	0	7	1
Rose Garden Close	8	5	62.5%	5	0	0	1	4	0	1	4	0	1	2	0	2	3	0
Stonegrove	115	40	34.8%	40	0	0	16	22	2	15	23	2	2	23	3	12	25	2
Total	290	138	47.6%	96	0	2	61	75	2	60	76	2	9	66	4	49	71	6
				44.2%	54.3%	1.4%	43.5%	55.1%	1.4%	43.5%	55.1%	1.4%	6.5%	47.8%	2.9%	35.5%	51.4%	4.3%

Table 2 - Responses from unadopted highway (blue area)

Street	No of prop	No. of replies	%	Question 1			Question 2			Question 3			Question 4			Question 5			
				Resid't	B'ness	Both	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	
Canons Drive	5	3	60.0%	2	1	0	3	0	0	n/r	1	2	0	0	1	0	0	1	0
							100.0%	0.0%	0.0%	33.3%	66.7%	0.0%	0.0%	33.3%	0.0%	33.3%	0.0%	33.3%	0.0%

Table 3 – Responses/comments re additional waiting restrictions (red circle area)

Street	No of prop	No. of replies	%	Question 1			Comments in favour	Comments against	Comments for further amendments
				Are You					
				Resid't	B'ness	Both			
Cavendish Drive	14	7	50.0%	7	0	0	6	1	2
Lodge Close	64	15	23.4%	14	0	0	10	3	5
Total	78	22	73.4%	21	0	0	16	4	7

Table 4 - Responses from High Street for proposed pay and display (red box area)

Street	No of prop	No. of replies	%	Question 1			Question 2		
				Are You			Do you agree that parking space in High Street Nos 85 -127 be replaced with pay and display parking bays		
				Resid't	B'nness	Both	Yes	No	n/r
High Street, Edgware	19	1	5.3%		1				1

Table 5 - Responses (green area)

Street	No. of replies	Question 1			Question 2			Question 3			Question 4			Question 5			
		Are You			Do you consider there are parking problems in your road?			Would you support extension of CPZ zone TB 11am - midday Mon to Fri?			If no - would support scheme in your road if road next to you were included?			Would you support parking permits bays as shown on plan in your road			
		Resid't	B'nness	Both	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	
Canons Drive	4	4	0	0	1	2	0	2	2	0	0	1	1	0	2	1	0
Lake View	4	4	0	0	3	1	0	3	1	0	0	0	1	0	0	1	0
Dorset Drive	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Handel Close	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Canons Close	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Powell Close	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Total	13	11	1	0	4	3	0	8	4	0	0	1	2	0	5	2	0

APPENDIX F

Summary of comments listed by consultation area and by street

Orange Area

Lake View

21 comments were received from Lake View which are summarised below:-

Item	Comments
1)	Those fully supporting the scheme stated that it would stop commuter parking obstructing access for emergency vehicles and stop vehicles parking opposite each other making it difficult to pass.
2)	Others commented that they would support the scheme providing that they did not have to pay for permits.
3)	Those who do not support the proposals gave some of the following reasons: there is no parking problem in this street and that a CPZ would cause unnecessary problems for residents visitors and contractors object to have to pay for permits scheme would make it more difficult to sell their house scheme will incur additional cost to residents and visitors and others stated that free parking should be provided for workers.
4)	Another requested special permits for visitors during festivals, weddings and funerals etc
5)	Others commented on the location of the parking bays, some requesting parking bays to be positioned on alternating sides of the road to reduce the speed of the traffic whilst others requested parking bays only to be located on one side of the road, others requesting more parking spaces.
6)	Two individuals stated speed of traffic is a problem with a request to make the area a 20mph zone.
7)	One individual requested footway parking to allow vehicles to park with two wheels on the footway to prevent damage to vehicles.
8)	There was support for the proposed double yellow lines in Lake View at the sharp bend and its junction at Stonegrove both from residents in Lake View and from others within Canons Park estate, However concerns were raised from residents directly affected by the proposals both to their presence and to the extent of the lines.

Canons Drive

12 comments were received from Canons Drive, many were similar in content to items (i), (ii), (v), (vi) and (viii) listed above. Additional comments are listed below:

9)	Residents observed that in recent months more vehicles parked in Canons Drive.
10)	Others stated that should the CPZ scheme be introduced there should be no need for the proposed double yellow lines at the junctions of Orchard Close, Rose Gardens Close, Dukes Avenue and Chestnut Avenue.

