

Traffic and Road Safety Advisory Panel

Supplemental Agenda

Date: Tuesday 12 July 2022

. Agenda - Part I

- 9. **Information Report - Petitions** (Pages 3 - 22)
Report of the Corporate Director of Place.
- 10. **Traffic Schemes 2022-23 Programme Update** (Pages 23 - 34)
Report of the Corporate Director of Place.
- 11. **Parking Programme 2022-23** (Pages 35 - 80)
Report of the Corporate Director of Place.

. Agenda - Part II - Nil

Agenda Item	Special Circumstances/Grounds for Urgency
9. Information Report - Petitions	Members are asked to consider this late report which was not available at the time of agenda publication.
10. Traffic Schemes 2022-23 Programme Update	Members are asked to consider this late report, which was not available at the time of agenda publication, to enable consideration of the 2022-23 Programme Update.
11. Parking Programme 2022-23	Members are asked to consider this late report, which was not available at the time of agenda publication, as it recommends a programme of work for 2022/23 based on the Council's agreed assessment criteria.

Scan this code for the electronic agenda:





**Report for: TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting: 12 July 2022

Subject: INFORMATION REPORT - PETITIONS

1. Lucas Avenue – Request for traffic calming
2. Rayners Lane – Request removal of speed table
3. Ranmoor Gardens – Objection to school street
4. Camrose Avenue - Safety issues
5. Pinner Road /Station Road – Make junction safer
6. Cherry Tree Way – Objection to double yellow lines
7. St Brides Avenue – Safety issues
8. Culverlands Close – Objection to double yellow lines
9. Pangbourne Drive – Dalkeith Grove – Request for formal crossing
10. Veldene Way – Request for double yellow lines
11. Porlock Avenue – Request for improved road safety measures
12. Leeway Close – Request for new CPZ
13. Merlin Crescent – Request to address parking issues
14. Kings Road/Drake Road junction – Request to remove speed table
15. Kings Road/Ravenswood Crescent – Request to remove speed table
16. Methuen Road – Request to review timing and duration of existing zone (O)
17. The Heights – Request for improved road safety measures to address speeding concerns
18. Merlin Crescent – Request for road safety measures and pedestrian crossing
19. Borrowdale Avenue and Grasmere Gardens – Request to address speeding concerns
20. West Towers, Pinner – Request to address parking concerns
21. Brookshill – request for road safety measures (Hujjat Primary School)

Responsible Officer: Dipti Patel – Corporate Director, Place

Portfolio Holder: Anjana Patel – Portfolio Holder for Environment and Community Safety

Exempt: No

Wards affected: Canons, Centenary, Edgware, Hatch End, Harrow on the Hill, Harrow Weald, Headstone, Marlborough, North Harrow, Pinner South, Rayners Lane, Roxbourne, Roxeth, Stanmore, Wealdstone South, West Harrow

Section 1 – Summary and Recommendations

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council’s investigations and findings where these have been undertaken.

Recommendations:

For the report to be noted.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken.
- 2.2 No updates on the progress made with previous petitions will be reported because officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any further updates.

Petition 1 – Lucas Avenue, Rayners Lane – Request for Traffic Calming

- 2.3 A petition containing 31 signatures was received in October 2021. The petition states:

“Due to many cars, white vans, racing up and down Lucas Avenue, many of us who have kids feel it is not safe to be able to ride their bicycles or scooters or walk safely on Lucas Avenue.

We the undersigned residents urge Council to install road humps plus change the 30-mph sign to 20 mph.”

- 2.4 The problems highlighted in the petition are unfortunately common at a number of locations throughout the borough. As a result, the Traffic Team receives a considerable number of requests for measures to address these local concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.

- 2.5 The assessment criteria consider factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g., schools, parks) and whether the street is on the cycle network.

- 2.6 An initial assessment of the personal injury accidents has revealed that no Killed or Seriously Injured (KSI) accidents have been reported by the Police within the last three years. The criteria are heavily weighted towards reducing KSI accidents therefore unfortunately this request would not meet the Council’s criteria for intervention.

- 2.7 The Police are responsible for enforcing speed limits on the public highway and we have been advised previously by the Traffic Police that localised speeding issues should be referred to the Police Safer Neighbourhood team for their attention. The Police operate a speed enforcement initiative called Community Roadwatch which involves residents and Police working together to target speeding drivers. Details can be found on the following link:

<https://www.met.police.uk/notices/met/community-roadwatch/>

Petition 2 – Rayners Lane near Fairview Crescent, Rayners Lane – Request to remove speed table and replace with alternative measures.

- 2.8 A petition containing 31 signatures addressed to Gareth Thomas MP was sent to the Council in October 2021. The petition states:

“We the undersigned want Harrow Council to remove the speed table at the junction of Rayners Lane and Fairview Crescent and replace it with an alternative less disrupted traffic calming measure”

- 2.9 The speed table referred to was installed in 2019 as part of a 20-mph zone in the Rayners Lane / Clitheroe Road area and was funded by Transport for London through the Council's Transport Local Implementation Plan (LIP).
- 2.10 The speed table forms part of a 20-mph zone scheme designed to make the road safer by reducing vehicle speeds. The rationale for the introduction of the speed table was to create a safer environment to encourage more walking and cycling particularly because of its proximity to local amenities.
- 2.11 The speed limit along this stretch of the road was reduced to 20 mph and the speed table introduced to enable the zone to be self-enforcing. Since the introduction of the speed table traffic surveys have indicated that vehicle speeds have reduced, and accident levels are very low.
- 2.12 This matter has been raised previously by residents and a full and detailed investigation was carried out previously by officers through the Council's complaints procedure. Modifications to the ramps of the speed table were carried out prior to the investigation to address some of the concerns raised.
- 2.13 The investigation concluded that the wider road safety benefits to the local community were important and had been subject to extensive public and statutory consultation prior to implementation and therefore there was community support for the measures, so there was no substantive case to remove the speed table.
- 2.14 The occurrence of airborne vibration caused by the passage of traffic is a known problem with road humps but the actions of the Transportation Team to alleviate the severity of the problem is a proportionate and reasonable response to residents' concerns.
- 2.15 The matter was also referred to the Ombudsman who ruled that the Council had acted appropriately and consequently they did not intend to investigate the matter further.
- 2.16 In addition, a meeting was held in May 2021 attended by local residents, Gareth Thomas MP, and the Deputy Manager of the Transportation Team to discuss residents' concerns.
- 2.17 It was pointed out that the opportunities to review existing traffic calming is limited because there are no funds allocated to undertake traffic calming reviews or carry out any statutory consultations or changes as a result.
- 2.18 For information, The Traffic and Road Safety Advisory Panel in November 2008 agreed a protocol for considering requests for changes to traffic calming features as follows:

- 2.19 Where consideration is to be given to removing or modifying existing traffic calming measures, then the implications and consequences must be considered very carefully, including:
- the potential legal/liability implications of removing measures that were put in as accident reduction measures (as in the case of the Kingsfield Avenue area have been demonstrably successful)
 - the need to re-consult residents and emergency services, including the cost and the timescales involved.
 - the effect on the highway maintenance budget and programme. (N.B. removal of traffic calming in only part of a street would result in not complying with current legislation)
 - the cost of modifying existing measures or replacing them with some other form of traffic calming.
 - the view of Transport for London or developers in relation to schemes funded by them.
- 2.20 These are not necessarily in any priority order, nor exhaustive. It was suggested, however, that the accident reduction implications are the most significant issue and great caution needs to be exercised to avoid the potential for road casualties to increase. Apart from the human and economic costs associated with personal injuries, it is necessary to be conscious of Harrow's successful and consistent record in reducing casualties. It is important to be careful to not adversely affect accident reduction targets set by the Mayor for London and nationally which Councils are obliged to meet.
- 2.21 We continue to receive requests for traffic calming, whereas the request for removal of road humps is extremely small. Similarly, we get an increasing number of complaints about vehicle speeds and request for measures to deal with these through some form of traffic calming measures.

Petition 3 – Ranmoor Gardens, Marlborough – objection to School Streets Scheme

- 2.22 A petition containing 44 signatures was received in October 2021 from residents in the Marlborough ward. The petition states:

“We the residents of Marlborough ward, the undersigned, are opposed to school streets scheme and double yellow lines in adjacent roads near Marlborough Primary School. We call on Harrow Council to:

- 1. Get rid of the school streets scheme and double yellow lines from the relevant roads.*
- 2. To fully consult with local residents on any future proposals on these two aspects.*

We the residents adjacent to Marlborough Primary School do not need School streets scheme and double yellow lines.”

- 2.23 The Marlborough School Streets Scheme was discussed at a special meeting of this Panel in December 2021. Cabinet decided on 24th January 2022 that the school street markings outside Marlborough Primary School should be made permanent.
- 2.24 There are no plans to remove the double yellow lines in any of the surrounding streets which are deemed necessary to maintain access and clear visibility.

Petition 4 – Camrose Avenue, Edgware and Centenary – Safety Issues

- 2.25 A petition containing 88 signatures was received in December 2021 from residents in the Camrose Avenue area near the junction with the A5. The petition states:

“We the undersigned are concerned about congestion and speeding on Camrose Avenue, speeding has reached breaking point. Parking for residents has become a significant issue, especially due to commuters parking and business parking their customers cars, big vans and low loaders. Parents of children at the local school park indiscriminately blocking driveways and becoming abusive to residents. The problem of speeding has become very dangerous and has quite often resulted in accidents. It is not appropriate nor safe for these vehicles to be driven at high speeds on this road. We request Harrow Council to address this issue and take appropriate action to relieve the residents from this misery. We are also concerned about the high risk of accidents whilst crossing Camrose Avenue at the junction with Edgware Road, as there are no filtered lights to allow crossing of Camrose Avenue. It is extremely difficult to cross this area and request that the council liaise with Barnet Council to make this crossing safer for pedestrians”

- 2.26 The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.
- 2.27 The road safety programme is developed to target sites which satisfy this criterion and killed and seriously injured accidents (KSI's) in line with the Mayor for London's Road Safety Plan. The programme is developed on a yearly basis and is funded entirely by Transport for London (TfL).
- 2.28 The Council has examined the most up to date KSI injury accident data for the whole length of Camrose Avenue. The data revealed that there have been two serious accidents within the last three years.
- 2.29 If residents are concerned about speeding traffic, they may wish to contact the local Police Safer Neighbourhood team as the Police is responsible for enforcing speed limits on the public highway and may be

able to advise them of any initiatives they may have planned in the area. The Police do operate a speed enforcement initiative called Community Road this involves residents and Police working together to target speeding drivers.

- 2.30 Harrow Council have forwarded the concerns raised to Barnet Council who are the authority responsible for maintaining and ensuring the safe movement of all road users along the A5. Barnet council advise a junction improvement scheme is within their current Local Implementation Plan programme. However, due to severely limited TfL funding to all London councils, this scheme has not been able to progress but remains a relatively high priority.

Petition 5 – Pinner Road /Station Road, North Harrow, and Headstone – make the junction safer

- 2.31 An online petition was started by a local resident in North Harrow and presented to Cabinet in December 2021. The petition contained 291 signatures at the time of writing this report. The petition states:

“During a recent council consultation in North Harrow, a number of residents and businesses highlighted the danger of the crossing at the junction of Pinner Road and Station Road. There is only one button controlled, or puffin, crossing, the others are incredibly difficult to negotiate on foot or on bicycle and very sadly there was a cyclist fatality at the junction at the end of August 2021.

We appeal to Harrow Council to urgently assess the junction and modify the layout to make the crossing safe”.

- 2.32 The Council has allocated some of its extremely limited TfL Local Implementation Plan funding and allocated its High Streets funding for North Harrow to addressing this junction as a priority. It has commissioned a feasibility study with a specialist consultant to explore pedestrian crossing improvements and address pedestrian/cycle safety. The Council and its consultants are in discussion with TfL traffic signal section regarding diverse options being considered.
- 2.33 Any changes need to maintain the existing turning movements at the junction and reflect that the junction is operating close to capacity. The selected option will need TfL to validate the modelling prior to approval by TfL who own and operate all traffic signals in London. The upgrade of the signals will then enter the TfL signals programme whilst public consultation is undertaken.
- 2.34 These proposals also include a dedicated pedestrian crossing phase on three arms and there will also be facilities for cyclists northbound to pass

safely through the junction and re-join the off-road cycle lane on Pinner Road / Station Road.

- 2.35 Harrow Council has secured funding to progress the design work which is currently ongoing.

Petition 6 - Cherry Tree Way, Stanmore – Objection to double yellow lines

- 2.36 An online petition was submitted by the Rector of St John's Church in Stanmore containing 90 signatures in December 2021. The petition states:

“The introduction of double yellow lines is going to cause problems which will be to the detriment of community groups many of whom are providing services which local authorities are no longer able to provide.”

- 2.37 All responses / objections received during the statutory consultation process were collated and will be reported back to the Portfolio Holder for Environment for consideration.

Petition 7 – St Brides Avenue, Edgware – Safety issues

- 2.38 A petition containing 47 signatures was received in December 2021 from residents in the St Brides Avenue area. The petition states:

“We the duly undersigned:

- *Have been advised by the Police that the mini roundabout at the junction of St Brides Avenue and Merlin Crescent is being ignored by drivers and is consequently a danger.*
- *We request Harrow Council to replace it preferably by the original triangular island which acted as a pedestrian crossing and return the road to its original dimensions.*
- *We also request the addition of 20 mph reminders on the road and clear signage warning of the junction.”*

- 2.39 Officers from the Transportation Team met with residents of St Brides Avenue in June 2021. It was noted that the mini roundabout in question is fully compliant with highway design standards, and it was explained that there was no justification to alter the existing layout which was introduced in 2015 to deal with congestion issues and to improve road safety.

- 2.40 St Brides Avenue is located within a 20mph zone and observations at the meeting confirmed that speeds were low, thereby making it safer for pedestrians to cross the road

- 2.41 It should also be noted that the highway code states that all vehicles must pass round the central markings of a mini roundabout except large vehicles which are physically incapable of doing so. Issues of speeding or noncompliance with traffic regulations such as describe in the petition are

normally referred to the Safer Neighbourhood teams within the Metropolitan Police for their attention as they have the necessary powers to enforce bad driver behaviour and not the Council.

- 2.42 The overarching reason for the Council to make safety improvements or changes to any road layout, is based on addressing personal injury accidents where they are higher than expected to mitigate against any future injury accidents.
- 2.43 In the case of St Brides Avenue, it is already within a 20-mph zone and is traffic calmed. The road has an excellent road safety record since the mini roundabout was introduced in 2015 (zero personal injury accidents in the last five years). This would suggest that the mini roundabout is working and therefore changing the existing arrangements would not be a priority for the Council as there are other areas within the borough where personal injury accidents have occurred, and safety measures are required.
- 2.44 We have asked the highways team to reinstate the 20-mph sign at the junction so that it is visible to the public and consider replacing the faded signs and look at the possibility of installing a 20-mph roundel at the entry points to highlight the 20-mph speed limit.

Petition 8 – Culverlands Close, Stanmore – Objection to double yellow lines

- 2.45 A petition containing 32 signatures was received in December 2021 from residents in the Culverlands Close area. The petition states:

“We OBJECT to the proposals for the Green Lane area parking review as the combined impact will negatively affect the lives of residents in Culverlands Close due to their excessive nature, and in particular will cause headache for many elderly residents of Culverlands Close as it will restrict their ability to lead independent lives.

