

London Borough of Harrow



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 24 JUNE 2003
7.30 PM

PANEL AGENDA (ADVISORY)

COMMITTEE ROOMS 1/2
HARROW CIVIC CENTRE

MEMBERSHIP (Quorum 3)

Chair: Councillor Miles

Councillors:

Choudhury
Ismail
Anne Whitehead
Burchell

Arnold
Harriss
Mrs Kinnear
John Nickolay

(none)

(none)

Reserve Members:

1. Currie
2. Ray
3. Bluston
4. Kinsey
5. O'Dell

1. Mrs Bath
2. Anjana Patel
3. Osborn
4. Seymour

(none)

(none)

Issued by the Committee Services Section,
Law and Administration Division

Contact: Ben Jones, Committee Administrator
Tel: 020 8424 1883 E-mail: ben.jones@harrow.gov.uk

**NOTE FOR THOSE ATTENDING THE MEETING:
IF YOU WISH TO DISPOSE OF THIS AGENDA, PLEASE LEAVE IT BEHIND AFTER THE MEETING.
IT WILL BE COLLECTED FOR RECYCLING.**

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 24 JUNE 2003

AGENDA - PART I

1. **Appointment of Chair:**

To note the appointment at the meeting of Cabinet on 20 May 2003, under the provisions of Committee Procedure Rule 7.2 (Part 4B of the Constitution), of Councillor Miles as Chair of the Traffic and Road Safety Advisory Panel for the Municipal Year 2003/04.

2. **Attendance by Reserve Members:**

To note the attendance at this meeting of any duly appointed Reserve Members.

3. **Declarations of Interest:**

To receive declarations of interest (if any) from Members of the Committee arising from business to be transacted at this meeting.

4. **Arrangement of Agenda:**

To consider whether any of the items listed on the agenda should be considered with the press and public excluded on the grounds that it is thought likely, in view of the nature of the business to be transacted, that there would be disclosure of confidential information in breach of an obligation of confidence or of exempt information as defined in the Local Government (Access to Information) Act 1985.

5. **Appointment of Vice-Chair:**

To appoint a Vice-Chair of the Traffic and Road Safety Advisory Panel for the Municipal Year 2003-2004

6. **Appointment of Advisors:**

To note the appointment of advisors for the forthcoming year:

Cyclists' Touring Club	Mr R Jones
Harrow Association for Disabled People	
Harrow and District Pedestrians' Association	Mrs R Belinfante
Harrow Public Transport Users' Association	Mr A Wood
North West Area Traffic Management	Mr Faul

Enc. 7. **Minutes:** (Pages 1 - 8)

That the minutes of the meeting held on 10 March 2003, having been circulated, be taken as read and signed as a correct record.

8. **Public Questions:**

To receive questions (if any) from local residents or organisations under the provisions of Committee Procedure Rule 15 (Part 4B of the Constitution).

9. **Petitions:**

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Committee Procedure Rule 15 (Part 4B of the Constitution).

(A) Re: Sovereign Place – Request for a Resident Permit Parking Bay Scheme: From the tenants of Bruce House

10. **Deputations:**

To receive deputations (if any) under the provisions of Committee Procedure Rule 16 (Part 4B of the Constitution).

(A) Re – Queensbury CPZ Proposals – Objections to Traffic Orders: (See agenda item 11 (a)): From a representative of Queensbury Residents' and Traders Association.

(B) Re – Parking Charges, Objections to Traffic Orders and Harrow Town Centre Controlled Parking Zone Consultation: (See agenda item 11(b)): From a representative of the Churches Together in Central Harrow.

