

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date: 16th September 2010

Subject: Stanmore Controlled Parking Zone
Review – Consultation results

Key Decision: No

Responsible Officer: Brendon Hills – Corporate Director
Community & Environment

Portfolio Holder: Councillor Phillip O’Dell - Environment
and Community Safety

Exempt: No

**Decision subject to
Call-in:** Yes

Enclosures: **Appendix A**
Consultation documents

Appendix B
Extract from December 2009 TARSAP
report

Appendix C
Breakdown of Consultation responses
for all roads consulted

Appendix D
Extract from February 2010 TARSAP
reports showing consultation
procedure

Appendix E
Plans of proposals to be taken to
statutory consultation &
implementation

Section 1 – Summary and Recommendations

This report sets out the findings of a public consultation on a possible extension of the controlled parking zones B&H in Stanmore and various parking changes within the existing controlled parking zones. It also recommends the roads for which parking controls to be amended, introduced or removed, based on residents' responses, should be progressed to statutory consultation and implementation.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that:

(i) The Stanmore controlled parking zone changes, following statutory consultation, be implemented into the following roads as shown in the plans at **Appendix E**:

- a) to remove the following roads from the Controlled Parking Zone while maintaining no waiting at any time restrictions at junctions, bends and narrowings as shown on the plans.
 - Berry Hill
 - Linden Close
 - Partridge Close
- b) to include the following roads in the Stanmore Controlled Parking Zone B:-
 - Spring Lake
 - Stanmore Hill (from Hill Close to Green Lane)
- c) to implement no waiting at any time (double yellow line) restrictions in the following roads:-
 - Copley Road (from No.3 to No.33)
 - Du Cros Drive (from Pembroke Lodge to No. 1)
 - Glebe Road and Glebe Court (from No. 22 to No. 28, from No. 29 to No.37 and the whole of Glebe Court)
 - Gleneagles (from the junction of Gleneagles and Gordon Avenue to existing double yellow lines at the junction of Rosedale Close and Gordon Avenue)
 - Morecambe Gardens (from No. 5 covering the turning head)
 - Sunningdale Close (with the junction of Gordon Avenue)
- d) to convert sections of double yellow lines to single yellow lines (hours of control 3-4pm Mon-Fri) in:-

- Rectory Lane - For a distance 4 metres either side of the path leading to St Johns Church, and for a distance 8 metres west of the junction with Old Church Lane to a distance 17 metres west of Old Church Lane.
- e) That officers' carry out further consultation with local residents in respect of parking controls in Green Lane and Culverlands Close and submit a further report to a future Panel meeting.
- 2) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendix B, to notify all consultees of the consultation results and decision and how they can make final statutory objections to the advertised proposals, to undertake statutory consultation under the Road Traffic Regulation Act 1984, to advertise the traffic regulation orders, and to implement the scheme subject to consideration of any objections;
- 3) that the Service Manager - Traffic and Highway Network Management be authorised to determine any objections to the scheme received as 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

Background

- 2.1 Stanmore currently has 2 existing Controlled Parking Zones (CPZ) comprising of Zones B and H. These were introduced in 1994 and have been reviewed in 1996, 2004 and 2008/9.
- 2.2 Zone B covers the area around Stanmore shopping area and surrounding roads, especially to the south and around Stanmore College. The zone primarily deals with problems of all day parking associated with businesses in the town and users of the Stanmore College site. The zone operates from 3pm to 4pm Monday to Friday.
- 2.3 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 for Stanmore station in the residential area. The zone operates from 10am-11am and 3pm and 4pm on Monday to Saturday. The Panel agreed a review around 12 months after the implementation based upon resident requests to officers and local councillors
- 2.4 Since the last review of the Stanmore CPZ, Harrow Council has received requests from residents outlining various parking issues and problems within the existing controlled zones and the surrounding

roads which were presented to the panel in December 2009. The parking issues highlighted by residents vary considerably and include requests to be included in the controlled parking zone(s) to prevent commuter/ shopper parking, having parking controls removed, requests for no parking at any time restrictions (double yellow lines), to protect junctions, narrowings and bends, allowing access for emergency service and refuse vehicles and a request to change the configuration of existing parking bays. Not all of the requests were viable, for example a request to change zone times. This latter request was debated at some length at the December 2009 Panel meeting and was found not to be viable. The list of requests previously reported to the Panel and relating to the review are shown at **Appendix B**. The proposals based on resident requests are outlined below.

