

REPORT FOR:	Traffic And Road Safety Advisory Panel
Date of Meeting:	24 th November 2010
Subject:	Marsh Lane, Stanmore - proposals for parking controls
Key Decision:	No
Responsible Officer:	Brendon Hills - Corporate Director Community and Environment
Portfolio Holder:	Phillip O'Dell - Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Enclosures:	Appendix B – Plan of consultation area/ proposals Appendix C – Consultation documents

Section 1 – Summary and Recommendations

This report sets actions in response to a petition from residents reported to the November 2010 Panel meeting. The report includes the results of subsequent public consultation carried out and the recommended actions for controlling parking in the vicinity of the site. This would enable the proposals to be taken forward to statutory consultation, for efficiency, with those from the Stanmore CPZ review approved at the September 2010 Panel meeting.

Recommendation:

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

- 1) that the proposals shown on the Plan in **Appendix B** between 96-136 Marsh Lane Stanmore go forward to statutory consultation;
- 2) that the residential properties between 96 and 136 be eligible to obtain resident and visitor permits subject to the normal criteria;
- 3) 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 and 2 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 96-136 Marsh Lane Stanmore

Section 2 – Report

Background

- 2.1 Further to Paragraph 2.15 of the Information Report to this Panel meeting regarding Marsh Lane Stanmore, Agenda Item 8 (3) this report covers the subsequent actions carried out. A consultation exercise for the possible extension of the Stanmore CPZ Zone B to incorporate 96-136 Marsh Lane was carried out. A copy of the consultation document is attached as **Appendix C**.
- 2.2 The consultation took place between 25th October 2010 and 15th November 2010. A total of 21 consultation packs were delivered to residents which included a questionnaire and reply paid envelope together with a standard booklet about the benefits and disadvantages of a CPZ. The consultation boundary is shown in **Appendix B**.

2.3 Of the 21 consultation documents issued 14 responses were received. This gives a 67% response rate which is above average for recent consultations of this type.

	Support	Don't Support
Residents	12 (86%)	2 (14%)

2.4 From the responses above it can be seen that there is majority support for the extension of the Stanmore CPZ zone B to include the service road properties.

2.5 Paragraph 2.15 of the main report highlighted that in the resident's petition they had stated "*As we understand, no additional cost will be incurred by the residents*". The matter of purchasing residents and visitors permits if vehicles needed to be parked between 3 to 4pm Mon-Fri was made clear in the consultation document and the accompanying explanatory booklet on CPZ's. It is therefore considered that residents have taken this into account when making their views known during consultation.

2.6 Given the results of consultation it is recommended that the proposals go forward to statutory consultation with other locations that were agreed at the November 2010 Panel meeting as part of the Stanmore CPZ Review.

Options considered

2.7 The proposals were developed based on requests and a petition received from residents asking for parking controls due to commuter parking. No other options were considered.

Financial Implications

2.8 The estimated cost of the scheme is £5K. 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

2.9 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.

2.10 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

2.11 There are no Best Value performance indicators relating to CPZ's.

- 2.12 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).
- 2.13 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.
- 2.14 This proposal supports the Harrow Vision and Corporate Priorities as follows:
- Deliver cleaner and safer streets
 - Build stronger communities.

Environmental Impact

- 2.15 There is no environmental legislation or requirements for formal Environmental Impact Assessment that directly relates to the introduction of parking controls. However these are recognised as a fundamental component of national, regional and local transport policies. They 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

- 2.16 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

- 2.17 This project is not included on the Directorate Risk Register.

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

Corporate priorities

- 2.18 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: Divya Assani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 22nd November 2010		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 22nd November 2010		