(C) Re – Parking Charges, Objections to Traffic Orders and Harrow Town Centre Controlled Parking Zone Consultation (See agenda item 11(b)): From a representative of Middlesex New Synagogue

11. **Reports of the Interim Head of Environment and Transportation:**

Enc. 12. **RECOMMENDATION 1 - Queensbury CPZ Proposals - Objections to Traffic Orders:** (Pages 9 - 60)

Enc. 13. **RECOMMENDATION 2 - Parking Charges, Objections to Traffic Order and Harrow Town Centre Controlled Parking Zone Consultation:** (Pages 61 - 148)

Enc. 14. **RECOMMENDATION 3 - Sudbury Hill Stations Area Controlled Parking Zone and Related Traffic Management Works:** (Pages 149 - 176)

15. **Items Placed on the Agenda at the Request of a Member of the Panel:**

The following item has been placed on the agenda at the request of Councillor John Nickolay and under the provisions of Committee Procedure Rule 8(l) (Part4B of the Constitution)

(a) Rowlands Avenue Closure

(b) Policy on Crossovers

Enc 16. **Portfolio Holder Decisions:** (Pages 177 - 178)

17. **Any Other Business:**

Business which the Chair has decided is urgent and cannot otherwise be dealt with.

AGENDA - PART II

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CABINET

VOL.9 CBTP 22

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

10 MARCH 2003

Chair: * Councillor Miles

Councillors: * Mrs Bath (1) * Kara
* Bluston (2) * Mrs Kinnear
* Burchell * John Nickolay
* Choudhury * Anne Whitehead

* Denotes Member present
(1) and (2) Denotes Category of Reserve Member

[Councillors Knowles, Vina Mithani, Janet Mote and Silver also attended and participated in this meeting]

PART I - RECOMMENDATIONS

RECOMMENDATION 1 – Queensbury Station Area Parking Review – Results of Consultation

Your Panel received the report of the Head of Environment and Transportation which detailed the results of consultation with local residents on parking options around Queensbury Station.

Prior to discussing the report, the Panel received a deputation from the Chairman of the Queensbury Residents' and Traders' Association (Harrow Branch) (QARA). The depute supported the installation of Minimum Scheme – Option 1 with certain revisions.

The Depute thanked the Council for the second consultation carried out in the Queensbury Station area and stated that the consultation had been far better than the original consultation. He highlighted that the original consultation had received a 25% response compared to a 39% response to the second consultation with a majority in favour of the installation of Minimum Scheme – Option 1. He supported Officers recommendation to implement the scheme but proposed certain revisions.

He requested that the proposed double yellow lines on the north side of Mollison Way east of Turner Road be foreshortened and replaced by retention of the existing single yellow line with a one hour waiting restriction between 11am and 12pm. This would remove commuter parking while still allowing residents' parking in the evening. The second revision was to shorten the length of double yellow lines on Turner Road near the corner of Reynolds Drive to allow residents' to park there.

The Depute stated that his organisation wanted parking on both sides of Reynolds Drive and requested that his organisation approve the letter to be sent to residents regarding the option of double yellow lines across drive ways. He also requested a slight adjustment to the proposed length and positioning of the bus pull-in points in Mollison Way.

In response to a question from a Member, the Depute explained that he proposed that the double yellow lines be installed on the roundabout at the junction of Mollison Way and Turner Road, but the single yellow line be retained outside properties on Mollison Way. Members raised concerns that any parking in this area could cause danger on this stretch of road as there was a bend and cars often travelled at high speeds.

The Transportation Manager informed the meeting that the original plans proposed double yellow lines the length of Mollison Way to make the road safer and allow bus flow. The revised plans included double yellow line 'pull-in points' to assist the flow of traffic and buses. Some of these had been extended to cover driveways and could be shortened in response to objections to the advertised proposals. In response to Members' comments that bus flow could still be affected by parking, Officers explained that this was the minimum scheme and that the other proposed schemes would have improved bus flow further.

In discussion of the proposals for Reynolds Drive, Officers explained that all residents would be written to and offered the choice of either a double yellow line or footway parking across their driveway.