- 2.5 Aran Drive - Proposals to convert sections of single yellow lines to double yellow lines at places which are too narrow to accommodate parking both sides of the carriageway and on bends where parking is undesirable.
- 2.6 Bernays Close - Proposal to relocate a permit parking bay to allow for extra parking provision.
- 2.7 Copley Road – To convert sections of single yellow lines on the bend in Copley Road to double yellow lines.
- 2.8 Culverlands Close – Proposal to include this road in the CPZ.
- 2.9 Du Cros Drive – To extend the existing double yellow line from the junction of Marsh Lane to the entrance of Pembroke Lodge. Also to implement double yellow lines to protect the entrance of Pembroke Lodge on the east side, improving sightlines for traffic exiting Pembroke Lodge.
- 2.10 Elm Park – To convert sections of single yellow line to double yellow lines in Elm Park and the service road behind the shops in Church Road to make the restrictions in the area more uniform and easier to understand. Currently there are four different time restrictions which could cause confusion to motorists.
- 2.11 Glebe Road – To convert sections of single yellow line to double yellow lines where the road is too narrow to allow parking both sides and the turning head in Glebe Court.
- 2.12 Gleneagles – Proposal to implement double yellow lines from Rosedale Close into Gleneagles for 10 metres in order to protect the junction of Gleneagles / Gordon Avenue.
- 2.13 Green Lane – Proposal to provide single yellow lines with all day waiting restrictions from 8am - 6.30pm Mon - Sat. A number of requests were reported to the panel in February 2010.
- 2.14 Ingram Close – To convert sections of single yellow line to double yellow lines in Ingram Close and in the turning head.

- 2.15 Linden Close – Proposals to remove this road from the CPZ.
- 2.16 Malcolm Court – Proposals to include this road in the CPZ.
- 2.17 Morecambe Gardens – To convert single yellow lines into double yellow lines in Morecambe Gardens and the turning head.
- 2.18 Pangbourne Drive (from No. 68 to Stonegrove) – Proposals to include this road in the CPZ.
- 2.19 Rectory Lane – To convert sections of double yellow lines to single yellow lines to allow additional parking for St Johns Church.
- 2.20 Rees Drive, Brockleyside, Berry Hill, Chevalier Close and Partridge Close – Proposal to remove parking controls within the Rees Drive 'estate' situated off London Road. A deputation was made to the Panel from residents of Rees Drive, Partridge Close and Chevalier Close in February 2010 to support this.
- 2.21 Spring Lake – Proposed single yellow line covering the whole of Spring Lake with an hour of control from 3pm – 4pm Mon – Fri.
- 2.22 Stanmore Hill (from Hill Close to Green Lane) – Proposals to include this road in the CPZ.
- 2.23 Sunningdale Close – Proposal to implement double yellow lines at the junction of Sunningdale Close and Gordon Avenue.
- 2.24 Water Gardens – Proposals to include this road in the CPZ.

Consultation

- 2.25 Consultation took place between 7th June and 28th June 2010. A total of 691 documents were hand delivered to local addresses throughout the review area. Consultation documents and questionnaires were also made available on the council's web site. Consultees were able to submit their response online or by prepaid envelope. A copy of the consultation documents can be seen at **Appendix A**.
- 2.26 Detailed plan(s) were included with the consultation documents, showing the parking measures proposed for individual roads.
- 2.27 A separate A5 coloured booklet entitled 'Parking – Can We Help You?' was also delivered with the consultation leaflet. The booklet is designed to give more information about how parking controls operate together with answers to frequently asked questions regarding controlled parking zone schemes.
- 2.28 Detailed plans were also available for inspection during the consultation period at the Civic Centre where officers were available to answer questions and/ or discuss the proposals.

- 2.29 The various consultation stages and procedures are outlined on page 55 of the February 2010 TARSAP report as found at Appendix D.