We the below signed call upon the council to reconsider the proposals, and to reduce any proposed double yellow lines on Culverlands Close to solely the pinch points and to reduce the proposed operating hours for the Green Lane CPZ to Monday to Friday 8am -10am and 3pm – 4pm.”

- 2.46 All responses / objections received during the statutory consultation process were collated and reported back to the Portfolio Holder for Environment for her consideration before deciding how to proceed.
- 2.47 There is a particular problem with the number of CPZs in the borough that operates for only 1 or 2 hours per day. This situation adversely impacts on the operational enforcement of these CPZs and results in poor enforcement coverage within the available resources.
- 2.48 It should be noted therefore that the Council formally adopted a parking management strategy in July 2019 which offered three main solutions to parking problems. The three basic standard solutions used to solve the

main types of parking problems encountered in the Borough are as follows:

- Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g., Mon – Fri, 10am – 2pm)
- Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g., Mon – Sat, 8am – 6:30pm)
- Pressures that include and extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g., Mon – Sun, 8am – Midnight)

Petition 9 – Pangbourne Drive and Dalkeith Grove, Canons - Request for formal crossing

2.49 A petition containing over 200 signatures was received from the Headteacher at Aylward School in Stanmore. The petition states:

“We the undersigned request a controlled crossing to be installed on Dalkeith Grove or Pangbourne Drive to enable families to walk safely to Alyward Primary School. Both roads are very busy at the beginning and the end of the school day and visibility is limited. We the undersigned are concerned about the safety and wellbeing of families who need to access Alyward Primary School.”

2.50 The Council’s transport programme, which includes traffic calming, 20 mph zones and walking schemes, is funded entirely by Transport for London (TfL). During and following the Covid-19 pandemic such TfL funding has been non-existent or severely restricted. There has been no funding allocated to the London Borough’s to implement any of their normal Local Transport Programmes. This has had a significant impact on the Council’s delivery programme and our ability to evaluate requests for new schemes in accordance with our assessment criteria.

2.51 We regret that currently the Council is unable to investigate the request for pedestrian measures in Pangbourne Drive or Dalkeith Grove for the reasons stated above.

2.52 We will keep this request on file for when further, more normal levels of funding becomes available and will then endeavour to commence the assessment process.

Petition 10 – Veldene Way, Roxbourne – Request for double yellow lines

2.53 A petition containing 16 signatures was received from a resident in Veldene Way. The petition states:

“Parking restrictions for Veldene Way”

- 2.54 Local councillors have decided to use their community levy budget to take proposals forward regarding double yellow lines in Veldene Way.
- 2.55 Proposals to implement the double yellow lines have been designed and is currently being programmed to be advertised as part of the Local Safety Parking Programme batch in 2022.

Petition 11 – Porlock Avenue, West Harrow and Harrow on the Hill – Request for improved road safety measures.

- 2.56 A petition with 112 signatures was received from Cllr Sarah Butterworth in January 2022. The petition states:

“In recent years there have been a number of road accidents along Porlock Avenue. We have received representations from residents and the local community regarding the safety of the crossing on Porlock Avenue.

In September, Porlock Avenue was closed off due to a road collision where a Whitmore School pupil was taken to a major trauma centre. This follows other collisions that have taken place outside the school in recent year.

As your local Councillors, we demand that the council investigates improved road safety measures for all and we believe this must include:

- A controlled crossing*
- Speed Awareness signs and camera*
- Better traffic movement (including for buses)”*

- 2.57 The petition follows a request from Whitmore High School for the Council to implement road safety measures.
- 2.58 In response to the request, the Team Manager, Transportation in September 2021 wrote to Cllrs Butterworth and Anderson, and stated the following:

“Thank you for your e mail regarding the above.

With regards to your correspondence from the headteacher of Whitmore High School I have noted the concerns and the reference to some unfortunate incidents.

As you may be aware TfL have not confirmed any funding allocations with Harrow this financial year for any of our traffic programmes, including walking and road safety schemes, we are therefore not able to take any schemes forward currently or undertake any investigations. I have however made a record of the request for a safe crossing and as soon as funding is available, we will look into the headteachers request further.

I have asked my engineer to check the 30-mph speed limit sign and I copied in our street lighting engineer to establish if the streetlights are working.

I trust this information is helpful.”

- 2.59 A further email from the team manager was sent on the 22nd of November 2021 to Cllr Butterworth confirming that the faulty Variable Message Sign was repaired and brought back into commission.

Petition 12 – Leeway Close, Hatch End – Request for a new CPZ

- 2.60 A petition with 6 signatures was received from residents in February 2022. The petition states:

“I am submitting this petition on behalf of the residents of Flats 1-5, Mentana Court, Leeway Close, Hatch End, Pinner, HA5 4SE and those at Flats 1-5 Olympic House, Leeway Close, Hatch End, Pinner. We request that a new Controlled Parking Zone be introduced on Leeway Close, so that permit holders only would be able to park there, with permits issued to residents of Mentana Court and Olympic House.

The motivation behind this request is that during daylight hours, non-residents quickly fill up any available parking space on Leeway Close where it's free to park, to avoid paying to park in the nearby Grimdsyke Road car park in Hatch End. This means that residents struggle to park their cars next to where they live if they take them out during the day, and so they often have to pay to park in the car park upon return. At nighttime, it can also be difficult to park on Leeway Close, since resident of other flats often park their cars there overnight, or other non-residents if Grimdsyke Road car park is full.

We believe that the implementation of a Controlled Parking Zone on Leeway Close will ensure that residents will not have to worry about being able to find a parking space next to where they live and will not be forced to pay to park in the nearby car park during times when payment is required. This would relieve residents of a lot of stress and give them peace of mind.”

- 2.61 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council's parking schemes prioritisation procedure.

Petition 13 – Merlin Crescent, Edgware – Request to address parking issues

- 2.62 A petition with 86 signatures was received from Cllr Nitin Parekh in February 2022. The petition states:

“We the undersigned, residents of Merlin Crescent and surrounding roads are suffering from extreme difficulties because of indiscriminate parking by visitors, school users, commuters and businesses. The problem

increased many fold since the introduction of Controlled Parking Zone on the nearby Chandos Crescent, Buckingham Road and Whitchurch Avenue. We request Harrow Council to take necessary actions to address this issue.”

- 2.63 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council’s parking schemes prioritisation procedure.

Petition 14 – Kings Road/Drake Road junction, Rayners Lane – Request for removal of speed table

- 2.64 A petition with 16 signatures was received from Cllr Krishna Suresh in March 2022. The petition states:

“The residents want to raise the following issues with this speed cushion:

- *Vehicles are causing a lot of vibrations as they approach the speed cushion and subsequently come off the speed cushion. These vibrations are felt throughout the day, from early morning to late at night as Kings Road also forms part of the bus route for H9 and H10 services. Medium and heavy goods vehicles, including TfL buses, race across Kings Road disregarding the speed cushion as well as the 20 miles per hour speed limit. This further exacerbates the constant noise and vibrations for residents.*
- *Vehicle crossing the speed cushion at high speed are impacting on the resident’s quality of life and sleep late into the night as the buses are timetabled with early morning starts and late night time finishes. These buses, as well as medium and heavy good vehicles do not even bother to slow down at speed cushions. This is hugely impacting the surrounding resident’s ability for a restful sleep.*
- *Those few vehicles who do slow down on approaching the speed bump are causing a lot of noise pollution as the decelerate and the accelerate as they come off the speed bump. The sound of engines accelerating is a constant noise pollution.*
- *The Council did put up extra signage and notices as traffic calming measure back in 2017/2018 to no avail. The speed cushions are not effective traffic calming measure when observing the speed at which vehicles drive by. Kings Road is used as a rat run to bypass traffic on Alexandra Avenue. The volume of traffic going through Kings Road has increased substantially over the years.*

Residents are requesting the immediate removal of the speed cushion at the junction of Kings Road and Drake Road.”

- 2.65 Officers from the Transportation Team have met with residents on site to discuss their concerns and we are currently reviewing options.

**Petition 15 – Kings Road junction with Ravenswood Crescent,
Rayners Lane - Request to remove speed table**

- 2.66 A petition with 27 signatures was received from the resident of Kings Road in February 2022. The petition states:

“From: The residents of Kings Road, Rayners Lane, HARROW HA2

Issue: To remove raised plateaus in Kings Road / Ravenswood Crescent.

Aim: To prevent further disturbances i.e./ loud crashes and house tremors from heavy traffic mounting and descending said plateaus.

Suggested alternative traffic calming installations: Priority & Give Way vehicular signs as Installed in Pains Lane Pinner. With road markings and narrowing chicane type traffic Junctions to ensure the bus route continues effectively.

N.B.

Please refer to our most recent email 02/02/2022 laying out the reasons for our continued quest to rectify the 'nuisance value' caused by the existing traffic calming 'Humps'.”

- 2.67 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council's transport and parking schemes prioritisation procedure.

**Petition 16 – Methuen Road, Edgware – Request to review timing
and duration of existing zone (O)**

- 2.68 A petition with 56 signatures was received from Cllr Parekh in March 2022. The petition states:

“We the undersigned, are seriously concerned about the timing of 08.30AM to 08.30PM of the CPZ Scheme O, operating from Monday to Saturday. The timing of the restrictions is too long and the fact that it also operates on Saturdays, is causing hardship on us and our visitors. We therefore request the Council to urgently carry out a review of the current CPZ scheme and reduce the timing and also make the scheme to operate only from Mondays to Fridays.”

- 2.69 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council's parking schemes prioritisation procedure.

Petition 17 – The Heights, Roxeth – Request for improved road safety measures to address speeding concerns

- 2.70 A petition with 60 signatures was received from resident in March 2022. The petition states:

“We the undersigned, are concerned about speeding on The Heights and we request that Harrow Council investigates this for the purpose of road safety measures”

- 2.71 The problems highlighted in the petition are unfortunately common at a number of locations throughout the borough. As a result, the Traffic Team receives a considerable number of requests for measures to address these local concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests
- 2.72 The assessment criteria consider factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g., schools, parks) and whether the street is on the cycle network.
- 2.73 An initial assessment of the personal injury accidents has revealed that no Killed or Seriously Injured (KSI) accidents have been reported by the Police within the last three years. The criteria are heavily weighted towards reducing KSI accidents therefore unfortunately this request would not meet the Council's criteria for intervention
- 2.74 The Police are responsible for enforcing speed limits on the public highway and we have been advised previously by the Traffic Police that localised speeding issues should be referred to the Police Safer Neighbourhood team for their attention. The Police operate a speed enforcement initiative called Community Road watch which involves residents and Police working together to target speeding drivers.

Petition 18 – Merlin Crescent, Edgware – Request for road safety measures and pedestrian crossing

- 2.75 A petition with 113 signatures was received from Cllr Nitin Parekh in March 2022 and has therefore been added to this report as an information only item. The petition states:

“We the undersigned, residents of Merlin Crescent and surrounding roads, request Harrow Council to install pedestrian crossing for safety of school children of Camrose Primary School and Nursery. It is very dangerous for school children to cross the road for going to and from the

school. Drivers do not observe mini roundabout rules at the roundabout near the school and go very fast without stopping. This makes the access to the school very dangerous. Please take necessary action to improve the safety of school children and other road users.”

- 2.76 The Traffic Team receives a considerable number of requests for road safety measures to be introduced to help address safety concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.
- 2.77 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council’s traffic and parking schemes prioritisation procedure.

Petition 19 – Borrowdale Avenue and Grasmere Gardens, Wealdstone South – Request to address speeding concerns

- 2.78 A petition with 73 signatures was presented at the Council meeting on 24th February 2022 by Ex Cllr Manji Kara received from a resident in March 2022. The petition states:

“We the undersigned, residents of Grasmere Gardens and Borrowdale Avenue, suffer from speeding vehicles endangering lives and peace of these quiet and peaceful corner of Harrow. We believe this results from driver frustration who have just come off humps (speed breakers) in Belmont Road and roads before. Speeding may be also fuelled by their selfish desire to reach their destination quicker. We believe that a nasty accident is waiting to happen. We request the Harrow Council to assess the situation and do the needful to rein in the speeding vehicles’

- 2.79 the Traffic Team receives a considerable number of requests for road safety measures to be introduced to help address safety concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests
- 2.80 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council’s transport and parking schemes prioritisation procedure.

Petition 20 – West Towers, Pinner South – Request to address parking concerns

- 2.81 A petition with 101 signatures was received from the resident of West Towers in May 2022. The petition states:

“We the undersigned, the residents of West Towers, Pinner, HA5, would like Harrow Council to address inconsiderate and potentially dangerous and illegal parking on our road. This is primarily caused by parents who drop off their children at Cannon Lane Primary School (on Cannonbury Avenue). We would like the Council to increase the frequency of the

enforcement team's presence in the area, particularly during the key times (i.e., weekdays 8.30am and 3pm). We would also like to be advised what we can do about this e.g., take photos of offending vehicles and forwards them to the Council?"

"Cannon Lane Primary School is one of the largest primary schools in Harrow. It has 4 classes of 30 pupils in each year. There are 7 years which therefore equates to approximately 840 pupils in total. Parents dropping of their children in cars are causing serious traffic congestion and much frustration for West Towers residents and other parents. We believe that it is necessary for appropriate action to be taken as a matter of urgency."

- 2.82 Following discussions with the lead petitioner the issues being experienced by the residents relating to dangerous/obstructive parking and enforcement of the 20mph zone can be addressed by the Parking Operations Team and the local Safer Neighbourhoods Team. The above request will be forwarded to them to investigate and respond to the lead petitioner.

Petition 21 – Brookshill, Harrow Weald – Request for road safety measures (Hujjat Primary School)

- 2.83 This online petition was organised via the change.org website, however, officers have requested that the petition be submitted through the normal Council process. The petition with 319 signatures states:
"This petition requests that Harrow Council undertakes the following actions:
- *Install pedestrian guardrails leading up to the school; and*
 - *put in place appropriate traffic calming measures which allow for the safe crossing of pedestrians and deter motorists from speeding e.g. a 20mph speed limit zone around the school/college premises*
- There has been no acknowledgement from Harrow council of pleas to take action. There has also been no risk assessment undertaken to date. This is not an unusual request to ask a council to implement traffic calming measures on a road which has a school (and a college in this case).
Harrow Council - it should not take a petition to get you to implement something you should already be doing to keep residents and road users safe and it certainly shouldn't take a fatal accident waiting to occur for you to take action".*
- 2.84 Officers have met with the school and parents to discuss several measures to address their concerns in the short-term while the long-term requests are given consideration via the Council's decision-making process. These include installing a Vehicle Actuated Sign (VAS), relocating the school signs and parents using Harrow College as a drop-point off point.
- 2.85 The request to extend the guard-rails from Uxbridge Road to the school has thrown up several safety issues for cyclists as Brookshill is a

designated cycle route which forms part of the London wide orbital and radial network of cycle routes. Therefore, it has been suggested that an assessment be carried out by an independent consultant to identify potential risks to both cyclists and pedestrians.

Staffing/workforce

- 2.86 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors' comments

- 2.87 No, because this report affects all wards.

