

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

Date of Meeting: 24 November 2010

Subject: Canons Corner, Stanmore - proposals for parking controls

Key Decision: No

Responsible Officer: Brendon Hills - Corporate Director for Community and Environment

Portfolio Holder: Phillip O'Dell - Portfolio Holder for Environment and Community Safety

Exempt: No

Decision subject to Call-in: Yes, when considered by the Portfolio Holder

Enclosures: **Appendix A**
Plan of proposed parking controls

Section 1 – Summary and Recommendations

This report sets out the response to a petition from businesses presented to the Panel on 15th July 2010 and the recommended actions for controlling parking in the vicinity of the site

Recommendation:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety, subject to the results of public consultation presented at the Panel meeting, the following:

- 1) that the proposals shown on the Plan in **Appendix A** go forward to statutory consultation,
- 2) that short term pay and display parking bays with operational hours of 8am to 6.30pm Monday to Sunday inclusive with maximum stay of 2 hours with no return within 2 hours be provided in the inset parking bays at London Road, Canons Corner outside the shops as shown in **Appendix A**,
- 3) that short term shared pay and display parking bays with operational hours of 8am to 6.30pm Monday to Sunday inclusive with maximum stay of 2 hours with no return within 2 hours be provided in Court Drive as shown in **Appendix A**,
- 4) that charges for the pay and display bays listed at 2) and 3) above be 20 pence per half hour, or part half hour;
- 5) that loading restrictions 8am to 6.30pm Monday to Saturday and 10am to 6pm Sunday be introduced in Court Drive, London Road and London Road (South Side) Service Road as shown in **Appendix A**,
- 6) that single yellow lines on the west side of Court Drive adjacent to No 1 London Road be converted to double yellow lines as shown in **Appendix A**,
- 7) that single yellow lines on east side Court Drive adjacent to rear service road to Canons Corner Shops be converted to double yellow lines with loading restrictions 8am to 6.30pm Monday to Saturday and 10am to 6pm Sunday,
- 8) that the residential properties above 1-9 Canons Corner be eligible to obtain resident and visitor permits subject to the normal criteria,
- 9) that the Service Manager - Traffic and Highway Network Management be authorised to make any necessary minor adjustments to the scheme and be authorised to take all necessary steps to implement the scheme detailed in points 1 to 7 above subject to any formal objections being considered by the Service Manager - Traffic and Highway Network Management in consultation with the Portfolio Holder for Environment and Community Safety.

Reason: To control parking in the vicinity of business and residential properties around Canons Corner premises.

Section 2 – Report

Background

- 2.1 At the Panel meeting on 15th July 2010 a petition was presented on behalf of the businesses at Canons Corner, London Road, Stanmore.
- 2.2 The petition contained 552 signatures from businesses and customers which states:
- “We, the undersigned, call on the appropriate authorities to provide parking for the shops of Canons Corner, London Road. We believe that these shops would close as a result of the current parking restrictions which are making the use of these stores very difficult.”
- 2.3 There is currently a lay-by outside the shops, which is uncontrolled and can accommodate around 8 vehicles. Following a previous request from businesses a consultation was undertaken in February 2007 on installing pay and display parking controls in the lay-by together with some shared parking provision in Court Drive for businesses and residents.
- 2.4 The outcome of that consultation after assessing the questionnaires returned was that 4 businesses were in favour and 2 were against the proposals. In terms of the residents who have properties above the shops, 1 was in favour and 9 were against the scheme. Subsequently two petitions were received in March 2007. The first contained 9 signatures representing 7 businesses stating:
- “We the undersigned feel that pay & display parking restriction will have a detrimental impact on our business and wish Harrow Council not to implement parking restriction”
- The second petition contained 58 signatures from customers who were against the proposals
- 2.5 Taking into account the consultation results and petitions the Portfolio Holder’s decision at that time was not to proceed with the scheme.
- 2.6 Clearly without any parking controls there is nothing to stop drivers from parking in the lay by for unlimited periods. Without any turnover of parking this could disadvantage the local businesses by restricting access for customers or deliveries.
- 2.7 Following the suggestion made at the Panel meeting a video parking survey was commissioned to quantify the current parking trends. Following analysis the results show that a number of the inset parking bays located outside the shops are occupied by long stay vehicles on both a typical weekday and Sunday. Some of these vehicles are parked for in excess of 5 hours and in some cases throughout the 7am to 7pm

survey period. It was observed that some vehicles double park adjacent to the inset parking bays, which has a negative effect on traffic flows on London Road which is part of London's Strategic Road Network. This location is also immediately west of the extremely busy roundabout at the junction of London Road, Brockley Hill, Spur Road and Stonegrove.