Consultation responses

- 2.30 A total of 309 responses were received from addresses from areas in the whole review area representing an overall response rate of 45% which is above average when compared with recent consultations (average response rate 25-30%). Response folders containing questionnaires and correspondence received during the consultation are in the Members Library for viewing. A road by road response table showing responses for all the schemes proposed are included at **Appendix C**.
- 2.31 Not all roads showed that there was majority support to implement the proposals. Only roads or sections of roads which show a majority support for proposals will be progressed any further. These are shown in Tables 1 to 3.

Table 1 – Proposed removal of CPZ

Road Name (see recommendations for exact location)	Consultation documents delivered	Valid responses received	% overall response rate	Do you agree with proposal to remove parking controls? Yes responses	% respondents YES	Do you agree with proposal to remove parking controls? No responses	% respondents NO
Berry Hill	31	17	55	10	59	6	35
Linden Close	6	4	67	4	100	0	0
Partridge Close	7	6	86	6	100	0	0

TOTAL	99	59	60
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Table 2 – Proposed extension of Stanmore controlled parking zone

Road Name (see recommendations for exact location)	Consultation documents delivered	Valid responses received	% overall response rate	Would you support the extension of parking zone B into your road? Yes responses	% respondents YES	Would you support the extension of parking zone B into your road? No responses	% respondents NO
Green Lane	101	48	48	17	35	31	65
Spring Lake	10	6	60	6	100	0	0
Stanmore Hill	36	14	39	11	79	3	21

TOTAL	266	132	50
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Table 3 – Proposed no waiting at any time (double yellow line) restrictions

Road Name (see recommendations for exact location)	Consultation documents delivered	Valid responses received	% overall response rate	Do you agree with the layout of the proposed DYL? Yes responses	% respondents YES	Do you agree with the layout of the proposed DYL? No responses	% respondents NO
Copley Road	42	8	19	6	75	2	25
Du Cros Drive	57	14	25	14	100	0	0
Glebe Road	29	10	34	6	60	43	40
Gleneagles	31	18	58	10	56	8	44
Morecambe Gardens	17	4	24	3	75	1	25
Rectory Lane	33	19	58	19	100	0	0
Sunningdale Close	9	6	67	4	67	1	17

TOTAL	312	114	37				
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2.32 The responses for Green Lane showed no overall majority in favour of the proposals, though a majority was shown in the southern section from Uxbridge Road to Culverlands Close for 8am – 6.30pm Mon - Sat waiting restrictions. Culverlands Close had a split response with 41% support for controlled parking and 53% against controls. Due to the complexity of the parking and traffic issues in Green Lane and Culverlands Close, further investigation is to take place. A meeting has been requested by some residents of Green Lane with officers and Stanmore Park ward councillors to discuss in more detail the issues involved and possible solutions. A verbal update on the outcome of the meeting will be given at the Panel meeting. It is therefore recommended that no parking measures in Green Lane and Culverlands Close be taken forward at present and a further report on these roads be submitted to a future panel meeting

2.33 Canons Corner - A petition of 552 signatures from businesses and customers was presented to the July Panel requesting the implementation of parking controls to assist businesses. This is reported in more detail in the separate petition report to this Panel meeting. As suggested at the Panel meeting, surveys have been commissioned to study the parking patterns in front of and adjacent to the parade of shops. This includes weekdays and Sundays. The survey data is currently being analysed. It is the intention to verify the adequacy of the scheme proposals submitted for consultation in 2007 but subsequently rejected by some businesses and customers.

- 2.34 Once a suitable scheme has been devised, officers will consult local residents and businesses and report these findings back to the Panel at a future meeting.

Recommendation of roads to be progressed to the next stage of consultation

- 2.33. From the above analysis, we recommend the following roads be progressed to the next phase of consultation which is the statutory consultation. This phase of consultation is a legal requirement under the Road Traffic Regulation Act 1984 and involves putting up notices on the roads where the proposals are being consulted on and in the Harrow Times explaining what is proposed in the scheme. A leaflet will be distributed to inform consultees about the statutory consultation and the deadline for responses. At this stage of consultation any member of the public may object and each objection is required to be investigated to determine if it is valid. The Service Manager Traffic and Highway Network Management in consultation with the Portfolio Holder would decide if any objections are to be upheld or overruled and consider any necessary minor amendments to the scheme as a consequence of this. The roads which officers recommend to be progressed to this stage are listed below :-

