

LONDON BOROUGH OF HARROW

Meeting:	Traffic and Road Safety Advisory Panel
Date:	22 September 2004
Subject:	Edgware Controlled Parking Zone (CPZ) Review – Objections to the Advertised Traffic Management Orders and petitions
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transport
Relevant Portfolio Holder:	Environment and Transport
Status:	Part 1
Ward:	Canons and Edgware
Enclosures:	Appendix A: Plans of advertised scheme Appendix B: Petitions and letters of objection Appendix C: Summary of objections and officers comments Appendix D: Amended plans of the proposals Appendix E: Handel Close re-consultation document Appendix F: Amendments to the advertised traffic orders

1. Summary/Reason for urgency (if applicable)

- 1.1 Five petitions and 11 letters of objection to the traffic orders have been received. This report considers the objections and makes appropriate recommendations.

2. Recommendations (for decision by the Environment and Transport Portfolio Holder)

2.1 That the objections to the traffic orders for alterations and extension of the Edgware Controlled Parking Zone be set aside for reasons given in the report;

2.2 that the advertised waiting restrictions in Winton Gardens be amended to operate between 2pm and 3pm, Monday to Friday;

2.3 that officers proceed with the amended traffic order making and implementation of the scheme shown at Appendix D and in accordance with the details at Appendix F under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984; and

2.4 that the objectors and head petitioners be informed accordingly.

REASON: To control parking

3. Consultation with Ward Councillors

3.1 Ward Councillors were sent the re-consultation documents for Handel Close. A copy of this report has also been sent to Ward Councillors.

4. Policy Context (including Relevant Previous Decisions)

4.1 Following public consultation, the Environment and Transport Portfolio Holder on 24 March 2004 authorised officers to advertise the traffic orders for the scheme shown at Appendix A and to implement the scheme subject to consideration of objections.

5. Relevance to Corporate Priorities

5.1 Controlled parking zones enhance the environment by improving residential amenity and promoting the use of sustainable transport.

6. Background Information and options considered

6.1 Traffic orders for the area shown on the plans at Appendix A have been advertised and 11 letters of objection and three letters in support of the proposals have been received (see Appendix B). In addition five petitions have also been received, one of them in support of the scheme. An extract from each petition is at Appendix B and the full petitions have been placed in the Members' Library.

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

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

6.4 A petition containing 54 signatures from some residents of Montgomery Road, Gresham Road and Churchill Road has also been received. The petitioners express their support for the downgrading of the scheme to 11 am to 12 noon, Monday to Friday operation. (See Appendix B)

6.5 Three letters in support of the scheme have also been received.

7. **Consultation**

7.1 In view of a petition from some residents of Handel Close giving a different message to the consultation responses, it was decided to re-consult the residents concurrently with the advertising of the traffic orders. The road has been included in the proposed CPZ and has been advertised as such with the intention to exclude it from the scheme should the result of the re-consultation justify it. The 15 properties in Handel Close have been re-consulted. The consultation letter is shown at Appendix E and the responses have been placed in the Members' Library. Thirteen questionnaires have been received, 10 for inclusion in the scheme and 3 against. A petition, pre-dating the consultation by about three months containing 8 signatures from as many households in Handel Close requesting that Handel Close be excluded from the scheme has also been received (see Appendix B). The petitioners state that "we the undersigned residents of the above address appeal against the decision of CPZ in our Close". The latest consultation responses show that two of the petitioners have changed their mind since. In view of the majority response in favour of the scheme it is recommended that Handel Close be included in the Edgware CPZ in accordance with the advertised details and as shown at Appendix A.

8. **Finance Observations**

8.1 The estimated cost of the implementation of the scheme is £40,000 including order making. A total of £30,000 is available from Transport for London (TfL) and the balance can be met from the £100,000 capital budget allocated to cover the TfL's funding shortfall for Edgware and Stanmore CPZs.

9. **Legal Observations**

9.1 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.

10. **Conclusion**

10.1 The scheme has been the subject of extensive consultation at the original and now the review stage. It is clear that no one scheme design will achieve consensus, but it is considered that these amended proposals provide a reasonable way forward with majority support and also deal with obstructive parking and visibility problems at a number of junctions and other locations in the vicinity.

11. **Background Papers**

- 11.1 Traffic and Road Safety Advisory Panel, 3 March 2004, Environment and Transport Portfolio Holder decision of 26 March 2004, advertised traffic orders, consultation, petitions, letters of objection and support.

12. **Authors**

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