Chestnut Avenue

12 comments were received from Chestnut Avenue; many were similar in content to items; (ii) (iii) and (v) above. Additional comments are listed below:

11)	Happy to support proposals since turning head is frequently obstructed. Restrictions are for only 1 hour a day which would inconvenience commuters and work shops in the Ballard Mews and not the residents.
12)	Whilst against proposals would be happy to ban van and lorries parked near the entrance to Chestnut Avenue.
13)	Others do not support proposals because street is in a conservation area, ugly road markings and signage is not appropriate for the area.
14)	Others object to the proposals that the scheme severely reduces the number of parking spaces available in the street.
15)	There is general support for the double yellow lines on the bend and at the turning head. However concerns were raised from residents directly affected by the proposals both to their presence and to the extent of the lines.

Dukes Avenue

6 comments were received from Dukes Avenue; most were similar in content to items (i) and (xiii) above. However most of residents' concerns are regarding the location of the proposed parking bays as detailed below:

16)	Concerns raised, that since Dukes Avenue is a narrow road, access to driveways would be made difficult should parking bays be located opposite driveways.
17)	Other concerns were that parking bays should be equally placed both sides of the street.
18)	Representation has also been made to ban the parking of commercial vehicles at the entrance of Duke Avenue from Canons Drive.

Orchard Close

9 comments were received from Dukes Avenue, similar to that of item (iii) above. Additional comments are listed below:

19)	Orchard Close is a quiet cul de sac with no parking problems. The proposal severely reduces the number of parking spaces available and the scheme is no benefit to the residents.
20)	Parking controls between 11am and 12 midday are not needed. Parking controls should be 8.30-9.30am and 3.30-4.15pm when children are taken and collected from school.
21)	If there is a problem of access for refuse vehicles, parking controls should only be apply to Friday mornings when collections are made.

Rose Gardens Close

The 3 comments were received from Rose Garden Close all concerned the proposed double yellow lines and are listed below:

22)	Double yellow lines are not needed since very few cars park at the junctions since it is an obvious parking hazard.
23)	Double yellow lines should be extended along whole entry to the Close since the road is too narrow to allow parking.
24)	Agree to double yellow lines proposals for whole of Canons Park estate.

Stonegrove

24 comments were received from occupiers and management representatives of the flats on Stonegrove service road. The majority of these were not in favour of introducing the CPZ scheme. However there is support for the double yellow lines at the junctions and access points, with the exception of the proposed double yellow lines outside Sunningdale Lodge. The main comments are summarised below:

25)	Some residents, whilst not wanting resident parking scheme in the service road suggested that it should be introduced on the main road opposite the flats.
26)	Others requested that the double yellow lines be extended on Stonegrove south east of the entrance to the service road, since parked vehicles, especially vans, make it difficult to see oncoming vehicles.
27)	Another request is for the length of the double yellow lines outside Leamington House at the north western end of the service road to be reduced to match the existing hatched area to allow more parking spaces.
28)	Residents and management of Sunningdale Lodge unanimously objected to the proposed double yellow lines at the south eastern end of the service road outside their properties, since it will severely reduce the number of parking spaces available. Management also claim that this section of the highway is private highway and not maintained by the Council and therefore parking restrictions can only be implemented with agreement of the estate management.

Blue Area

Two comments were received from this section of Canons Drive. These did not support the CPZ proposals. Other suggestion made for this section of the road were the footpath should be extended to gain access to the park and that parking bays be set back into the park to provide better access.

Red Circled Area – double yellow line proposals

Residents were requested to comment on the double yellow line proposals affecting properties outside Lodge Close and Cavendish Drive. (See plan 8 Appendix C). 22 comments were received with the majority supporting the proposals. These are summarised below;

29)	Many supporting the double yellow lines adding: “brilliant idea; thank you for agreeing to our request for parking controls; will enhance safety and convenience to residents”.
30)	Those opposed to the proposals commented that additional waiting restrictions will affect businesses in the area and ultimately there will be nowhere left to park.
31)	Residents of Lodge Close requested additional parking spaces to be provided in outside their properties and that the adjacent shared use parking bays for business permits and pay and display should also be made available to resident permit holders.