- 2.8 It was noted that the most frequent turnover of parking occurs along Court Drive adjacent to the Shop parade and not in the bays outside the shops. This is the reverse of what is desirable from a retail point of view and therefore any proposals should address this issue. It was also observed from the video surveys that the guard railings along the edge of the cycle lane outside the shops, installed at least 10 years ago, have a negative effect on pedestrian activity. This affects not only people crossing the area between the inset parking bays and the shops but also funnels the linear pedestrian activity especially at peak times when school children are present.
- 2.9 It was also evident that some congestion occurs in Court Drive near the junction with London Road due to delivery vehicles and Blue Badge Holders. It is therefore recommended that loading controls are implemented to deal with this issue. It is not possible, in the space available, to provide dedicated loading bays. With increased turnover it is more likely that delivery vehicles will be able to park for 40 mins without charge in one of the controlled bays. Blue Badge holders will also be able to make use of bays without charge. It was noted that there are two service roads that provide rear access to the shop premises and some limited parking facilities for staff. The northern service road was significantly obstructed by refuse containers and building materials. If these were properly managed they would assist with loading/parking facilities to the shop premises.
- 2.10 This location is also likely to suffer on Wembley Stadium Event days as the location is on the corridor linking the M1,A41 and A1 with Stanmore Station and the Jubilee Line link to Wembley Park. At present, with no parking controls, drivers are able to park for unlimited periods.
- 2.11 A design has been produced to address all the observed issues and is shown in Appendix A. The main features are:
- a) London Road- Provision of 6 Pay & Display Bays operating Mon-Sun 8am to 6.30pm. Max Stay 2 hours no return within 2 hours
 - b) London Road -Removal of around 56 m of guardrail outside shops and renewal of cycle markings
 - c) Court Drive Provision of 4 No Shared use Bays (Permits/Pay & Display) operating Mon-Sun 8am-6.30pm Pay and Display Max Stay 2 hours no return within 2 hours Permit holders no limitations.
 - d) Court Drive -Loading restrictions in Court Drive at junction with London Road Mon-Sat 8am to 6.30pm and 10am to 6pm Sunday
 - e) Court Drive- Upgrading of existing parking controls on western side to double yellow lines opposite rear service road to shops
 - f) Court Drive- Upgrading of existing parking controls on eastern side at junction with rear service road to shops to double yellow lines and loading restrictions Mon-Sat 8am to 6.30pm and 10am to 6pm Sunday
 - g) Pay & Display Charges to be 20p per half hour

- 2.12 These proposals have been designed to strike a balance in provision between all road users such as Pedestrians, Vehicle Drivers, Blue Badge Holders, Delivery Drivers, Residents, Cyclists and Buses/passengers in what is a very limited amount of space.
- 2.13 A meeting that was facilitated and attended by Eric Diamond, Business Advisor to the Panel, was held on 11th October between officers and 8 Business representatives. The aim of the meeting was to discuss the surveys, the traffic/parking issues and the proposals.
- 2.14 Whilst it is fair to say that the shops would like a greater parking provision for the Canons Corner Premises, after discussion, it was agreed that management of on street parking, as outlined above, would bring considerable benefits to the business in the current economic climate.
- 2.15 It was explained at the meeting that this was just a preliminary consultation especially as there were no representatives from the residential premises above the shops present. There would need to be public consultation in the form of a consultation leaflet/questionnaire to all those directly affected. Subject to these results there would then need to be Statutory Consultation with consideration of any formal objections before a decision on implementation is made.
- 2.16 Panel members will be aware that at the meeting on 16th September 2010 they recommended a number of sites in the Stanmore area to go forward to Statutory Consultation. The subsequent decision of the Portfolio Holder for Environment and Community Safety is effective from 23rd October 2010. Clearly it is more efficient and economic if the traffic orders for the changes at Canons Corner are incorporated with those recommended by the Panel for the Stanmore Area.
- 2.17 A consultation document has been circulated to residents and businesses at Canons Corner and the results will be made available at the November Panel meeting
- 2.18 Subject to the results of the public consultation it is recommended that the scheme is progressed to Statutory Consultation and that any objections are, with the agreement of the Portfolio Holder for Environment and Community Safety, dealt with by the Service Manager - Traffic and Highway Network Management. This new decision making process was outlined in the report to the September meeting of the Panel.
- 2.19 Subject to the outcome of the public and statutory consultations it is hoped to be able to implement the changes by the end of March 2011.

Options considered

- 2.20 The proposed option was developed following dialogue with affected stakeholders. Only one main option was available which was to consider whether or not to introduce parking controls as requested. This will be determined by statutory consultation.

Financial Implications

- 2.21 The estimated cost of the scheme is £10K. This cost could be met from some remaining monies in the funding provided under a S106 agreement between Wembley Stadium and Brent Council that substantially funded the review of parking controls throughout Stanmore in 2008/9.

Legal Implications

- 2.22 Controlled parking zones and associated waiting and loading restrictions, and designated pay and display parking places can be implemented by making Traffic Orders under the Road Traffic Regulation Act 1984.
- 2.23 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

- 2.24 There are no Best Value performance indicators relating to CPZ's.
- 2.25 Although no funding is provided by Transport for London, waiting and loading controls 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 (LIP).
- 2.26 The provision of waiting and loading controls meets the following priorities in the Mayor of London's Transport Strategy:
- Priority IV Improving the working of parking and loading arrangements
 - Priority V Improving accessibility and social inclusion on the transport network.
- 2.27 This proposal supports the Harrow Vision and Corporate Priorities as follows:
- Deliver cleaner and safer streets
 - Build stronger communities.

Environmental Impact

- 2.28 There is no environmental legislation or requirements for formal Environmental Impact Assessment that directly relates to the introduction of parking controls. However these 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). Parking and loading restrictions can help address traffic congestion and road safety issues. The positive effect of parking and loading controls 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.

Equalities Impact

- 2.29 Parking schemes were included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. In addition parking controls can have a positive impact on those with mobility difficulties as more marked bays are identified that are usable by vehicles displaying a blue badge. As a result of yellow lines at or near junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties.

Risk Management Implications

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

Corporate priorities

- 2.32 The parking policies detailed in the report accords with our wider corporate priorities to deliver cleaner and safer streets, build stronger communities and improve support for vulnerable people. The principle of enforcing parking controls is also integral to delivering the Mayor’s Transport Strategy and the Council’s LIP.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 4 th November 2010		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 1 st November 2010		

Section 4 - Contact Details and Background Papers

Contact:

Paul Newman, Team Leader Parking & Sustainable Transport
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Background Papers:

Consultation Documents and Plans 2007
Parking Survey Results July 2010