Section 4 - Contact Details and Background Papers

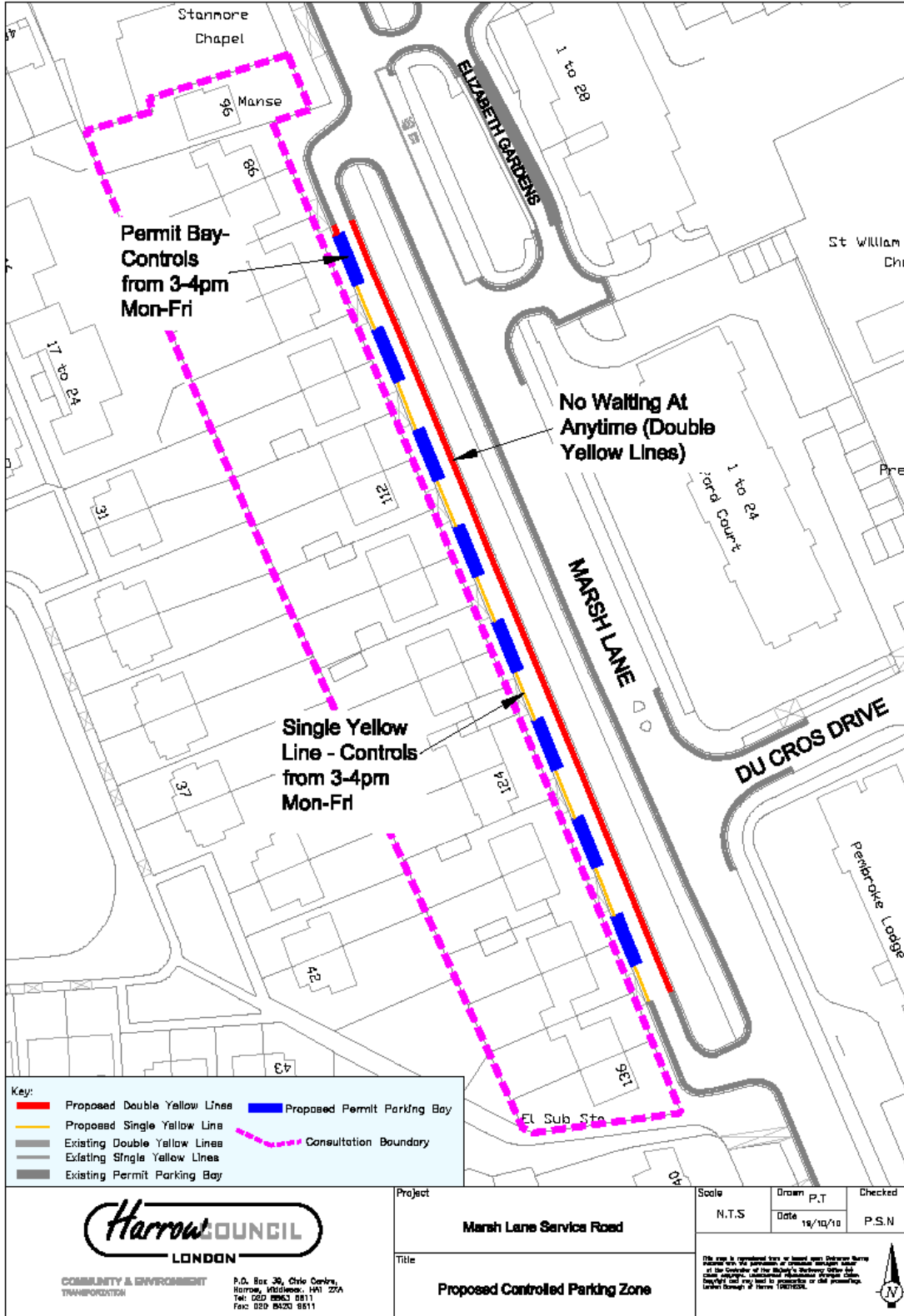
Contact:

Paul Newman, Team Leader Parking & Sustainable Transport
Tel: 020 8424 1065, Fax: 020 8424 7622, email: paul.newman@harrow.gov.uk

Background Papers:

Consultation Documents and Plans 2007
Parking Survey Results July 2010

Appendix B



Community & Environment
Corporate Director – Brendon Hills

To Residents
96-136 Marsh Lane
Stanmore
HA7 4HP

Tuesday, 19th October 2010

Dear Resident

Proposed Controlled Parking Zone into Marsh Lane Service Road.

A petition was recently received containing 17 signatures asking for parking controls to be introduced into the service road from 96 - 136 Marsh Lane. The request was received to help parking problems suffered by residents caused by being on the edge of Stanmore Controlled Parking Zone (CPZ) B and suffering from displaced parking caused by commuters and shoppers using Stanmore Station and shops in Stanmore.

You may be aware a consultation took place in 2008/09 asking if residents wished to have parking controls introduced. From the 17 signatures received in the recent petition:

- 8 did not respond to the consultation in 2008/09
- 4 responded that did not support any parking controls
- 4 responded that they supported parking controls
- 1 responded but expressed no preference

Consequently as there was no majority support from residents no parking controls were implemented.

The petition received states that no additional cost will be incurred to residents. Whilst introducing a controlled parking zone would be at no cost to residents there are charges for permits, resident or visitor, for vehicles that would be parked during the control period. The control period for the existing zone is Mon-Fri 3-4pm and therefore this period is what we can offer you.

A booklet called "Parking we help you? Your questions answered" which contains useful information is enclosed which outlines the advantages and disadvantages of a CPZ along with a questionnaire to judge residents views along with the cost of permits.

If you could please take the time to read through the parking booklet, fill in the questionnaire and return to the traffic section in the prepaid envelope enclosed within the timeframe indicated on the questionnaire. This will allow officers to make an informed decision if residents feel parking controls are required in this section of Marsh Lane.