Performance issues

- 2.88 The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current LIP and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.89 The development of any schemes arising from petitions would support the wider aims and objectives of the current LIP. The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.90 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Risk Management Implications

- 2.91 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.92 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Procurement Implications

- 2.93 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as

usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

- 2.94 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.95 There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

Equalities Implications / Public Sector Equality Duty

- 2.96 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.97 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

- 2.98 This report fosters and enriches the council's priority of 'putting residents first'.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 29 June 2022

Statutory Officer: Kevin Breslin

Signed on behalf of the Monitoring Officer

Date: 30 June 2022

Statutory Officer: Tony Galloway

Signed on behalf of the Corporate Director - Place

Date: 07 July 2022

Mandatory Checks

Ward Councillors notified: No, as impacts all wards

EqIA carried out: YES, as a part of LIP3

Section 4 - Contact Details and Background Papers

Contact:

Transportation@harrow.gov.uk

Background Papers: None



**Report for: Traffic & Road Safety
Advisory Panel**

Date of Meeting:	12 July 2022
Subject:	Traffic Schemes 2022/23 Programme update
Key Decision:	No
Responsible Officer:	Dipti Patel – Corporate Director, Place
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	No
Wards affected:	All wards
Enclosures:	Appendix A – Traffic Schemes Programme 2022/23

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2022/23 Traffic and Transportation programme of works, including ongoing schemes from 2021/22.

Recommendation: That the report be noted and proposals be considered.

Resolved to RECOMMEND: (to the Portfolio Holder)

- 1) That a new consultation with residents within the area of Marlborough Hill and Marlborough School is undertaken in order to gauge their views including suggested improvements or whether there is still support for this scheme. This would include writing to all residents in the defined catchment area of the scheme to seek their views on the impact of the scheme so far to see if improvements could be made and whether there is support for the continuation of the scheme.
- 2) The suspension of the Marlborough Hill School Streets scheme, which would have occurred during the School summer holiday, be extended until a decision has been made on the future of this scheme.

Reason: (For recommendations)

Due to the receipt of a number of complaints in relation to the Marlborough School Street Scheme, in repeating the consultation, efforts will be made to boost the resident return rate.

Section 2 – Report

Introduction

- 2.1 This report provides an update on the current programme of traffic and transport schemes and initiatives funded in 2022/23. This includes the Transportation Programme funded by external grant from Transport for London (TfL). Appendix A provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to Members.
- 2.3 This report also provides updates on schemes implemented in 2021/22 but are still under review post-implementation. In addition, it outlines a proposal to carry out consultation on the Marlborough School Street Scheme to see if an increased response rate can be achieved and improvements to the scheme made.

Scope of programme

Options Considered

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan (LIP), which sets out the policies and objectives for taking forward a wide-ranging programme of investment.

TfL - Transportation LIP Programme 2022/23

- 2.5 The coronavirus pandemic affected the reliability of funding from TfL since the start of the 2020/21 financial year. The loss of income from public transport created financial pressures within TfL and the government has intervened to provide negotiated funding support to ensure TfL can continue to deliver transport infrastructure and public transport systems in London. The involvement of the government has consequently affected the planned programme of works because TfL have had to agree how the funding support is used and to demonstrate how they will return to a more balanced and sustainable financial model over the next few years. This trend has continued into 2022/23 financial year which has affected funding to the London Boroughs through their LIPs.
- 2.6 In March 2022 the government approved an initial package of financial support to TfL to cover the period between March and June 2022 whilst discussions continued on a longer-term funding package.
- 2.7 Boroughs received LIP allocations for this period to allow project development work to commence and an allocation of £190k was granted to Harrow up to 24 June 2022. Only development and design work has been undertaken on new projects to date. The details of the LIP programme can be seen in **Appendix A**.

Howberry Road Area 20mph zone

- 2.8 This scheme has been developed using the initial funding allocation provided by TfL. A public consultation on the proposed design has been undertaken and the result showed support for the scheme. £47k was secured from the Quarter 1 (Q1) funding from TfL for implementation in 2022/23.

Royston Park Road, Hatch End - Traffic Calming Scheme

- 2.9 This scheme has been developed using the initial funding allocation provided by TfL.
- 2.10 £31k has been secured from TfL in Q1 to build the scheme in 2022/23.

Alexandra Avenue/Eastcote Avenue, South Harrow

- 2.11 This is a local safety junction improvement scheme and currently at feasibility stage. An allocation of £10k was secured from TfL in Q1 2022/23 and it is not expected that the scheme will be implemented this financial year.

Station Road / Pinner Road, North Harrow - junction improvement

- 2.12 This scheme will involve (i) the widening of the southwestern arm of the junction near the library on Pinner Road to improve bus access/journeys times and (ii) the addition of pedestrian and cycle facilities to the junction.
- 2.13 We have commissioned a feasibility study to explore the junction improvements as a part of the Harrow High Street Fund programme.
- 2.14 Responses to the High Street Fund public consultation in 2021 highlighted the importance of pedestrian and cycle safety at the junction and this study will seek to identify suitable safety improvements.
- 2.15 Design options are currently being reviewed and have been submitted to TfL for consideration.

A404 George V Avenue/Headstone Drive

- 2.16 This is a local safety junction improvement scheme and currently at feasibility stage. An allocation of £5k was secured from TfL in Q1 2022/23 and it is not expected that the scheme will be implemented this financial year.

Cycle training

- 2.17 Harrow Council proposed to undertake a programme of cycle training for school children and adults in the borough similar to previous years.
- 2.18 TfL have released £20k to each London borough in Q1 for the purpose of the cycle training.

Other external funding and developer contributions

Electric Vehicle Charging Points (residential)

- 2.19 The council was awarded a grant of £76k from the Department for Transport Office for Low Emission Vehicles (OLEV) to implement 24 on-street residential charging points across the borough. This scheme involved retrofitting charge points onto street lighting columns to serve residents with electric vehicles that do not have off-street parking.
- 2.20 Following the success of the first tranche a second bid has been submitted for another 40 sites to the Department for Transport Office for Zero Emission Vehicles (OZEV). The application has been successful

and an award of £109,900 made. The funding needs to be spent by August 2022 and works are currently being commissioned.

Headstone Drive / Harrow View / Headstone Gardens – Traffic Signals improvement (Goodwill to All junction)

- 2.21 This scheme is funded from section 106 developer contributions from the Kodak development to mitigate the impact of development by improving the capacity of the junction and pedestrian safety.
- 2.22 A proposed scheme design was subject to consultation in autumn 2019 and several concerns were highlighted by the local community. A revised scheme option was subsequently developed to address those concerns and was expected to be put to further consultation in March 2020, however, this was suspended due to the onset of the coronavirus pandemic.
- 2.23 The pandemic in the meantime had significantly affected traffic flows and trends at the junction because of the government restrictions. Although these restrictions have now been suspended, a period of time has been allowed for traffic flows to normalise before undertaking traffic surveys at the junction to review the situation and consider if the current scheme designs are still suitable.
- 2.24 The surveys, consultation and review of the proposed design are to be undertaken in this financial year.

School Streets Scheme

The government issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England requiring local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing. In response to this the GLA / TfL developed the London Streetspace Programme which aimed to:

- Enable social distancing on street,
- Encourage Londoners to avoid unnecessary use of public transport,
- Focus on strategic movement to prioritise walking and cycling.

Harrow participated in the London Streetspace Programme (LSP) promoted by Transport for London (TfL) and subsequently made funding applications and secured funding in order to implement local proposals to support reallocating more road space on the road network to pedestrians and cyclists. This included proposals for four school streets.

Proposals were submitted against the school streets programme and a final allocation of £135,000.00 was allocated to Harrow to deliver four school streets schemes.

The proposals for school streets measures were developed taking account of the severity of congestion and access problems at schools, impact on road safety, active travel and air pollution and also the receptiveness of the schools to work with the Council to implement and operate these types of schemes.

2.25 The School Streets Scheme operates on the principle that the streets surrounding a school are restricted to vehicular traffic at school opening and closing times except for local residents living in the street. This is aimed at improving air quality, reducing congestion, enhancing safety and encouraging more active travel. The restrictions are enforced by using either fixed or mobile CCTV cameras with automatic number plate recognition systems.

2.26 Three primary schools and one secondary school had schemes implemented as shown in the list below:

Ref	Scheme	Budget
SS-01	Grimsdyke Primary School, Hatch End	£30,000
SS-02	Newton Farm Primary School, Rayners Lane	£30,000
SS-03	Marlborough Primary School, Wealdstone	£30,000
SS-04	Park High School, Stanmore, Middx.	£45,000
	Total	£135,000

2.27 The 4 schemes were implemented in October 2020 on an experimental Traffic Order for a period of 18 months and were made permanent in March 2022.

2.28 Enforcement of the schemes commenced in October 2021, however following implementation, a number of complaints were received around enforcement and the issuing of permits exempting specific members of the public - in particular residents and school staff.

2.29 A number of these complaints have originated from residents within the Marlborough scheme.

2.30 In response to this, an action plan was initiated whereby officers would implement measures to address these concerns whilst maintaining the benefits of the schemes. These measures were:

- Install additional advisory signs at strategic locations to inform non-exempt drivers on approach to the scheme;
- Undertake parking, traffic volume and speed survey to determine the impact of the scheme on streets within the scheme;
- Discuss the issuing of permits with Marlborough Primary School with the view to granting full exemption.

2.31 It is proposed that a new consultation with residents within the area of Marlborough school is undertaken in order to gauge their views including

suggested improvements or whether there is still support for this scheme. The action plan will include door to door distribution timetable, the associated leaflet, the process and timetable for collation of comments/views. As Marlborough school will be closed for the summer consultation with the school including pupils will be undertaken in early September. Efforts will be made to boost the resident return rate.

The Marlborough school scheme will not be operational including enforcement from the school holidays period and until all the results of the consultation have been completed in September and a decision made on the future of the scheme. The consultation will commence from mid-July and run until the end of September (this is a longer than usual consultation period as it will go across the summer holiday and will therefore give all stakeholders the opportunity to participate). The results will be reported back to ward councillors for their comments and discussed at a TARSAP meeting in October and recommendations made to the Portfolio Holder as to the proposed next steps for the Marlborough School Street scheme.

Staffing/workforce

- 2.32 The review of the schemes has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors' comments

- 2.33 No, because this report impacts all wards. Marlborough Ward Councillors will be invited to make comments on the Consultation Plan. The results of the consultation will be reported back to them for their comments, these comments will then be presented as part of the report to TARSAP.

Environmental Implications

- 2.34 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.35 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

- 2.36 There are no data protection implications.

Risk Management Implications

- 2.37 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.38 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Procurement Implications

- 2.39 Where needed, consultants and contractors will be procured to investigate, develop and deliver proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.40 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.41 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2021/22 and 2022/23 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

Equalities Implications / Public Sector Equality Duty

- 2.42 LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.43 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly vulnerable.

Council Priorities

2.44 This report supports 'putting residents first'.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 29 June 2022

Statutory Officer: Kevin Breslin

Signed on behalf of the Monitoring Officer

Date: 30 June 2022

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 30 June 2022

Section 3 –Corporate Director Clearance

Statutory Officer: Tony Galloway

Signed on behalf of the Corporate Director - Place

Date: 7 July 2022

Mandatory Checks

Ward Councillors notified:

No, because this report impacts all wards.

EqlA carried out: YES, as a part of LIP3

**EqlA cleared by: Community - Equality Task Group (DETG)
Chair**

Section 4 - Contact Details and Background Papers

Contact: Transportation@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan <https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

Appendix A – Transport Local Implementation Plan programme update - 2022/23

This is the main traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). An allocation of £190k has been awarded to develop projects generally but no funding has been provided for implementation.

Table 1 - TfL LIP programme 2022/23 – list of schemes / interventions

Scheme	Description	Status	Budget	Contact officer
Vision Zero - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore	Scheme to be implemented in 2022/23.	£47,000	Akin Akinrujomu
Vision Zero - speed reduction – Royston Park Road, Hatch End	Royston Park Road – Speed reduction measures	Scheme to be implemented in 2022/23.	£31,000	Akin Akinrujomu
Vision Zero - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane - Local Safety Scheme junction improvement	Feasibility study / design commissioned.	£10,000	Akin Akinrujomu
Bus Priority - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road - widening scheme	Statutory undertaker's equipment diversions on-going, implementation on hold.	£12,000	Akin Akinrujomu
A404 George V Avenue/ Headstone Drive	Junction improvement	Feasibility study / design commissioned.	£5,000	Akin Akinrujomu

Scheme	Description	Status	Budget	Contact officer
Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	Separate funding from TfL provided.	£20,000	Jefferey Sarpong
Core Staff Fees			£65,000	Akin Akinrujomu
			£190,000	



**Report for: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 12 July 2022

Subject: Parking Management Schemes Programme 2022 / 23

Responsible Officer: Dipti Patel – Corporate Director, Place

Portfolio Holder: Anjana Patel – Portfolio Holder for Environment and Community Safety

Exempt: No

Decision subject to Call-in: No

Enclosures:

- Appendix A:** Borough wide map of Controlled Parking Schemes
- Appendix B:** Proposed priority list for 2022/23
- Appendix C:** Schedule of requests and significant Issues within borough
- Appendix D:** Controlled Parking Schemes – Scheme Development Process
- Appendix E:** Maps of areas to be considered on proposed priority list
- Appendix F:** List of CPZs and operating hours in the borough
- Appendix G:** progress on schemes from 2021-22

Section 1 – Summary and Recommendations

This report provides information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informs Members about requests for parking schemes received by the Council and also recommends a programme of work for 2022/23 based on the Council's agreed assessment criteria.

Recommendation:

That any substantive new requests received to undertake a controlled parking scheme or review that are not included within the agreed programme or priority list in **Appendices B and C** to this report be referred to the Panel for consideration.

Resolved to RECOMMEND (to the Portfolio Holder for Environment and Community Safety),

That:

1. The list of proposed parking management schemes for 2022/23 as shown in **Appendix B** be approved;
2. Scheme design and public consultation on the parking management schemes listed in **Appendix B** and the plans detailed in **Appendix E** be undertaken;
3. The proposed parking management schemes listed in **Appendix B** be implemented subject to further reports being provided on the outcomes of public and statutory consultations and receiving approval from the Portfolio Holder to proceed;

Reason: (For recommendations)

To recommend to the Portfolio Holder the proposed Parking Management Schemes Programme for the 2022/23 financial year.

Section 2 – Report

Introduction

- 2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes generally takes place in February of each year. However, due to staffing and resourcing issues this was rescheduled for 12th July 2022. The annual review is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available resources, budgets, new contract rates and current issues.

- 2.2 The Council's programme of CPZ schemes / reviews has historically been demand led and addresses parking pressures highlighted by local residents and businesses. This report includes assessments of existing CPZs and requests for new or extended CPZs, including petitions and other representations received in the last 12 months.
- 2.3 At the Council's cabinet meeting in July 2019 Cabinet agreed a new Parking Management and Enforcement Strategy (PMES). The strategy sets out the Council's approach to parking control and enforcement in the borough and will ensure that the parking policies in the approved third Transport Local Implementation Plan (LIP) are effectively taken forward to address the significant environmental and economic challenges faced by Harrow residents and businesses.
- 2.4 **Appendix A** is a borough map showing the locations of existing CPZ's in the borough. CPZs cover approximately (37%) of the length of roads in the borough road network and have been introduced over the last 25 years as a consequence of the increasing pressure to park on the public highway.
- 2.5 **Appendix B** shows the programme of work recommended for 2022/23 which consists of on-going schemes that are carried forward from the previous year (2021/22) to completion, as well as new schemes added from the priority list following an assessment. The estimated cost of the programme is shown and takes into account the Council's available staff resources and capital programme allocation for 2022/23.
- 2.6 **Appendix C** provides a priority list of areas in the borough with current parking issues and includes all areas which have not been included in the programme to date as well as any new issues that have been reported since March 2021.
- 2.7 Progress with implementing the 2021/22 CPZ programme of work agreed by this Panel in March 2021 is shown in **Appendix G**.