- Berry Hill (removal from CPZ but retain double yellow lines).
- Copley Road (from No.3 to No.33) convert existing single yellow lines to double yellow lines.
- Du Cros drive (from Pembroke Lodge to No 1)implement double yellow lines.
- Glebe Road and Glebe Court (from No. 22 to No. 28, from No. 29 to No.37 and the whole of Glebe Court) convert existing single yellow lines to double yellow lines.
- Gleneagles from the junction of Gleneagles and Gordon Avenue to existing double yellow lines at the junction of Rosedale Close and Gordon Avenue) implement double yellow lines
- Linden Close (removal from CPZ, retaining double yellow lines at junction with Uxbridge Road).
- Morecambe Gardens (from No. 5 covering the turning head) convert existing single yellow lines to double yellow lines.
- Partridge Close (removal from CPZ)
- Rectory Lane - converting sections of double yellow lines to single yellow lines. For a distance 4 metres either side of the path leading to St Johns Church and for a distance 8 metres west of the junction with Old Church Lane to a distance 17 metres west of Old Church Lane.

- Spring Lake - single yellow line 3-4pm Mon-Fri
- Stanmore Hill (from Hill Close to Green Lane) include into the existing CPZ zone B
- Sunningdale Close (with the junction of Gordon Avenue) implement double yellow lines at the junction.

Financial Implications

- 2.34. There is £30,000 allocated from the Harrow CPZ capital programme for the current financial year (2010/2011) to advertise and implement the scheme; however, the scheme is subject to statutory consultation and may change.
- 2.35. The actual costs will depend on the outcome of the number of roads that agree to be included in the controlled parking zone and the results of the statutory consultation process. The programme for this scheme, if recommended by this Panel and approved by the Portfolio Holder for Environment and Community Safety is:-
- Advertise Traffic Orders – Mid October 2010
 - Consider objections by Panel – Mid November 2010
 - Target Completion – End of February 2011

At present the above funding is considered to be adequate.

Legal Implications

- 2.36. Controlled parking zones and associated waiting and loading restrictions can be implemented by making Traffic Orders pursuant to the Road Traffic Regulation Act 1984.
- 2.37. There are minimum requirements for consultation, publication and consideration of objections that must be met before any Traffic Order can be made and which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Performance issues

- 2.38. There are no National Indicators relating to CPZs.
- 2.39. 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 Local Implementation Plan.
- 2.40. The provision of CPZs meets the following priorities in Mayor of London's Transport Strategy:

- Improving the working of parking and loading arrangements
- Improving accessibility and social inclusion on the transport network

2.41. This proposal supports the Harrow Vision and Corporate Priorities as follows:

- Deliver safer and cleaner streets
- Improve support for vulnerable people
- Build stronger communities

Risk management implications

2.42. This project is not included on the Directorate risk register.

2.43. When approved for implementation, however, it will have its own generic risk register of the project management process.

Equalities Impact

2.44. An analysis of the equality of access monitoring form showed that there are no equality implications in relation to this report.

Community Safety (s17 Crime & Disorder Act 1998)

2.45. The recommended proposals will have a neutral impact on crime and disorder.

Environmental Impact

2.46. There is no environmental legislation or requirements for formal Environmental Impact Assessment which directly relates to the introduction of a CPZ or other parking controls. CPZs are however recognised as a fundamental component of national, regional and local transport policies. They do help support traffic reduction and encouragement of consideration of more sustainable alternatives to private car use (i.e. public transport, walking and cycling). CPZs and the review of parking restrictions address traffic congestion and road safety issues. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution. The reduction in “commuter” traffic touring roads looking for parking will, once the scheme has settled down, lead to a reduction in traffic noise.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 26 th August 2010		

Name: Matthew Adams



on behalf of the
Monitoring Officer

Date: 27th August 2010

Section 4 - Contact Details and Background Papers

Contact:

Peter Thorne, Project Engineer, Parking and Sustainable Transport,
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Background Papers:

Report and Minutes of Traffic and Road Safety Advisory Panel February 2010
Harrow Council Local Implementation Plan
Mayors (London) Transport Strategy