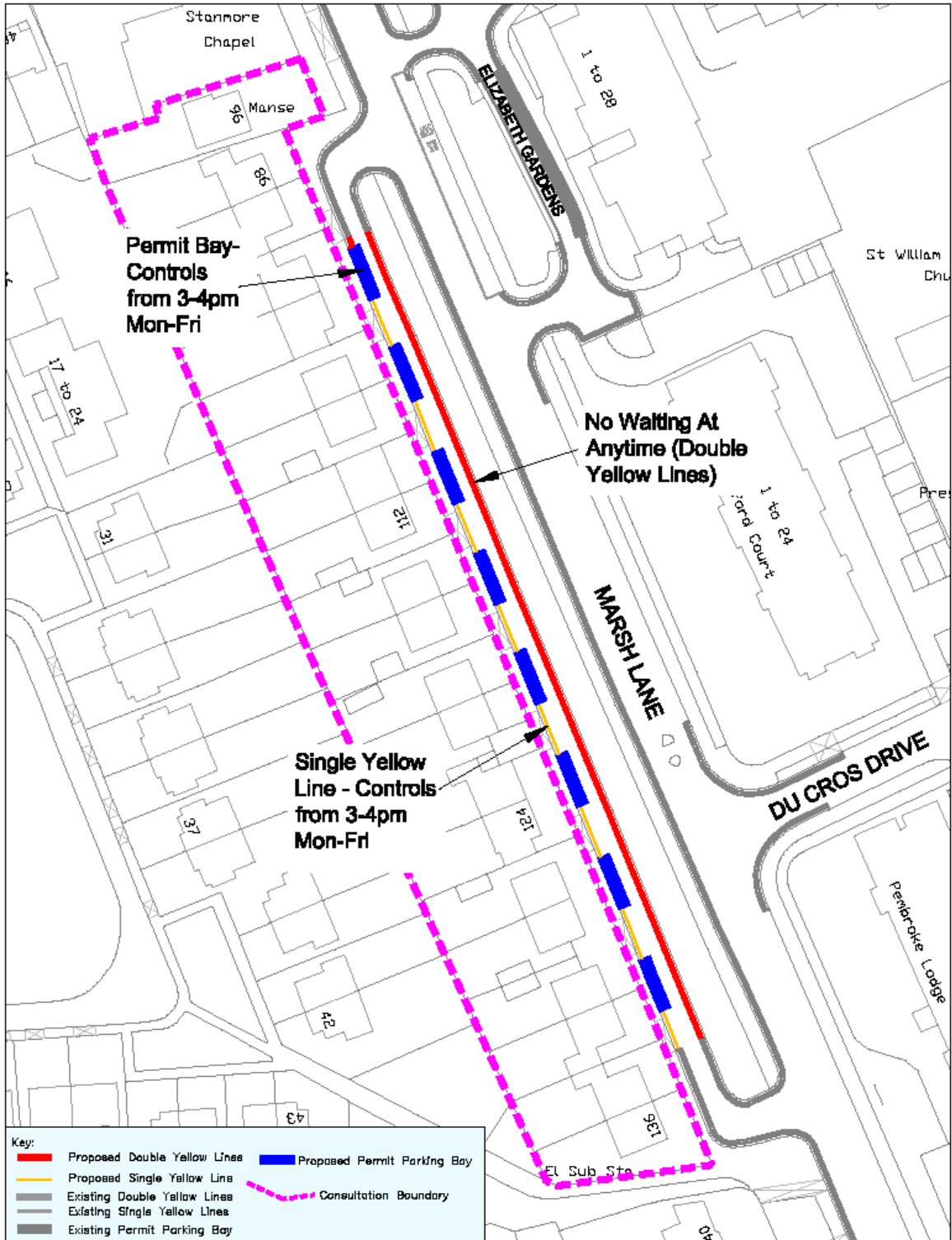
The results of this consultation will be presented at the Traffic and Road Safety Advisory Panel (TARSAP) meeting on 24th November 2010 who will make there formal recommendation based on resident responses.

Please note – the decision to proceed or not will be based only on responses received and we will not assume your views either way for any properties that do not respond.

Yours sincerely

A handwritten signature in black ink, appearing to read "P. Thorne".

Peter Thorne
Engineer, Parking and sustainable Transport
Tel: 020 424 1535 Email: peter.thorne@harrow.gov.uk



COMMUNITY & ENVIRONMENT
TRANSPORTATION

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Project

Marsh Lane Service Road

Title

Proposed Controlled Parking Zone

Scale

N.T.S

Drawn P.T

Date 19/10/10

Checked

P.S.N

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Marsh Lane Service Road (No. 96-136) Stanmore – Proposed Controlled Parking (CPZ) Restrictions

Questionnaire

Please read the enclosed information, then fill in the form and send it back to us in the reply paid envelope by **15th November 2010** (You don't need a stamp). If you need extra copies of this form, please contact the project engineer, Peter Thorne, on **020 8424 1535**.

Name
: _____

Business (if appropriate):

Address: _____

_____ Post Code

Please include your address so that we can relate the answers to your part of the road. We will use the information to analyse parking requirements in the area and not for anything else.

Please tick as appropriate.

- Do you agree with the proposal to include Marsh Lane Service Road (from 96-136) into the Stanmore CPZ zone B (controlled period 3-4pm Mon-Fri) with the associated yellow lines.

Yes

No,