Options considered

There are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Regional Transport Strategy and are an integral part of the Council's local transport strategy in the form of a LIP.

Background

- 2.8 CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper / visitor spaces are available. Restraint based parking standards in new developments, as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than reducing car use. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public

transport. **Appendix F** provides details of the current CPZ`s and their operational hours within the borough.

- 2.9 Introducing parking control schemes also has a beneficial effect on air quality and public health. Air quality modelling in Harrow has identified road traffic as the main source of nitrogen dioxide and a major source of fine particle emissions within the borough and measures to restrain unnecessary car journeys will therefore help to reduce emissions from road traffic as well as reducing public health issues related to poor air quality. In addition, parking restraint measures encourage greater use of sustainable transport modes which will increase the number of people walking and cycling and lead to more active and healthy lifestyles.
- 2.10 Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, conversion of dwellings, changes to rail fares, economic situation. Existing schemes designed over 10 years ago to mitigate the problems at that time may now no longer be appropriate for the area covered or times of control.
- 2.11 The only available option to address parking demand pressures is to take forward parking management schemes because they are a key component of local and national transport strategies. These schemes make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.
- 2.12 Any adverse impacts of introducing parking controls on the general public is mitigated by undertaking extensive public consultation and statutory consultation as required by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, namely advertising the intended proposal by way of a public notice published in the London Gazette, local press and at diverse visible locations on site where the measures are proposed, seeking majority support for the proposals – even in some cases where objections have been received, and consulting with local ward councillors and TARSAP prior to consideration by the PH.

Parking management schemes

Area based controlled parking zones – how they work

- 2.13 A CPZ is an area of highway where parking is restricted and controlled under Road Traffic legislation during a specified period of the day. At its simplest, a CPZ is normally implemented via a combination of yellow lines and parking bays. The operational hours are specified on traffic signs located in and around the CPZ indicating the nature of restrictions and parking areas. Other parking restrictions operating at different operational hours can also exist within the zone, for instance on main roads, which will have separate traffic signing.
- 2.14 The main benefit of CPZs is that they provide preferential parking access for permit holders (e.g. residents and their visitors) during the operational hours of the zone. Whilst the zone hours in some instances may be for a short period during the day, this can still have the effect of protecting residential areas from

long stay duration parking by commuters or local workers. The longer the duration of the controls the more effective the CPZ will be.

- 2.15 Local residents who live within the designated CPZ boundary can apply for a parking permit to allow them to park on the road in the CPZ during the days and hours of operation. Marked parking bays can also be used by visitors who are displaying a valid visitors parking permit which the eligible residents can purchase for their visitors to use.
- 2.16 In commercial areas or shopping centres “pay and display” bays are used which allow for short term paid parking for customers during the working day. For flexibility some bays are designated for shared use, which allow them to be used by both permit holders and non-residents who can purchase a “pay and display” ticket.
- 2.17 Businesses may also purchase permits for business operational purposes only. These are strictly controlled and are limited to vehicles connected to the business, such as delivery vans for example. In practice very few business permits are issued for this purpose within CPZs. They cannot be used for employee’s workplace parking.
- 2.18 Other types of permits that can be issued are for doctors, traders and health care workers but there are strict eligibility criteria in place to control their use.
- 2.19 Disabled blue badge holders are allowed by statute to park free of charge in all parking bays except those designated for a special purpose, such as doctor’s parking bays for example.

Examples of different Permit Parking schemes used in Harrow



- 2.20 Permit holders only past this point signs are used to indicate a whole area which is used by permit holders only (see above). This restriction is communicated on signage at the point of entry to the area, rather than at intervals along the road.
- 2.21 Holders of a permit shown on this sign can park within the area, except where yellow lines indicate a waiting restriction is in place. These will be signed separately.
- 2.22 Permit parking only areas are most often used in confined locations such as dead-end streets or in conservation areas, such as Harrow on the Hill, where the use of

road markings and signage would have a negative impact on the historical nature and aesthetics of the conservation area.



- 2.23 In a controlled parking zone (CPZ) the kerbside is marked with either yellow lines or parking bays showing where it is safe to park.
- 2.24 The operational times of the CPZ are shown on the large zone entry signs which are located on roads entering the zone (see above).
- 2.25 The hours of control are also shown on the parking bay signs and pay and display machines. On all roads that exit from a zone there will also be placed a zone ends sign.
- 2.26 During the controlled parking zone operational times a driver must display the relevant permit, ticket or voucher to park.

CPZs - schemes with waiting restrictions only

- 2.27 There are some schemes in the borough which have historically used waiting restrictions only (yellow lines) in situations where there is no demand for on-street residents' parking. Whilst these schemes have the advantage of being cheaper because fewer signs are required (signs don't need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points) such schemes can disadvantage residents who do need access to on-street parking for themselves or their visitors.
- 2.28 These types of schemes penalise anyone with a legitimate reason to park in the road including local residents and often generate complaints. There is in practice no difference between a scheme that has yellow lines only and one that includes yellow lines and permit parking bays because the impact on long stay parking is exactly the same. The difference is that a scheme with bays facilitates some parking during the controlled hours to benefit residents.

- 2.29 The PMES, therefore, requires that any new schemes proposed will include parking bays where practicable to ensure all residents' needs are catered for as set out in the PMES.

CPZs - standardisation of operational hours

- 2.30 There is an extensive amount of variation in CPZ operational hours which can often be confusing to the motorist hence in the PMES it is required that parking schemes are standardised around three basic model schemes to resolve the main types of parking problems encountered.
- 2.31 The three basic standard solutions adopted within the Council's PMES are as follows:
- Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g., Mon – Fri, 10am – 2pm)
 - Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm)
 - Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g., Mon – Sun, 8am – midnight)
- 2.32 All new parking schemes are now developed around these three options. This policy will ensure that there is an on-going consistency in the schemes designed and will help to minimise any negative impacts of parking displacement between CPZ zones.
- 2.33 Any request for very short duration schemes operating between one to three hours a day over one or two separate periods during the day will no longer be taken forward. The PMES has highlighted this policy because there are a very high proportion of short duration schemes across the borough that create a significant problem for undertaking operational enforcement. This means that there is only a limited resource available to oversee a large area of restrictions in the borough within a limited timeframe. This is very impractical and ultimately leads to areas not receiving sufficient enforcement, higher non-compliance with parking controls and the inefficient deployment of enforcement resources.
- 2.34 Where requests for CPZs are received from streets to be added to an existing zone which already operates for one to three hours duration per day then any proposals must be taken forward using one of the standard operating hours indicated above. In this situation the opportunity to amend the hours in the existing zone will be taken in order to standardise hours and this will be offered to neighbouring streets. Any streets interested in changing should then be included within the proposed scheme under development.
- 2.35 It is understood that residents in neighbouring streets across the wider zone can only be consulted on the possibility of changing the operating hours and can choose not to change because this would be subject to statutory consultation; however, this approach does set out the only possible method for amending these very short duration zones to standardised operating hours.

- 2.36 It is expected that this will be a gradual process because of the need to undertake statutory consultations and the fact that residents will need to agree the changes before any changes are introduced.

CPZs – use of zones and sub zones

- 2.37 Sometimes areas with parking issues experience different types of problems within the same area and do often need different solutions. The creation of different sub zones within the same zone is one way to allow the containment of parking to a specific area and also to introduce different operational hours and times.
- 2.38 The design of multi zone schemes does need to be carefully considered as these can have unintended consequences such as causing parking displacement or can make understanding the regulations in force more confusing for motorists. Therefore, zone segregation needs to be based on a clear rationale that introduces controls that are relevant to the parking problems being encountered and does not cause any detrimental effects on existing CPZs or surrounding areas.
- 2.39 Another consideration is that resident / visitor permits can only apply to one specific zone and so the creation of a number of smaller zones within a scheme will limit the size of an area that permit holders can park in and prevent them from parking in neighbouring zones. This will reduce any flexibility to accommodate variations in parking demand on-street and so very small zones are generally avoided and only used in exceptional circumstances.
- 2.40 The main principle in designing zones is to ensure that separate zones are only used where it is necessary to separate different groups of permit holders with different parking problems. Typical examples are as follows:
- In residential areas with a station - a small subzone around the station may be created within the wider zone, this prevents resident permit holders from across the wider zone from internally commuting to the station and improves parking access for those residents living close to the station
 - Different operational hours are required within a zone for different levels of demand – for example a large zone comprising of a commercial centre, and a wider surrounding residential area may need to be split into two subzones, the central commercial centre may have working day restrictions and the surrounding residential areas may have shorter duration parking restrictions required to deter workplace parking

CPZs - reducing street clutter

- 2.41 The Council has implemented an alternative style of signing and lining for some CPZs where conventional signing and lining could have a detrimental impact on the street scene. This arrangement reduces the number of signs and road markings required and are suited to locations such as cul-de-sacs, short sections of road, streets with limited footway width and streets in conservation areas.

- 2.42 It is not necessary in these cases to include marked parking bays to indicate areas for permit parking because any unmarked areas of kerbside parking space within the zone are therefore deemed eligible for permit parking. The only signing and lining used in these schemes are the CPZ entrance / exit signing that indicates permit holders parking only past this point during the specified times of operation. Yellow lines are still used to indicate restricted areas where it is necessary to keep junctions, bends narrow sections of road and turning heads clear of parked vehicles.

CPZs - safety at road junctions

- 2.43 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from residents or businesses and continues to be of concern to the emergency services and council refuse collection service. Where these problems occur within CPZs it is typically because operational hours have a very short duration (e.g., limited to 1 -2 hours) and cannot provide controls throughout the busy times of the day or evenings and weekends.
- 2.44 To address this “At any time” waiting restrictions (double yellow lines) are now being included at all junctions and bends within proposed zones and immediately surrounding CPZ zones.
- 2.45 The Highway Code states that drivers should not park within 10m of a junction and this distance is used as a guide to developing proposals. The actual distance required may vary subject to an assessment based on using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance so that only the necessary space is restricted.
- 2.46 Although the Council is under no requirement to provide on-street parking this process allows the Council to maximise as much on-street parking as possible without causing any obstruction.

CPZs - public perception of schemes

- 2.47 There is a public perception that CPZs will increase on street parking provision when, in practice, as parking pressures increase it might not always be possible to make space for all the vehicles that residents’ own. Whilst schemes are designed to maximise on street parking space, the overall quantity of spaces provided during the controlled hours may reduce due to the need to apply design standards such as yellow lines at junctions for example. This is of course compensated for by the fact that demand to park also reduces because vehicles that are ineligible to obtain permits are excluded, meaning that the available space is dedicated to permit holders (residents).
- 2.48 This is of particular relevance in residential roads with private off-street parking where there are many vehicle crossovers. In these situations, the application of the parking design standards may mean that a bay marked in between vehicle crossovers may only be able to accommodate one or two vehicles after taking account of the clearance required for vehicles to manoeuvre in and out of accesses.

- 2.49 This, together with waiting restrictions (double yellow lines) at junctions, bends, narrow sections of road and turning heads can lead to CPZs being more contentious with residents wanting the beneficial effects but not wanting any disadvantages. Consequently, the development of CPZ schemes is very customer focussed and resource intensive in order to deal with these issues.
- 2.50 Increasingly during consultation, residents respond that they consider the Council is trying to make money from schemes rather than to try to assist those residents who are requesting help. It is observed in consultation responses in recent years that references to money have increased and this is influencing people's decision making.
- 2.51 However, the position nationally under UK legislation is that where Council's introduce CPZs they are entitled to levy reasonable charges to act as a form of parking demand management and are allowed to reinvest any revenue from charges or penalty charges into the operational management of the schemes in order to ensure that they work effectively. The Council's parking enforcement activity is funded from this source of revenue.
- 2.52 Ultimately the public and statutory consultation processes ensure that residents can take account of the cost of having a scheme and decide if they support or oppose proposals. Decisions are made based on a majority view being demonstrated, unless other factors dictate.

Local Safety Parking Schemes Programme (LSPP)

- 2.53 In addition to the development and implementation of CPZs, an initiative to progress localised improvements (usually outside of the main CPZ areas) has been undertaken in recent years known as the Local Safety Parking Schemes Programme.
- 2.54 Examples of this type of initiative are where refuse vehicles and the emergency services have reported persistent access difficulties and "At any time" waiting restrictions (double yellow lines) at junctions, bends, narrow sections of road and turning head, have been used as remedial measures. These schemes are generally outside the scope of CPZs and are a valuable initiative primarily targeted at improving road safety and facilitating adequate vehicular access.

Parking schemes funded from development contributions

- 2.55 Additional funding from developer contributions that could support the parking management programme can be secured via a section 106 legal agreement when planning applications are considered. Where a transport assessment indicates that a development is likely to effect on-street parking in the vicinity then funding to introduce parking controls to mitigate the impact of the development can be required.
- 2.56 The Council reviews planning applications and where appropriate, secures contributions from developers in order to address potential parking impacts and/or the public's aspirations for parking controls in the vicinity of development. These contributions can be used as set out in the legal agreement and are specific to the area affected by the development.

- 2.57 Additionally, members may consider that a particular parking issue in their ward is of high importance and may seek to take forward measures using Neighbourhood Community Infrastructure Levy funds (NCIL) independently of the capital funding allocation for the Parking Management Programme.
- 2.58 In 2017 the Major Developments Panel approved a policy of allocating 15% of CIL receipts raised in each ward (except where received from within the geographical definition of the Harrow and Wealdstone Opportunity Area), back to the respective ward in which it was generated to be used on infrastructure projects that take account of the views of the communities in which development has taken place. Parking is often an issue affected by development and of local importance.
- 2.59 Any projects put forward by ward members would need to be assessed against agreed criteria to show compliance with the CIL regulations and also demonstrate the extent of consultation and level of community support. The Planning Service would assess the suitability of any requests.

Programme development

- 2.60 The programme of schemes in **Appendix B** is developed by including those projects where the greatest areas of need are identified and where the assessment indicates the highest score.