Resolved to RECOMMEND: (To the Executive)

That (1) officers be instructed to take all the necessary steps under Section 6 of the Road Traffic Regulation Act 1984 to advertise the preferred option (the Minimum Scheme - Option 1, double yellow lines at junctions and problem spots and "at any time" bus stop clearways in Turner Road and Mollison Way, revised to delete sections of proposed double yellow lines at the junction of Mollison Way and Waltham Drive but including the double yellow lines in Mollison Way to create a passing point for buses and large vehicles as shown at Appendix D);

(2) officers be instructed to make an exemption to Section 15(4) of the Greater London Council (General Powers) Act 1974; as amended by the Road Traffic Act 1991 to allow footway parking across driveways in Reynolds Drive as shown at Appendix D subject to (c); and

(3) Officers be instructed to write to every resident with a driveway in Reynolds Drive offering them the option of a parking bay or double yellow lines across their driveway.

REASON : To deter obstructive parking and improve access and road safety in the area

RECOMMENDATION 2 – Transportation Borough Spending Plan 2004/05 – 2008/09

Your Panel received the report of the Director of Environmental Services which outlined the proposed Transportation Borough Spending Plan (BSP) for 2004/05 to 2008/09 that would form the basis of Harrow's submission to Transport for London (TfL). The Panel noted that schemes in the Spending Plan would be subject to normal consultation procedures at the design and/or order making stages. The Harrow Public Transport Users' Association's adviser commented that each scheme would need to be looked at on its own merits at a future date. A Member suggested that the importance of smoothly running Underground system to Harrow commuters should be stressed to TfL. The Transportation Manager emphasised that the draft Plan was subject to change in the light of on-going liaison with TfL and any changes would be highlighted in the version reported to Cabinet for agreement.

Resolved to RECOMMEND: (To Cabinet)

That Cabinet agree the programme of schemes shown in Appendices 2 and 3.

REASON: To enable the submission of the Borough Spending Plan – a funding-bid document - to reflect not just the Mayor of London's priorities but also those of the Council and to submit it to Transport for London by the deadline of 30 June 2003.

RECOMMENDATION 3 – Controlled Parking Zones/Residents Parking Schemes – Annual Review and Related Petitions

Your Panel received the report of the Head of Environment and Transportation which detailed the annual review of Controlled Parking Zones/Resident Parking Schemes for the whole borough, including assessments of existing zones and requests for new schemes received in the last twelve months. The petitions referred to the Panel by Council and the Wealdstone Regeneration Advisory Panel were also considered in conjunction with this item.

Prior to discussing the report, the Panel received a deputation from the Chairman of Queensbury Residents' and Traders Association. Referring to the petition the Panel had received from residents of Honeypt Lane requesting a CPZ, he suggested that any consultation carried out should be based on the consultation carried out in Queensbury. Discussing the extension to the Harrow Town Centre CPZ, the depute noted that Brent had delayed the implementation of their Northwick Park CPZ and that the price of the scheme for Harrow residents had risen from £30 a year to £40. He suggested all residents should be reconulted on the scheme.

Officers informed the Panel that this report had been brought forward to consider the work priority programme. The report contained last year's programme and the programme for the next six years plus a list of unprogrammed schemes. An Officer reminded the Panel that parking schemes were demand-led and all schemes were subject to consultation.

Referring to the petition received from the Wealdstone Regeneration Advisory Panel, he assured the meting that consultation had been carried out correctly. A stakeholder meeting to which Members of the Wealdstone Regeneration Advisory Panel had been invited, had taken place and all frontagers were consulted, including the head petitioners' business, with the scheme being based on these results.

Commenting on the two petitions referred to the Panel by Council on improving parking facilities in North Harrow, Officers informed the Panel that the previous consultation on a CPZ in North and West Harrow had produced a negative result overall. The installation of lay-bys in Station Road had been investigated but the projected cost of at least £190,000 had proved prohibitive. An Officer added that consultation with residents' regarding a CPZ in Vaughan Road had proved inconclusive. In response to a question from a Member, the Panel were informed that not all of the forecourts in Station Road were public highway.