Red Box Area –proposed High Street pay and display

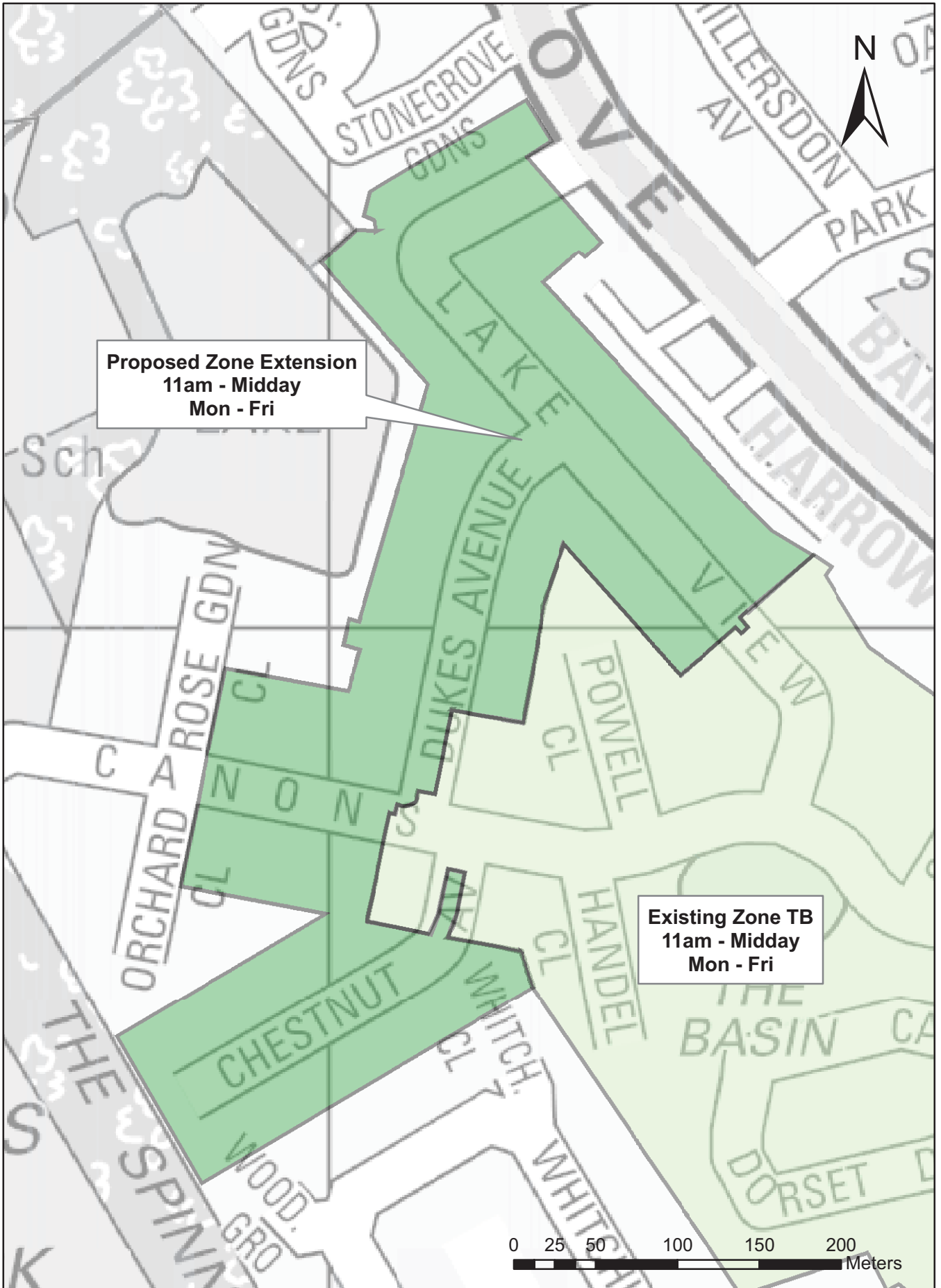
Comments are reported at 2.3.11 of the report.

Green Area – existing Zone TB

8 comments were received from this area, which are summarised below:

32)	Those not in favour of the CPZ being extended stated that there is a currently limited parking space in some streets and the proposals to extend the scheme would make it more difficult.
33)	Others requested that the present parking controls be extended to include Saturdays.
34)	Another requested that the parking bays in Canons Drive should be all located on one side of the road to improve access.
35)	There is support for the double yellow line proposals, but to extend the double yellow line on the south side of Canons Drive from Stonegrove up to the western end of the Basin opposite Powell Close, stating it would prevent inconsiderate parking on that side of the road which creates dangerous chicane for drivers.

APPENDIX G



DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2007)

PROPOSED EXTENSION TO ZONE TB



APPENDIX H

NOTES:

- LEGEND:**
- Proposed double yellow lines.
 - Existing double yellow lines.
 - Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
 - Existing single yellow lines.
 - Proposed Pay & Display Bays
 - Existing Pay & Display Bays
 - Proposed Resident Parking Bays
 - Existing Resident Parking Bays

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Designation	Details of Revision
Project	Date

**EDGWARE CONTROLLED
PARKING ZONE**

Title
**HIGH STREET, EDGWARE
PROPOSED PAY & DISPLAY**

Scale
NTS
@ A4

Drawn CVDM
Date 15/08/2008

Checked
ON

Drawing no
92.05/3/8_09A

Autocad file
O:\TRAF\OWEN\CPZ\EDGW\DRW\EDGW\EDGWARE CPZ REV F