Assessment of service requests

- 2.61 To determine these areas of need, all requests for schemes or actions to tackle parking problems received by the Council are assessed against an agreed set of assessment factors. This allows the requests to be assessed and prioritised in a consistent and fair manner. At the Panel meeting in November 2012, the Panel agreed the Transport Programme Entry Procedure which formalised these assessment factors and a methodology making the process more transparent.
- 2.62 The report sets out for each category of transport related work the key factors that are used in assessing and prioritising the requests for parking schemes. In summary these are as follows:

Area parking management schemes	
Assessment factor	Typical areas of priority
a) Key stakeholders	Emergency services / Local services / Residents petitions
b) External factors likely to increase demand for parking	Parking displacement, development impact, commercial activity, etc.
c) How long since the location was last considered for the programme	Longer duration since last evaluation
d) Position on the current programme	Longer duration without implementation
e) Number of requests in close proximity within the location	Higher number of requests

Minor localised parking issues (LSPP)	
Assessment factor	Typical areas of priority
a) Key stakeholders	Emergency services / Local services / Residents petitions
b) Traffic accidents and speed	High numbers of accidents / high vehicle speeds
c) Vehicle flows	High vehicular flows
d) Pedestrian flows	High flow areas like shopping parades, schools
e) Level of accessibility and visibility	Continuous obstruction of sightlines
f) Other local factors with an impact	Adverse impact on bus services, the disabled

Scheme reviews

- 2.63 The time taken to investigate and design a CPZ is influenced heavily by the extent of public and statutory consultation undertaken. A medium to large area scheme will typically take 12 -18 months from inception to completion.
- 2.64 In the past the Council had a policy of undertaking an automatic follow up review of a new scheme within 6-12 months in order to address any issues arising from implementation, the Panel however agreed to discontinue this process in February 2012. This was because the work involved in undertaking the follow up review was just as extensive as implementing the original scheme and was causing other schemes on the priority list to wait an excessive amount of time to be included in the works programme.
- 2.65 Public concern continues to be expressed that it takes too long to implement measures and that the programme is slow to respond to specific needs. At the current level of funding (£300k per annum) the Panel therefore agreed that any follow up scheme reviews will now only be considered where substantive issues are reported to the Panel and the Panel agrees in consultation with the PH to a change to the approved programme to include a review.
- 2.66 The reviews of existing schemes that are included in the programme will generally be areas where an existing CPZ has been operating for a long period of time and new parking pressures and operational issues are being highlighted. This is usually where the original scheme design is no longer suitable, and circumstances have changed since the original implementation. Typical issues concern the extent of the zone, operational times and types of controls in place.
- 2.67 In February 2015 the Panel considered a review of the existing scheme development and implementation process for area-based parking management schemes and agreed a revised process. **Appendix D** shows the currently approved scheme development and implementation process.

Scheme design

- 2.68 The public consultation (stage 2 of the process in **Appendix D**) is one of the most important steps in developing a scheme and is where residents receive a consultation leaflet explaining proposals, a questionnaire with a set of questions and an opportunity to give comments. The results of public consultations are used to develop the scheme design, particularly zone extents, sub zones and operational hours.
- 2.69 There are some established principles to analysing consultation results and using this information to develop schemes as follows:
- The proportion of people responding to a consultation varies significantly based on the type of area. In order to be representative a minimum of 10% is preferable, however, if the response rate is lower than that then the local ward councillors and Portfolio Holder will be consulted on how to proceed. Decisions on schemes will always be based on the information provided by those people that choose to respond to consultation.
 - The extents of a CPZ zone are established in an area that reflects where a majority of consultees support particular options. Roads are analysed on a road-by-road basis initially to establish where areas of support for proposals are. One consultation response per property is permitted to ensure fairness.
 - Zones need to be holistic and so need to be formed from groups of roads and part sections of roads that are grouped closely together and share similar views. The results in individual streets are therefore not intended as an absolute decision on whether a street is included in a scheme or not. The designers look for common areas of majority support to demonstrate a case to take forward a proposed scheme.
 - Where the results indicate that a road does not support a scheme but also indicates that they would change their mind if a neighbouring road demonstrated support, then those roads may be included within a scheme. Questionnaires include a question to indicate this preference because it is recognised that parking displacement can occur from neighbouring roads with parking controls, and it is better to include roads that are exposed to this risk rather than leave them out.
- 2.70 The analysis undertaken to recommend a particular scheme is therefore not an exact science. It is based on a combination of a technical review of the consultation results by officers and a meeting with members where they can exercise their discretion to review the results and take account of their own knowledge and understanding of community views.

Scheme Costs

- 2.71 The estimated costs of schemes shown in this report anticipate the likely costs of scheme development and implementation based on best practice and experience with delivering the programme in recent years. There is always a degree of variability in costs due to the requirement to take account of the results of public consultation and any resultant scheme design changes. The estimates take account of:
- a) Staff time in carrying out consultation and scheme designs including site surveys. This includes all correspondence, telephone and personal visits to the civic centre or site.
 - b) The preparation, printing and distribution of all consultation material, analysis of data, updating of website.
 - c) Arranging and staffing exhibitions where appropriate, including venue costs and display equipment (not during pandemic).
 - d) Preparation of reports and other documents such as briefing notes
 - e) Drafting and advertising draft traffic orders and orders of making.
 - f) Replacing existing CPZ signs (where relevant) that do not contain the operation times following the commitment by Cabinet a number of years ago.
 - g) Setting out and implementing scheme of lining and or signing.
 - h) Dealing with related complaints, freedom of information requests and comments both pre and post implementation.
- 2.72 There are significant costs associated with developing a scheme in terms of design and consultation in addition to the actual implementation of any physical works on the streets.

Footway parking

- 2.73 Parking on footways or footpaths (pavements, grass verges, alleyways, etc), or in front of dropped footways or raised carriageways (for example driveways or pedestrian crossings) is prohibited on almost all streets in London at all times, including at night and weekends. If drivers park in such a way, then they could receive a Penalty Charge Notice (PCN) – even if only one or two wheels are on the footway.
- 2.74 There are a few streets where footway parking is prevalent, and it will be necessary to either consider schemes to formalise footway parking where there is sufficient width to do so or enforce the prohibition. In many cases this will involve the implementation of formalised footway parking bays and associated signage which would be subject to consultation.

Parking management programme 2022 / 23

- 2.75 To summarise, this report provides a comprehensive explanation of the types of schemes, sources of funding, assessment processes, costs and development processes required to deliver the parking management programme and is intended to assist the Panel in understanding how the programme has been developed.
- 2.76 A summary of the current parking issues within the various locations of the borough highlighted in the proposed programme is shown in **Appendix C** and has been organised in order of priority based on the programme entry system of assessment factors. This will assist the panel to refer quickly to the relevant issues in each particular area and relative priority when considering the programme.
- 2.77 The proposed programme for 2022/23 can be seen in **Appendix B** and is based on completing on-going projects rolled over from last year and commencing new projects in priority order as allowed by the £300k budget. Maps of the new projects proposed to be added to the programme with indicative consultation areas are shown in **Appendix E**. Members are recommended to ask the PH to give approval to implement this programme and approve the consultation areas.
- 2.78 Any surplus funds as a result of final scheme costs being lower than estimated and or schemes being abandoned will result in the next scheme on the priority list being selected to be taken forward following approval from the PH.

Staffing / workforce

- 2.79 The delivery of schemes in the programme of investment will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as required.

Ward Councillors' comments

None, because this report impacts all wards.

Performance Issues

- 2.80 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the Transport Local Implementation Plan 3 (LIP3) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Issues

- 2.81 The current Transport Local Implementation Plan 3 (LIP3) has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment.

- 2.82 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality.

Risk Management Implications

- 2.83 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.84 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Procurement Implications

- 2.85 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.86 The programme of schemes highlighted in this report will all involve introducing restrictions or controls on parking that require a legal process to be undertaken before they can be physically implemented.
- 2.87 Subject to statutory consultation requirements, the Council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

Financial Implications

- 2.88 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs because they have powers to raise income from the local administration and enforcement of parking schemes. Therefore, TfL only funds parking measures where they form a part of an identified traffic or transport scheme or initiative in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.89 The approved allocation for 2022/23 from the Harrow Capital programme is £300k. The proposed programme of CPZ schemes is shown in **Appendix B** and is divided between area-controlled parking zones (£240k) and the local safety parking schemes programme (£60k).

Equalities Implications / Public Sector Equality Duty

2.90 The LIP sets out the relevant transport policies and objectives of the Council and was subject to an Equalities Impact Assessment which identified that there was no negative impact on any of the protected groups. The transport mitigations in the report accord with the principles of the Council's LIP. Typical benefits are as follows:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly for blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

Council Priorities

2.91 This report supports 'putting residents first'.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 29 June 2022

Statutory Officer: Kevin Breslin

Signed on behalf of the Monitoring Officer

Date: 4 July 2022

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 30 June 2022

Section 3 – Corporate Director Clearance

Statutory Officer: Tony Galloway

Signed on behalf of the Corporate Director - Place

Date: 7 July 2022

Mandatory Checks

Ward Councillors notified: No, as the report affects all wards.

EqlA carried out: YES (Transport Local Implementation Plan)

Section 4 - Contact Details and Background Papers

Contact:

Nicolina Cooper, Interim Head of Traffic, Highways and Asset Management

Nicolina.Cooper@harrow.gov.uk

Akin Akinrujomu, Interim Team Manager, Transportation

Tel:07708835467; E-mail: Akin.Akinrujomu@harrow.gov.uk

Sajjad Farid, Infrastructure Engineer, Parking

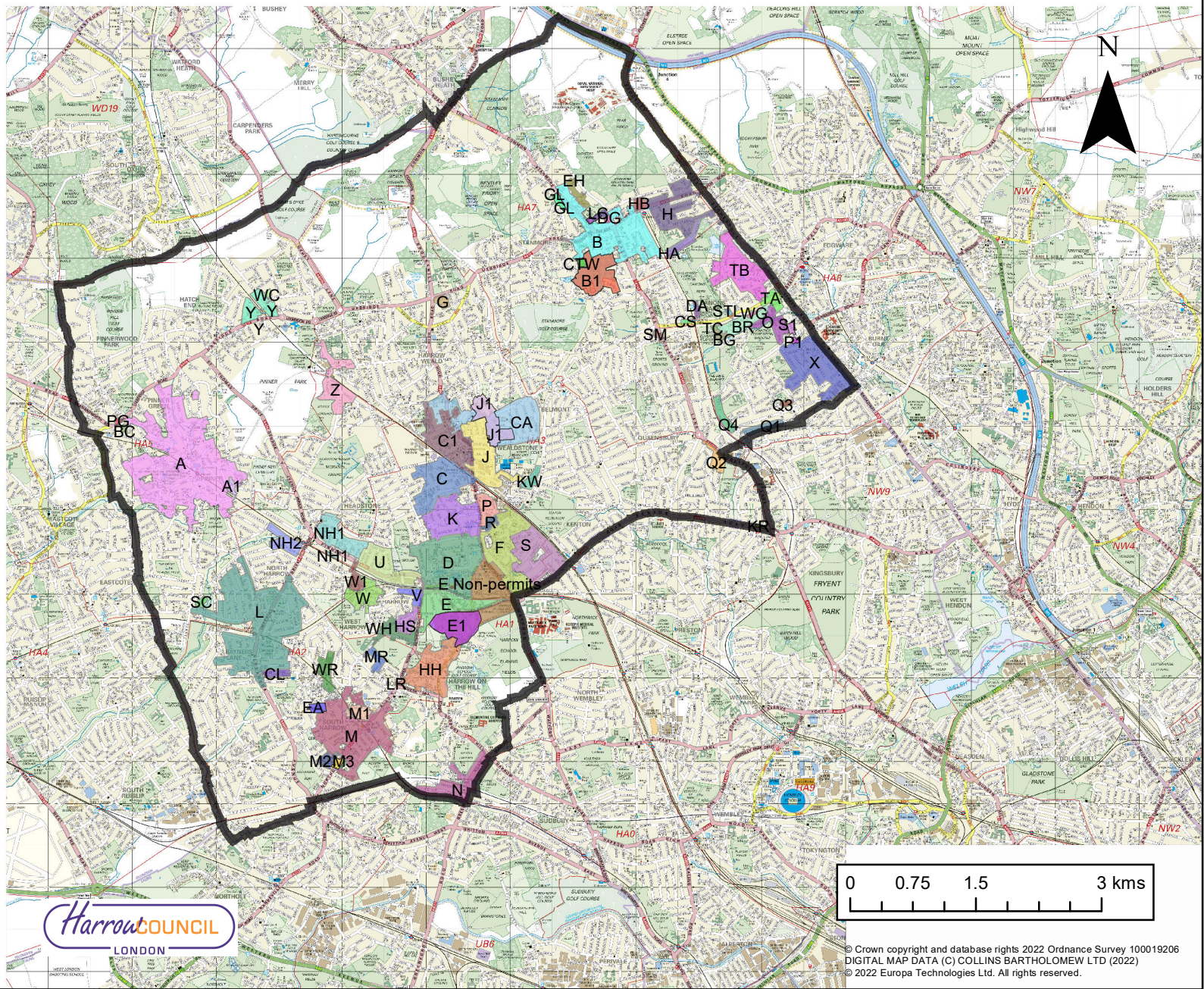
Tel:07761406031; E-mail: Sajjad.Farid@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan

Parking Management and Enforcement Strategy 2019

<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>



Borough boundary

Schemes carried forward from 2021/22

CPZ

- B1
- CTW
- E1
- EA
- GL
- KR
- M3

Schemes proposed for 2022/23

CPZ

- <Null>
- J1
- P1
- RC
- S1

CPZ Zone boundaries

CPZ, TIMES

- A, 11am - 12pm Mon - Fri
- A1, 8:30am - 6:30pm Mon-Sat
- B, 3pm to 4pm Mon - Fri
- BC, 8am - 6:30pm Mon - Sat
- BG, 2 - 3pm Mon - Fri
- BR, 10am - 3pm Mon - Fri
- C, 10am - 11am Mon - Fri
- C1, 8am - Midnight Mon - Sun
- CA, 10am - 11am and 2pm - 3pm Mon - Fri
- CL, 10am - 3pm Mon - Fri
- CS, 8am - 6:30pm Mon - Sat
- CTW, 10am - 11am & 3pm - 4pm Mon - Fri
- D, 8:30am - 6:30pm Mon - Sat
- DA, 8am - 6:30pm Mon - Sat
- DG, 10am - 11am & 3pm - 4pm Mon - Fri
- E Non-permits, 8:30am - 6:30pm Mon - Sat
- E, 8:30am - 6:30pm Mon - Sat
- F, 8:30am - 6:30pm Mon - Sat
- G, 10am - 11am & 2pm - 3pm Mon - Fri
- H, 10am - 11am & 3pm - 4pm Mon - Sat

- HA, 2 - 3pm Mon - Fri
- HB, At any time
- HH, 10am - 2pm Mon - Fri
- HS, 10am - 11am & 2pm - 3pm Mon - Sat
- J, 7am - Midnight
- K, 8:30am - 6:30pm Mon - Sat
- KW, 10am - 3pm Mon - Fri
- L, 10am - 11am Mon - Fri
- LC, 10am - 11am & 3pm - 4pm Mon - Fri
- LR, At any time
- M, 10am - 11am and 2pm - 3pm Mon - Sat
- M1, 10am - 9pm Mon - Sat
- M2, 8am - 6:30pm Mon - Sat
- MR, 10am-11am & 2pm-3pm & Sat-Sun 10am-11am Mon-Fri
- N, 11am - 12 noon Mon - Fri
- NH1, 10am - 11am & 2pm - 3pm Mon - Fri
- NH2, 10am - 11am Mon - Fri
- O, 8:30am - 8:30pm Mon - Sat
- P, 8:30am - 8:30pm Mon - Sun
- PG, 8:30am - 6:30pm Mon - Fri
- Q1, 11am - 12 noon Mon - Fri
- Q2, 6pm - Midnight Mon - Sun

- Q3, 11am - 12 noon Mon - Fri
- Q4, 11am - 12 noon & 3pm - 4pm Mon - Fri
- R, At any time
- S, 11am - 12 noon Mon - Fri
- SC, At any time
- SM, 8am - 6:30pm Mon - Fri
- STL, 10am - 3pm Mon - Fri
- TA, 8:30am - 8:30pm Mon - Sat
- TB, 11am - 12pm Mon - Fri
- TC, 2pm - 3pm Mon - Fri
- U, 10am - 11am & 2pm - 3pm Mon - Fri
- V, 10am - 11am & 2pm - 3pm Mon - Sat
- W, 10am - 11am Mon - Fri
- W1, 8am - 6:30pm Mon - Sat
- WC, 10am - 11am Mon - Sat
- WG, 10am - 3pm Mon - Fri
- WH, 10am - 1pm Mon - Fri
- WR, 9am - 10am & 3pm - 4pm Mon - Fri
- X, 10am - 11am & 2pm - 3pm Mon - Fri
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Z, 10am to 3pm Mon to Fri

© Crown copyright and database rights 2022 Ordnance Survey 100019206
 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2022)
 © 2022 Europa Technologies Ltd. All rights reserved.

