

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

1 DECEMBER 2004

Chair: * Councillor Miles

Councillors: * Arnold * Ismail
* Branch * Kara
* Burchell * John Nickolay
* Choudhury * Anne Whitehead
* Harriss

* Denotes Member present

[Note: Councillors David Ashton, Marilyn Ashton, Mrs Bath, Seymour, Silver and Stephenson also attended the meeting.]

PART I - RECOMMENDATIONS**RECOMMENDATION 3 - Stanmore CPZ - Consultation Results**

Your Panel received a report of the Interim Head of Environment and Transport which detailed a review of the existing Controlled Parking Zone (CPZ) in Stanmore and the results of consultation on the proposed extensions to the scheme.

It was advised that the current CPZ was installed 10 years ago in order to address parking problems in Stanmore and the general consensus was that the system was working well. An officer informed Members that the proposed extensions to the CPZ were very limited and the majority of the roads addressed within petitions objecting to the extension of the scheme would not be included on the basis of lack of support. The exception was Howberry Road where a CPZ would be included in the advertised scheme for part of the road.

In the discussion that followed, several Members referred to the recommendations outlined in the officer report and commented that if a number of businesses chose to purchase a permit in order to make use of the parking bays in The Broadway, this would accentuate the existing parking problems already experienced by shoppers in Stanmore. Consequently, the Panel agreed to omit recommendation 2.1g from the officer report and re-number the remaining recommendations accordingly.

Concerning the consultation process, it was stated that a number of the roads included within the proposed extensions were borderline in agreeing to the scheme. As a result the Panel agreed that they be re-consulted. These included Eaton Close, Snaresbrook Drive and London Road. In relation to Eaton Close, it was advised that residents should be re-consulted in parallel with the statutory consultation. With regard to the latter two roads, it was agreed that residents should not only be re-consulted concerning the implementation of the CPZ but also in relation to its times of operation.

Concerning Howberry Road and Howberry Close, Members agreed the recommendation that a CPZ be implemented, but additionally that residents should be written to in order to explain the benefits of the system. Notwithstanding these amendments to the recommendations, a back-benching Ward Member commended the balance of the report and concluded that the roads included were about right.

Resolved to RECOMMEND: (To the Portfolio Holder for Environment and Transport)

That (1) the existing Stanmore Town Centre Controlled Parking Zone B be extended as shown at Appendix M of the officer report;

(2) further consultation be carried out in parallel with statutory consultation in Charlbury Avenue, Craigweil Close and Laburnum Court and if further consultation shows there is no support for inclusion in the CPZ, these roads be excluded from the scheme;

(3) Eaton Road be re-consulted with regard to inclusion in the CPZ, in parallel with the statutory consultation;

(4) further consultation be carried out in parallel with statutory consultation in the proposed zone H extension to include London Road (to Court Drive) and Snaresbrook Drive as shown at Appendix M of the officer report, to establish if there is support for inclusion in the proposed Monday to Saturday extension and if further consultation shows there is no support, these roads be excluded from the proposals;

(5) a Controlled Parking Zone be created in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close as shown at Appendix M of the

officer report to operate, Monday to Friday, 2pm – 3pm and the residents of Howberry Road and Howberry Close be written to in parallel to the statutory consultation in order to explain the benefits of the scheme;

(6) the traffic orders be amended to incorporate the on-street business permit facility for both zones;

(7) the free parking space in Merrion Avenue be converted to 18 shared use “pay and display”/residents/business spaces operating from 8am to 6.30pm, Monday to Friday as shown at Appendix K of the officer report;

(8) double yellow line waiting restrictions be introduced in Stanmore Hill at its junction with Fallowfield, Park Lane, Hilltop Way and Springfield Close as shown at Appendix O of the officer report;

(9) the existing 8am to 6.30pm yellow line waiting restrictions on the south side in Gordon Avenue at its junction with Old Church Lane be extended to the eastern wall of 7 Gordon Avenue as shown at Appendix P of the officer report;

(10) double yellow line waiting restrictions be introduced in Gordon Avenue at its junction with Water Gardens as shown at Appendix P of the officer report;

(11) the existing double yellow line waiting restrictions in Elm Park on the west side be extended northwards to a point opposite the common boundary of 4 and 6 Elm Park as shown at Appendix P of the officer report;

(12) officers be authorised to make minor amendments and finalise the detailed design in accordance with Appendices K, M, N, O and P of the officer report for order making purposes and to take all necessary steps under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984 to advertise the traffic orders the details of which be delegated to officers and implement the scheme subject to consideration of objections, the statement of reasons to be “to control parking”; and

(13) inform the head petitioners accordingly.

[REASON: To gain agreement for the way forward with a view to implementation of parking controls to address the Council’s stated priority of enhancing the environment and encouraging more sustainable transport activity.]