Ward Members for Headstone North, present to speak on this item, commented that shops in North Harrow were suffering due to parking problems in the area. Shops were having difficulties receiving deliveries and delivery vehicles were receiving parking tickets and shoppers were unable to park outside the shops. They suggested that the provision of parking bays were a way to keep the area vibrant and to halt the slow attrition of local shops. They understood the difficulty for shoppers and suggested that better parking facilities were needed to prevent further shops closing.

An Officer commented that he was unaware that there had been problems with deliveries and undertook to review the current loading/unloading restrictions. A Member commented that the introduction of parking bays outside shops would possibly make deliveries more problematic and that there was already a large car park nearby. The Harrow Public Transport Users' Association's adviser suggested that the existing bus lay-bys could be used for pay and display bays and the bus stops could be moved further along the road. Members endorsed that that Officers should investigate this proposal.

A Member highlighted the points made earlier by the depute on the extension to the Harrow Town Centre CPZ and suggested that the scheme be suspended for a brief reconsultation. In response Officers informed the Panel that the scheme was never dependent on the implementation of the Brent scheme, as the scheme aimed to provide on street parking for residents', especially those residents' who were forced to park away from their homes because of the existing one hour daytime parking restriction. Following legal advice, it was noted that the scheme could not be suspended as new traffic orders would be required, therefore reconsultation could only take place once the agreed scheme had been implemented.

In response to a Member's query, an Officer informed the Panel that the echelon parking in Rayners Lane had been reviewed as part of the last review at a key stakeholders meeting and it was assessed that no change was necessary.

Following comments from a Member that the two West Harrow schemes appeared very low down on the list of priorities, Officers commented that the two schemes could be combined into one 'in principle ' consultation. However, as these were proposed for the latter years of the programme there would be opportunities each year at the annual review to recommend priorities in the light of changing circumstances.

Resolved to RECOMMEND: (To the Executive)

That (1) the priority list the controlled parking zone programme be as shown at Appendix D and to included in the Borough Spending Plan submission to Transport for London for 2004/05 to 2008/09, and,

(2) the Head Petitioners be advised accordingly.

[REASON: To enable progress on scheme development generally and to allow its inclusion in the Borough Spending Plan]

RECOMMENDATION 4 - Kenton Road - Banned Right Turn into Kenton Lane

Your Panel received a report of the Head of Environment and Transportation which explained that Brent Council had introduced an experimental scheme that had banned the right turn from Kenton Road into Kenton Lane.

The Chair explained that the experimental scheme introduced by Brent was designed as a safety scheme. He noted that the Conservative Group had tabled an amendment proposing that the scheme be objected to and calling for the installation of an extra lane for right turns. In response, an Officer informed the meeting that he did not believe there was enough space on the road to accommodate an extra lane. Requests had been received from local residents for traffic calming measures, and the overriding objective was to reduce the number of cars in the area. Brent would receive objections to the scheme for six months and the scheme could be in place for up to 18 months. Ward Councillors for Kenton East and West had been consulted but so far only one had responded.

The scheme was a safety scheme as seven injury accidents had occurred during the study period. A problem that had occurred with the scheme was that few motorists were using the suggested alternative route.

The Ward Member for Kenton West, present to speak on this item, commented that residents were opposed to all four proposals and that lorries were having difficulties negotiating the sharp left turn on the alternative route. Another Member suggested that a right filter light be installed instead. Officers advised that a right filter would add an extra phase to the traffic lights, reducing their efficiency, increasing delays and defeating the aim of improving conditions.

The Harrow Public Transport Users' Association's adviser commented that he supported the scheme as it reduced congestion at the junction and that he was surprised that the right turn from Kenton Lane to Kenton Road had not also been banned.

An Officer informed the Panel that the Police would be asked to monitor motorists making the banned right turn at the junction. However, the scheme had improved east-west traffic flow. A Member voiced his sympathy for local residents, and suggested that measures to improve the traffic lights should be considered.