This page is intentionally left blank

APPENDIX B

PROPOSED PARKING MANAGEMENT PROGRAMME 2022/23

Location	Scope of scheme	(£k)
On- going schemes carried over from 2021/22		
Green Lane, Culverlands Close, Ben Hale Close and Woodside Close, Stanmore Park	Following informal consultation there was support for a residents parking scheme only along the section of Green Lane north of Culverlands Close. PH report is with Democratic services awaiting approval from new PH for Environment and Climate Change	16
Grimsdyke Road, Hallam Gardens, Hillview Road area, Hatch End (M)	Following informal consultation there was no support for the introduction of a resident permit scheme. It has been agreed to take forward only proposals to introduce no waiting "At any time" restrictions (double yellow lines) throughout the consultation area along narrow sections of the carriageway, bends, junctions and turning heads to address safety/access concerns especially for emergency vehicles which have critical response times.	11
Northolt Road (southeast side) between (345-191), Roxeth	Following informal consultation there is support for the introduction of a residents parking scheme along Northolt Road between properties (345-191) with a view to restricting non-resident parking whilst maintaining facilities for residents and local shops/ businesses in the form of residents and pay and display bays. PH report is with Democratic services awaiting approval from new PH for Environment and Climate Change	16
Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald	Following informal consultation there is no support for a new CPZ. However, it was agreed to proceed with "At any time" waiting restrictions at narrow sections of carriageway, junctions, bends and turning heads to help remove dangerous/ obstructive parking. PH report is with Democratic services awaiting approval from new PH for Environment and Climate Change	10
Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road,	Following informal consultation there was support for the introduction for a new CPZ. The results were reported to the members and the PH and it was agreed to proceed to next stage which is	18

Greenhill & Harrow on the Hill	<p>statutory consultation. The scheme is currently on hold until a decision is made on cashless parking as this scheme involves the introduction of a resident permit scheme in Roxborough Park and pay and display bays in The Grove and Peterborough Rd.</p> <p>This will help remove all day non-resident/commuter parking in the existing free bays and allow better use by residents and short-term visitors.</p>	
September Way & The Ridgeway Area Parking Review, Belmont & Stanmore Park	<p>Legal notification (statutory consultation) has been undertaken and the results were reported to the members and the PH with officers' recommendations to proceed with an amended scheme (new CPZ) with extended hours of control. to help address the objections received.</p> <p>Zone (CTW) will remain as a separate zone but with extended hours of control. The proposed measures will help address problems associated with long term non-residential parking, contributed to by a local car repair business, Stanmore College students and a day nursery.</p> <p>PH report is with Democratic services awaiting approval from new PH for Environment and Climate Change</p>	27
Kenton Road – service road between 704-738, Kenton East	<p>Following the informal consultation, the results showed support for the introduction of parking controls in the service road in the form of pay and display and shared use bays. The results were reported to the members and the PH who agreed for the scheme to proceed to legal notification (statutory consultation) which will be carried out following the decision on cashless parking. The proposed measures will prevent long term stagnant/commuter parking in the service road. Undertake surveys, statutory notification, and implementation.</p>	19
Canterbury Road, Headstone South	<p>Following informal consultation on proposals to extend existing zone (NH1) to include the uncontrolled section of Canterbury Road. The results were reported to the local members and the PH with officers' recommendations to abandon the scheme due to no majority support.</p>	4
Chantry Road, Hatch End	<p>Following informal consultation on proposals to extend existing zone (Z) to include Chantry Rd and Chantry Place. The results were reported to the</p>	4

	local members and the PH with officers' recommendations to abandon the scheme due to no majority support.	
Eastleigh Avenue, Roxbourne	Following informal consultation, the results were reported to the local members and the PH. As there was majority support for the scheme it was agreed for the scheme to proceed to the next stage which is the statutory consultation on the proposed measures to be taken forward. The proposed measures will result in the introduction of a new permit parking scheme with the introduction of no waiting "At any time" waiting restrictions (double yellow lines) to prevent dangerous/obstructive parking. Undertake surveys, statutory notification and implementation.	18
Churchill Road, Gresham Road and Montgomery Road, Canons	Following the informal consultation, the results were reported to the local members and the PH with officers' recommendations to abandon the scheme due to no majority support.	4

NB: The results of the above schemes were discussed and agreed with the ward councillors prior to the elections in May 2022 and the previous Portfolio Holder for Environment.

Proposed new schemes 2022 / 23		
Rainsford Close, Stanmore Park	Residents of Rainsford Close petitioned the council requesting they be omitted from zone (B) and be included in a new zone with extended hours of control. Undertake surveys, public consultation, statutory notification and implementation	28
Summit Close and Penylan Close, Edgware	Residents of Summit Close and Penylan Close submitted petitions to the council requesting parking controls be introduced in their roads to prevent non-resident parking taking limited parking spaces in the narrow cul-de-sacs. Undertake surveys, public consultation, statutory notification and implementation	25
Byron Rd, Lorne Road and Warham Rd, Wealdstone	Residents of Byron Road, Warham Road and Lorne Road petitioned the council to undertake a review of the existing parking controls in the area as they cannot find parking in the evenings. A situation which they feel has been exacerbated since the introduction of nearby zone (J). Undertake surveys, public consultation, statutory notification and implementation	40

Local Safety Parking Schemes Programme	On-going programme of localised parking controls	60
Total		300**

* Section 106 funding contributing to scheme budget (not included in total)

** Anticipated overall budget (subject to confirmation by Cabinet)

Developer contributions funding (section 106 agreement) (release of funding subject to triggers in legal agreements as stipulated below)	20/21 (£k)
<p>The Matrix Pub – Eastcote Lane / Alexandra Avenue / Sandringham Crescent – The sum of ten thousand pounds was used towards the council’s costs in carrying out a parking survey to establish parking patterns around the development.</p> <p>A maximum sum of twenty thousand pounds is available for follow up surveys once the site is fully occupied to establish whether a CPZ is required around the site.</p>	20

*** Schemes are defined as Small (S), Medium (M) or Large (L) scale

Small less than 100 households

Medium between 100 - 500 households

Large schemes greater than 500 households

APPENDIX C

Priority list of borough parking issues

This list summarises the main areas where parking issues have been reported. The locations are shown in priority order based on the assessments undertaken in accordance with the assessment factors agreed by TARSAP. The list does not show each individual request received but aggregates all the requests into locations which share common issues suitable for a scheme.

Sites 1, 3 and 4 are the highest priorities that can be afforded within the allocated budget for next year and these schemes are proposed to be taken forward in the parking programme.

Site 2 will not be progressed due to regeneration works being undertaken in the area which will have an impact on these roads. The parking in these roads will be reviewed once the works have been completed.

Schemes in the list are defined as Small (S), Medium (M) or Large (L) scale in size. Size is defined as - Small less than 100 households, Medium between 100 - 500 households, Large schemes with greater than 500 households.

Priority	Location	Issues	Ward	Size of Scheme
1	Rainsford Close - Parking Review	The Council received a petition from local residents requesting the Council remove them from zone (B) and introduce a new zone in Rainsford Close with extended hours of control. to help address the problem of non resident parking in the area.	Stanmore Park	S

2	Dudley Road, Wesley Close, Franklins Mews. Grange Farm Close, Osmond Close, Grange Rd, Hornbuckle Close and Brigade Rd	<p>The Council had previously received a petition from residents in Dudley Road as well as correspondence from nearby roads (Grange Farm Close and Osmond Close) requesting the Council introduce parking controls to address problems experienced due to long term non-resident parking in the area. The options to be considered will be the introduction of a CPZ including residents permit parking and “at any time” waiting restrictions to protect junctions turning heads and narrow sections of carriageway.</p> <p><i>There is currently regeneration works being undertaken in the area and these roads will be affected by the works. It is therefore recommended not to take forward a parking review in this area until works have been completed.</i></p>	Harrow on The Hill	L
3	Summit Close, Penylan Place	<p>Summit Close and Penylan Place are two small cul-de-sacs with limited off-street parking. They are narrow roads and there is parking on only one side, residents have a problem parking when non-residents park and then walk to Edgware station or shopping centre. This was exacerbated when Methuen Road and Methuen Close were made CPZs. The Council has received petitions from residents of these roads requesting a CPZ</p>	Edgware	S
4	Byron Road, Lorne Road, Warham Road	<p>Residents are concerned that parking in these roads has become worse since the introduction of the new zone J in adjacent roads. The Council has received a petition requesting Harrow Council to “urgently carry out a review of the controlled parking zone (CPZ) in our area as it is increasing difficult to park in the evenings”.</p>	Wealdstone & Marlborough	M

5	Welbeck Road, Chatsworth Gardens, Furness Road	Council service vehicles and other vehicles have been unable to access these roads due to inconsiderate parking on both sides of the road. It is further reported that the situation has been made worse because one section of Welbeck Close is located in a CPZ. The Council has received requests to investigate the situation with a view to introducing additional parking controls in the form of waiting restrictions or an extension of the CPZ. A petition had also been received from the residents of Furness Rd requesting the introduction of yellow lines to address concerns regarding obstructive parking.	West Harrow	M
6	Eliot Drive, Coles Crescent, Swift Close	Request for CPZ to allow residents preference in parking.	Roxbourne	M
7	Rufford Close	Request from a resident to introduce CPZ	Greenhill	S
8	Grafton Road, Pinner View, Beresford Road, Althorpe Road, Chandos Road, Kingsfield Avenue and Cunningham Park	Residents are experiencing transferred parking from the recently introduced CPZ in the County Roads. The council has received correspondence requesting the investigation of the introduction of a CPZ in these roads to address this issue.	Headstone South	M
9	Imperial Close	Request for CPZ	Headstone North	S
10	Jasmine Gardens, Sandringham Crescent	Request from a resident for a meeting to discuss parking controls	Roxbourne	M
11	Carlton Avenue	Request from a resident via MP to introduce CPZ	Kenton West	S
12	Dudley Gardens, Roxeth Hill and Ashbourne Ave	Councillor raising concerns about parking and resident requesting permit parking scheme	Harrow on The Hill	M
13	Farmstead Road and Newton Road	Request from both roads for parking controls	Wealdstone	S
14	Chester Drive, The Ridgeway	Request from both roads for parking controls	Headstone North	S
15	Melrose Road and Kingsley Road	Request for CPZ	Headstone North	S

16	Gainsborough Gardens	Residents are concerned that parking by commuters is preventing residents and their legitimate visitors from parking near their homes. The Council has received a petition from residents requesting the introduction of parking controls.	Queensbury, Edgware	S
17	Montrose Road and Locket Road	The Methodist Church located in Montrose Road has also petitioned the council to remove or modify the current parking restrictions in Montrose Road and Locket Road and other nearby roads on Sundays so that people are able to park to attend worship services at Wealdstone Methodist Church.	Wealdstone, Marlborough	M
18	Wychwood Avenue, Wychwood Close, Wildcroft Gardens	Residents are concerned that unregulated parking by commuters is causing congestion and creating safety issues for pedestrians crossing the roads. The Council has received petitions from residents of these roads requesting a CPZ.	Canons	M
19	Bromefield	Request to change the existing CPZ operational hours and to be included in CPZ.	Belmont	M
20	Devonshire Road	Residents are concerned that uncontrolled parking is making difficulties for emergency service and council refuse collection vehicles to access properties in the area.	Hatch End	M
21	Park Lane, Grovelands Close, Park Mead, Paddock Close, Wood End Avenue, Westwood Avenue and Northolt Road (service road opposite Asda)	Residents in these roads are concerned about the large number of non-residents -especially vehicles, employees and customers of a local van hire company - who are parking to the detriment of residents' ability to park near their homes. The Council has received correspondence requesting the introduction of parking controls in the form of a CPZ with residents' parking.	Roxeth	L
22	Prescelly Place, Tavistock Rd	Residents in these roads request that parking controls be introduced to help non-resident and obstructive parking	Edgware	M

23	Ruskin Gardens, Repton Road,	Residents are concerned that unregulated parking in these roads is causing obstruction that may prevent access by the emergency services. The Council has received a request to introduce parking controls to address the situation.	Kenton East	M
24	Shaftesbury Avenue and Shaftesbury Circle	Request for inset parking bays and electric charging point	Harrow on The Hill	M
25	Honeypot Lane	Request for permit parking outside Honeypot Lane	Queensbury	M
26	Ellement Close	Request from a resident to introduce CPZ to allow residents preference in parking.	Pinner	S
27	Mason Avenue	Petition requesting the new CPZ times revert back to reduced hours of control	Marlborough	S
28	Wynlie Gardens	Request for parking controls to prevent non-resident parking.	Pinner	S
29	Stanmore Hill including Hill Close and Halisbury Close and Spring Lake, Heriots Close	Request to change existing operational hours of CPZ on Stanmore Hill, Hill Close and Halsbury Close, and Requests from residents of Spring Lane via a petition wanting extended hours of control and residents of Herriot Close wanting to be in a CPZ	Stanmore Park	M
30	Down Avenue	Request for whole of Downs Avenue to be included in existing CPZ	Rayners Lane	S
31	Argyle Road	Request from a resident to introduce CPZ to prevent all day commuter parking	West Harrow	M
32	Mountbel Road , Felbridge Avenue, Curzon Avenue	Resident complaining that parking has got worse since introduction of CPZ CA and request from residents to introduce CPZ	Belmont	M
33	Hooking Green and Kingsfield Avenue (western end)	Residents from these roads want parking controls. Those from Hooking Green are experiencing non-resident parking contributed to by the nearby businesses and repair	Headstone South	S
34	Abercorn Road, Lansdowne Rd, Old Church Lane, Courtens Mews	Residents of these roads requested review/introduction of parking controls.	Belmont	M

35	Dalston Gardens, Honeypot Lane	Resident of Dalston Gardens raised concerns about parking causing congestion and businesses in slip road Honeypot Lane stating parking is taken large vehicles resulting in no customer parking	Queensbury	M
36	Marsh Lane, HA74HP	Marsh Rd resident raised concerns regarding abandoned vehicles and would like parking controls to be introduced	Stanmore Park, Belmont	S
37	Mead Road	Resident wants to be included in CPZ	Canons Park	S
38	Oldfield Close	Request for permit parking	Stanmore Park	S
39	Stag Lane	Request for resident permit parking	Edgware	S
40	Willows Close	Request for CPZ	Pinner	S
41	Du Cros Drive, Merrion Avenue,	Request for parking restrictions and concerns regarding Wembley event day congestion.	Canons	M
42	The Broadway	Request for changes to existing parking controls	Wealdstone	S
43	Spencer Rd	Residents of Spencer Road want to be included in zone (CA) to deter non resident parking.	Wealdstone	M
44	Wynlie Gardens, Latimer Close	Petition and letter requesting CPZ and footway parking exemption.	Pinner	S
45	Walpole Close	Request from a resident to extend existing CPZ operational hours.	Hatch End	S
46	Harrow View	Request from a resident of Harrow View to introduce CPZ in adjacent Rd to prevent non-residents taking up space and want permit to park in the nearby zone.	Headstone South, Marlborough	M
47	Merlin Crescent, Bransgrove Road, Metheun Rd, Chandos Crescent, Milford Gardens	Request from residents to introduce measures to address obstructive parking by parents at school; times and a petition submitted by residents of zone (O)	Edgware	L
48	Tavistock Road	Request for CPZ	Edgware	M
49	260, Camrose Avenue (slip road)	Request for CPZ	Queensbury	M
50	Westfield Lane	Request for CPZ	Kenton East & Kenton West	S
51	Berry Hill	Request from a resident to introduce measures to address Wembley event day parking.	Canons	S

52	Veldene Way	Request for parking controls	Roxbourne	S
53	South Hill Avenue	Request for permit parking	Harrow on The Hill	S
54	Fernbrook Drive	Resident submitting a petition to be eligible to purchase resident permit to park in adjacent zone (L) and seeking if zone (L) could be extended to include Fernbrook Drive	West Harrow	M
55	Whitefriars Avenue	Review CPZ operating 8am to Midnight in Whitefriars, Graham Rd, Wolseley Rd and side roads	Wealdstone	M
56	Canons Drive (norther end)	Request to extend existing CPZ (TB) to outside property 72, Canons Drive, Apply single yellow line outside 45/47 Canons Drive	Canons	S
57	Uxbridge Road (HA3 6DN)	Request for off-street parking on Green Area, HA3 6DN	Harrow Weald	S
58	Holwell Place & Ashridge Gardens	undertake parking review of parking spaces zone (A) in Holwell Place and Ashridge Gardens	Pinner South	M
59	Common Road	Request for parking restrictions between 6-7am till 23-24 midnight	Harrow Weald, Stanmore Park	S
60	Oxford Road	Petition requesting removal of parking restrictions	Marlborough	S
61	Greenacre Close	Request from a resident to introduce CPZ or double yellow lines to prevent pavement/obstructive parking	Roxeth	S
62	Hilltop Way	Request for parking restrictions	Stanmore Park	S
63	Apple Grove	Request from a resident to introduce "parking controls"	West Harrow	S

This page is intentionally left blank

APPENDIX D

CONTROLLED PARKING SCHEMES – SCHEME DEVELOPMENT PROCESS

In February each year Traffic & Road Safety Advisory Panel (TARSAP) undertakes an annual review of parking issues in the borough and prioritises and agrees a work programme for the forthcoming year. All service requests, petitions and other issues identified and received during the year are considered and a priority list developed based on agreed assessment criteria (TARSAP November 2012) which are presented to the Panel for consideration. The programme of parking schemes approved all follow a standard scheme development process as follows:

Stage 1 – Stakeholder Engagement

Officers prepare a list all schemes in the programme and suggest the most suitable parking management solutions based on identified problems and define the consultation study area (including consideration of areas that are likely to be affected by displaced parking).



A stakeholder meeting will be convened for all large scale projects (>500 properties) to discuss any relevant parking issues, suggest an initial consultation area and operational timings. The minutes of any stakeholder meeting will be sent to all attendees, Portfolio Holder (PH) for the Environment and local ward councillors for information.



Following any stakeholder meeting the public consultation area and possible solutions will be agreed with the PH and local ward councillors. For small or medium schemes (<500 properties), officers will liaise with the PH and local ward councillors accordingly to agree the public consultation area and possible solutions prior to undertaking the informal public consultation exercise. A suggested consultation area will be included in the annual parking programme review report to TARSAP in February for each scheme.

Stage 2 – Public Consultation

Officers will prepare consultation material / questionnaires and distribute to premises in the agreed consultation area specifying a deadline for responses. Consultations are typically arranged over a 3-4 week period to allow sufficient time for the local community to respond. Consultation material including background information, questionnaire and an Equalities Monitoring Form will be delivered to all premises in the consultation area with details of who to contact and where to respond. Consultation material will also be placed online via the Council's website with details of how to complete the questionnaires online. In all cases consultation material will be made available for inspection at the Civic Centre. Contact details will be provided on all consultation material to enable further information or clarification.



A report will be prepared by officers for the next available meeting of TARSAP or for the PH directly through a PH report which provides details of the public consultation, an analysis of the results of the consultation and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The PH and/ or local ward councillors will agree, amend or reject recommendations at their discretion. Generally areas that demonstrate majority support for common geographical areas and common parking control measures will be approved to proceed to stage 3. More contentious consultations may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the delivery, budget and resources is required.



The PH approves the recommendations of TARSAP or through a PH report and this is recorded as a formal decision.

Stage 3 – Detail Design

Officers will prepare a detailed scheme design indicating the exact locations of parking bays, waiting and loading restrictions (yellow lines), pay and display machines and other required infrastructure.



The plans are refined accordingly and agreed with, the PH and local ward councillors.

The draft Traffic Regulation Order (TRO) will be prepared.



The Police and other statutory consultees will be consulted on draft TRO.

Stage 4 – Statutory Consultation

The TRO will be advertised in local papers and London Gazette and statutory notices will be erected on site,



Officers will then prepare legal notification (statutory consultation) material and distribute to all premises in the original consultation area specifying a deadline for any representations or objections. The statutory consultation period advertised to the public is 21 days this is a fixed time period in law and is not subject to change. The material will be delivered at or around the same time as the adverts are placed on street. Statutory consultation is different from public consultation. It is notifying the public that an approved scheme will be implemented and offers the public a statutory right to make representations if they feel they may be materially affected by the proposals.



A meeting is arranged with the PH and ward councillors to review the outcome of the statutory consultation. Any final revisions to the scheme will be reported through a PH or Formal Decision Record at the discretion of the PH in consultation with the Head of Traffic and Highway Asset Management.



A PH or Formal Decision Record is prepared by officers which provides details of the statutory consultation, an analysis of any representations received and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The PH will agree, amend or reject recommendations at their discretion. Generally objections and representations will either be overruled because they are of a minor consequence or minor reductions in the extent of the scheme will be agreed to mitigate the impact (e.g. reducing the length of a yellow line or reducing the hours of operation if not significant). However, no additions to the content of the TRO can be made. More contentious consultations with high levels of objections may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the deliver, budget and resources is required.



The PH formally approves the recommendations through a PH report or Decision Record and this is recorded as a formal decision.

Stage 5 – Implementation

Construction drawings and estimates are finalised and a works package is prepared and issued to contractors for implementation of the scheme. The implementation dates are dependent on available contractor resources, road space permits and arranging any temporary TROs required for restricting on-street parking to allow road markings to be laid subject to weather.



The TRO is formally made specifying the operational date once the implementation completion date is known. Information about the operation of the scheme, including any application forms for permits, is distributed to premises in the scheme area in advance of the operational date so that applications can be processed.

Notes

Where there is a high degree of confidence about the design of a scheme for a particular area, initial consultation (stage 1 and/or 2) can be omitted. However, this is usually not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community.

The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus concerning the design of controlled parking schemes. It is therefore inevitable that some people will object to proposals. It would be very difficult for the Council to deal with these objections if it could not demonstrate knowledge of the wider community's views.

*** Schemes are defined as Small (S), Medium (M) or Large (L) scale

Small less than 100 households

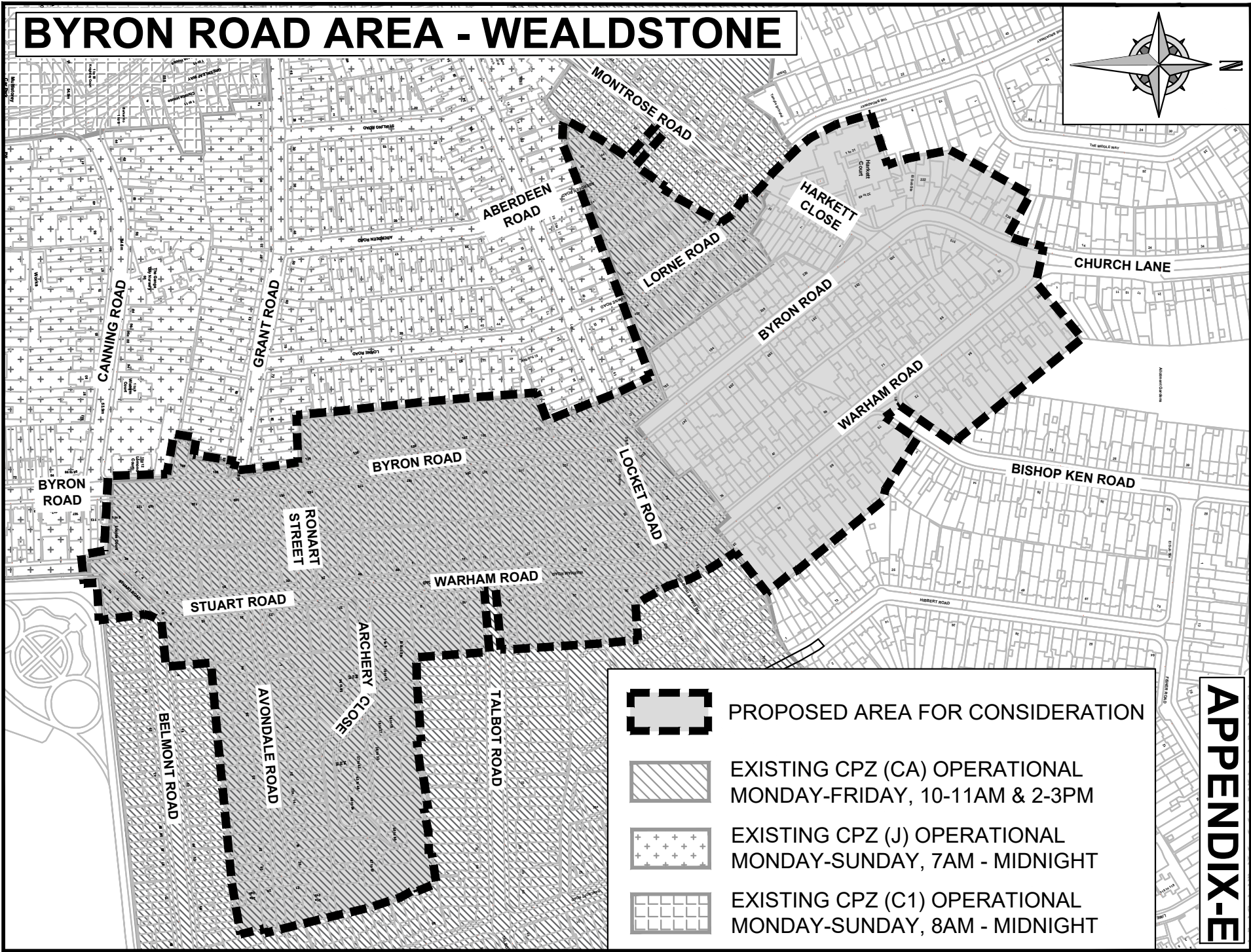
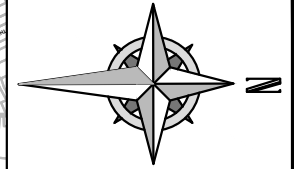
Medium between 100 - 500 households





Large schemes greater than 500 households

It should be noted that during the Covid-19 pandemic the social distancing requirements from government will mean that some of the procedure outlined may be modified to achieve this, for example arranging virtual meetings rather than person to person to minimise social contact.

This page is intentionally left blank

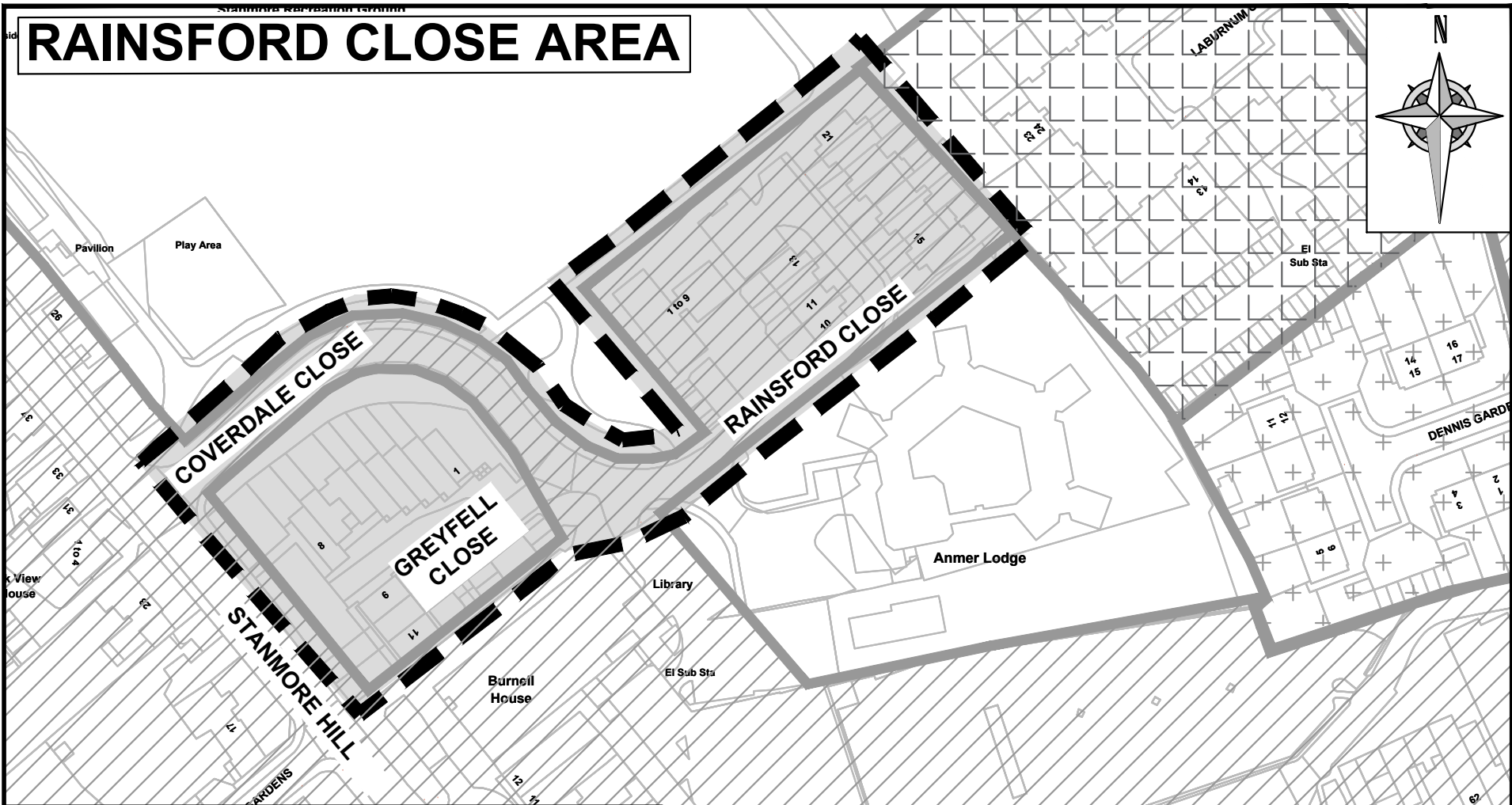
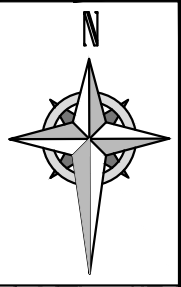
BYRON ROAD AREA - WEALDSTONE



-  PROPOSED AREA FOR CONSIDERATION
-  EXISTING CPZ (CA) OPERATIONAL MONDAY-FRIDAY, 10-11AM & 2-3PM
-  EXISTING CPZ (J) OPERATIONAL MONDAY-SUNDAY, 7AM - MIDNIGHT
-  EXISTING CPZ (C1) OPERATIONAL MONDAY-SUNDAY, 8AM - MIDNIGHT

APPENDIX-E

RAINSFORD CLOSE AREA



72



PROPOSED AREA FOR CONSIDERATION



EXISTING CPZ (B) OPERATIONAL
MONDAY-FRIDAY 3PM-4PM



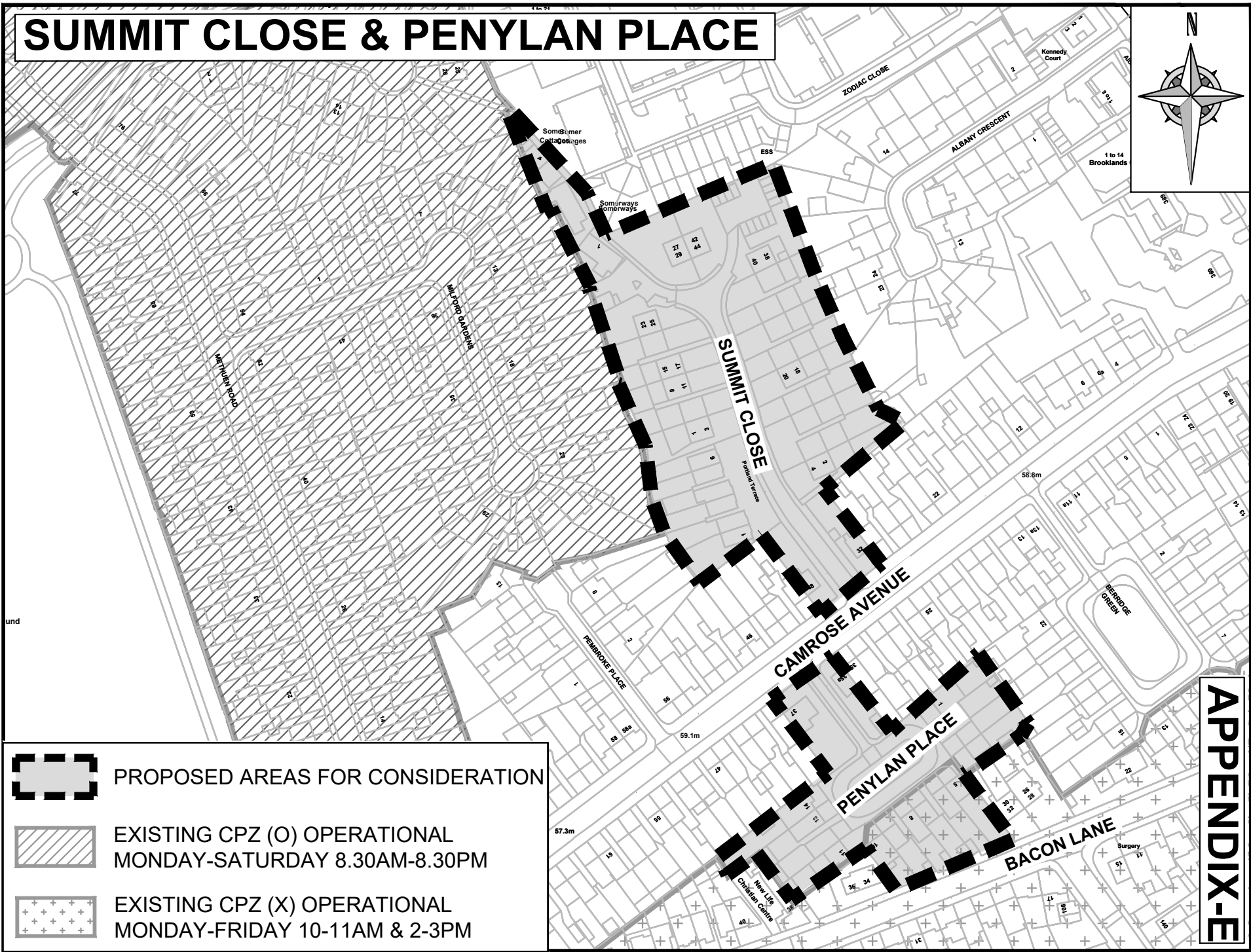
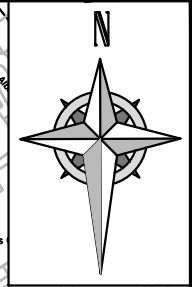
EXISTING CPZ (DG) OPERATIONAL
MONDAY-FRIDAY 10-11AM & 3-4PM






EXISTING CPZ (LC) OPERATIONAL
MONDAY-FRIDAY, 10-11AM & 3-4PM

APPENDIX-E

SUMMIT CLOSE & PENYLAN PLACE



-  PROPOSED AREAS FOR CONSIDERATION
-  EXISTING CPZ (O) OPERATIONAL MONDAY-SATURDAY 8.30AM-8.30PM
-  EXISTING CPZ (X) OPERATIONAL MONDAY-FRIDAY 10-11AM & 2-3PM

APPENDIX-E

This page is intentionally left blank

APPENDIX F
London Borough of Harrow
Controlled Parking Zones – times of operation

ZONE	AREA	TIMES ENFORCEABLE	Permit parking arrangement
A	Pinner	Mon - Fri 11:00 –12:00	Marked bays
A1	The Chase	Mon – Sat 08:00 –18:30	Marked bays
B	Stanmore	Mon - Fri 15:00 –16:00	Marked bays
BC	Bell Close	Mon – Sat 08.00 – 18.30	Past this point parking
BG	Buckingham Gardens	Mon – Fri 14:00 – 15:00	Past this point parking
BR	Buckingham Road	Mon - Fri 10:00 –15:00	Marked bays
C	Wealdstone	Mon - Fri 10:00 –11:00	Marked bays
C1	Wealdstone	Mon – Sun 8am - Midnight	Marked bays
CA	Wealdstone East	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
CL	Clitheroe Avenue	Mon - Fri 10:00 –15:00	Marked bays
CS	Canons Park Station	Mon – Sat 08:00 –18:30	Marked bays
CTW	Cherry Tree Way	Mon - Fri 10:00 –11:00 & 15:00 – 16:00	Past this point parking
DA	Donnefield Avenue	Mon – Sat 08:00 –18:30	Marked bays
D E F	Harrow Town Centre	Mon - Sat 08:30 –18:30	Marked bays
E Non-permits	Harrow on The Hill	Mon - Sat 08:30 –18:30	Marked bays
DG	Dennis Gardens	Mon - Fri 10:00 –11:00 & 15:00 – 16:00	Past this point parking
EH	Eaton Close and Hall Farm Close	Mon – Sunday 8am – 6.30pm	Past this point parking
G	Fontwell Close	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
H	Stanmore Station	Mon – Sat 10:00 –11:00 & 15:00 – 16:00	Marked bays
HH	Harrow on The Hill	Mon - Fri 10:00 –14:00	Past this point parking
HA	Dalkeith Grove	Mon – Fri 14:00 – 15:00	Marked bays

ZONE	AREA	TIMES ENFORCEABLE	Permit parking arrangement
HB	Kerry Court	At any time	Marked bays
HS	Charles Crescent	Mon – Sat 10:00 –11:00 & 14:00 – 15:00	Permit H.P.P.
J	Leisure Centre	Mon – Sun 07:00 – 24:00	Marked bays
K	Harrow	Mon – Sat 08:30 –18:30	Marked bays
KW	Kenton West	Mon – Fri 10:00 – 15:00	Marked bays
L	Rayners Lane	Mon - Fri 10:00 – 11:00	Marked bays
LC	Laburnum Court	Mon - Fri 10:00 –11:00 & 15:00 – 16:00	Past this point parking
LR	Lower Road	At any time	Marked bays
M	South Harrow	Mon – Sat 10:00 –11:00 & 14:00 – 15:00	Marked bays
M1	South Harrow	Mon – Sat 10:00 – 21:00	Marked bays
M2	South Harrow	Mon – Sat 08:00 –18:30	Marked bays & Past this point parking
MR	Melrose Road	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Past this point parking
N	Sudbury	Mon – Fri 11:00 – 12:00	Marked bays
NH1	North Harrow (North)	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
NH2	North Harrow (South)	Mon - Fri 10:00 –11:00	Marked bays
O	Chandos Crescent	Mon – Sat 08:30 –20:30	Marked bays
P	Harrow Town Centre (Rosslyn Crescent)	Mon – Sun 08:30 – 20:30	Marked bays
PG	Pinner Green	Mon – Fri 08:30 –18:30	Marked bays
Q1	Reynolds Drive	Mon - Fri 11:00 –12:00 noon	Marked bays
Q2	Honeypot Lane	Mon – Sun 18:00 - Midnight	Marked bays
Q3	Millais Gardens	Mon - Fri 11:00 –12:00 noon	Past this point parking
Q4	Turner Road	Mon - Fri 11:00 –12:00 noon & 15:00 –16:00	Marked bays
R	Woodlands Road	At any time	Marked bays
S	Flambard Road (& surrounding)	Mon – Fri 11:00 – 12:00	Marked bays

ZONE	AREA	TIMES ENFORCEABLE	Permit parking arrangement
	<i>area)</i>		
SC	Southbourne Close	At any time	Past this point parking
SM	Stanmore Marsh	Mon – Fri 08:00 – 18:30	Marked bays
STL	St. Lawrence Close	Mon – Fri 10:00 – 15:00	Past this point parking
TA	Edgware (south)	Mon – Sat 08:30 – 20:30	Marked bays
TB	Edgware (north)	Mon – Fri 11:00 – 12:00	Marked bays
TC	Torbridge Close	Mon – Fri 14:00 – 15:00	Past this point parking
U	Pinner Road & County Roads	Mon – Fri 11:00 – 12:00	Marked bays
V	Vaughan Road	Mon – Sat 10:00 – 11:00 & 14:00 – 15:00	Marked bays
W	West Harrow	Mon - Fri 10:00 – 11:00	Marked bays
W1	West Harrow	Mon – Sat 08:00 – 18:30	Marked bays
WC	Walpole Close	Mon – Sat 10:00 – 11:00	Past this point parking
WG	Winton Gardens	Mon – Fri – 10:00 – 15:00	Past this point parking
WH	Whitmore Road	Mon - Fri 10:00 – 13:00	Marked bays
WR	Welbeck Road	Mon – Fri 09:00 – 10:00 & 15:00 – 16:00	Marked bays
X	Edgware South	Mon - Fri 10:00 – 11:00 & 14:00 – 15:00	Marked bays
Y	Hatch End	Mon – Sat 10:00 – 11:00 & 15:00 – 16:00	Marked bays
Y	Hatch End	Mon – Sat 10:00 – 11:00 & 15:00 – 16:00	Marked bays
Z	Headstone Lane	Mon - Fri 10:00 – 15:00	Marked bays & Past this point parking

Marked bays – Permit parking bays marked in road with associated parking sign plate

Past this point parking – CPZ zone entry signs indicates that permit parking can take place past this point, there are no marked bays and permit holders can park in any unmarked areas of the street without yellow lines.

This page is intentionally left blank

Appendix G: Parking Programme 2021/22

Road / Location	Work	Comment	Current Status
Grimsdyke Road Area	New CPZ	Public consultation carried out June 2020 results showed no support for CPZ. Statutory consultation carried out June 2021 on proposals to introduce "At any time" restrictions at junctions, bends & narrow sections of road.	August implementation.
Northolt Road	New CPZ	Public consultation carried out July 2020, results showed support for scheme. Statutory consultation carried out September 2021. Recommendation to proceed to implementation,	Statutory Consultation September 2022.
Green Lane	New CPZ	Public consultation carried out Sep 2020 Results showed support for CPZ north of Culverlands Close. Statutory consultation carried out October 2021. Recommendation to proceed with implementation on amended scheme.	Statutory Consultation August 2022.
Canterbury Road	Extension of existing zone (NH1) to include all of Canterbury Road - Operational Mon-Fr 10-11am & 2-3pm	Public consultation carried out in September 2021. Results showed no support for scheme. Recommendation to abandon scheme proposals	Scheme not progressing.
Chantry Road Area	Extension of existing zone (Z) operational hours Mon-Fri 10am - 3pm to include Chantry Rd & Chantry Place (adopted sections of road only).	Public consultation carried out in October 2021. No support for scheme. Recommendation to abandon scheme proposals	Scheme not progressing.
Montgomery Road/Gresham Road	Proposal to introduce new zone with extended hours of control operational Mon-Sun noon to midnight.	Public consultation carried out in November 2021. Results showed no support for scheme. Recommendation to abandon scheme proposals	Scheme not progressing.
Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent	New CPZ	Public consultation carried out in July 2020. No support for CPZ. Statutory consultation carried out in Jan 2022 to introduce "At any time" waiting restrictions. Recommendation to proceed to implementation.	Statutory Consultation September 2022.
Roxborough Park Area Parking Review - Roxborough Park (southeast of Roxborough Ave), Grove Hill, Pickwick Place, and Peterborough Road	Proposal to introduce a new resident parking permit scheme, conversion of free bays in Roxborough Park to permit bays and Grove Hill and Peterborough Road to shared use bays. This will help remove all day non-resident/commuter parking in the existing free bays and allow better use by residents and short-term visitors.	Public consultation carried out Nov 2020. Support for new CPZ. Scheme placed on hold pending the introduction of cashless parking scheme.	Statutory Consultation September 2022.
September Way/The Ridgeway Area Parking Review - To include all or part of the following roads - September Way, The Ridgeway, Laurimel Close, Gordon Ave, Old Church Lane, Elm Park, Lemark Close, Nelson Rd, Bernays Close and Naresby Fold,	Proposal to extend the existing hrs of control of zone (CTW), New zone with extended hours of control in September Way, The Ridgeway, Old Church Lane, Elm Park, Nelson Rd, Bernays Close and Naresby Fold,	Public consultation carried out in Sep 2020. results showed support for CPZ with extended hrs of control. Statutory consultation carried out Nov 2021. Recommendation to proceed to implementation on amended scheme.	Statutory Consultation September 2022.

Kenton Road – service road between 704-738	Following the informal consultation, the results showed support for the introduction of parking controls in the service road in the form of pay and display and shared use bays. The results were reported to the members and the PH who agreed for the scheme to proceed to legal notification (statutory consultation). The proposed measures will prevent long term stagnant/commuter parking in the service road.	Public consultation carried out Sep 2021. Results showed support for parking controls. Scheme placed on hold pending the introduction of cashless parking scheme.	Proceed to statutory consultation (TBC)
Eastleigh Avenue, Roxbourne	Following the informal consultation, the results have been collated and will be reported to members and the PH to enable them to make an informed decision. The proposed measures will result in the introduction of a new permit parking scheme with the introduction of no waiting “At any time” (double yellow lines) restrictions to prevent dangerous/obstructive parking. Undertake surveys, statutory notification and implementation.	Public consultation carried out Dec 2021, Results showed support for introduction of permit parking scheme and agreed to proceed to statutory consultation.	Statutory Consultation (TBC)