Members suggested that, in their experience that the junction had run smoothly prior to the introduction of the ban, especially since the re-phasing of the traffic lights. They had witnessed several cars making the banned right turn and that traffic had struggled to make the left turn on the alternative route. The road used for the alternative route was not suitable for large volumes of traffic. They suggested that Brent should be asked to remove the scheme because of the negative effects it had on Harrow residents. A Member referred to the tabled amendment, requesting that the scheme be objected to and that other solutions be investigated, and commented that the scheme had not succeeded in improving traffic flow. The scheme had also exported the rat-running problem from Brent to Harrow.

A Ward Member for Kenton West disputed claims that traffic congestion had not improved at the junction. He commented that he supported the scheme although he was not totally satisfied with the scheme.

(Councillor Mrs Bath, Kara, Mrs Kinnear and John Nickolay wished to be recorded as voting against the recommendation)

Resolved to RECOMMEND: (To the Executive)

- That (1) no objections to be made to Brent's experimental scheme;
- (2) the local community be consulted on a traffic calming scheme to reduce the adverse impact of the banned turn on Harrow's side;
- (3) Funding be sought from Transport for London (TfL) for a traffic calming scheme;
- (4) Officers be instructed to introduce the proposed double yellow line waiting restrictions (no waiting at any time) under section 6 of the Road Traffic Regulation Act 1984 as amended in accordance with the details at Appendix G subject to consideration of objections to the traffic order. The statement of reasons to be "to improve road safety" and to "control parking".

REASON: To improve safety and residential amenity.

RECOMMENDATION 5 – The Traffic Signs Regulations and General Directions 2002

Your Panel received a report of the Head of Environment and Transportation which detailed new regulations governing traffic signs and their implications.

Resolved to RECOMMEND: (To the Executive)

- That (1) formal objections to the laying of zigzag markings at existing toucan crossings be considered by the Portfolio Holder;
- (2) the proposed consultation requirements for bus stop clearways as shown at Appendix A be adopted; and
- (3) all bus stops with bus stop "cages" be made Bus Stop Clearways subject to funding and the consultation procedure be as set out in (2) above.

[REASON: To comply with new regulations governing traffic signs]

RECOMMENDATION 6 – Walton Road/Harley Road – Petition for Yellow Lines

Your Panel received a report of the Head of Environment and Transportation which explained the proposed response to a petition requesting yellow lines at the junction of Walton Road and Harley Road.

Resolved to RECOMMEND: (To the Executive)

That Ghost Capes be laid at the junction of Walton Road/Harley Road as shown at Appendix E and the Head Petitioner be advised accordingly.

[REASON: To improve safety and access by emergency vehicles]

RECOMMENDATION 7 - Lowlands Road Local Safety Scheme and Harrow on the Hill Station Interchange Proposals – Consultation Results

Your Panel received a report of the Head of Environment and Transportation which detailed the proposed Lowlands Road Local Safety Scheme and Harrow on the Hill Station Interchange and reported on the favourable consultation results.

The Chair reminded the Panel that this scheme was designed to reduce speed and accidents, and improve cycling facilities. The Harrow Public Transport Users' Association's adviser voiced his support for the scheme, except for the entry treatment to Grove Hill Road. He explained that it was an emergency route for buses and that the existing shape of the kerb meant that had to slow down for the corner.

A Member, present to speak on this item commented that there had been problems with the consultation. He informed the Panel that consultation responses were due in on 23 December 2002 and that Lansdowne Road had five properties, not one as indicated in the table of consultation responses. The scheme would also lead to the removal of seven parking bays, resulting in the loss of Council revenue. He commented that the abuse of the blue badge system caused parking problems in the area. He added that speed tables would not improve road safety as the traffic already travelled slowly at the junctions. A Ward Member for Greenhill commented on his support for the scheme, although he supported the removal of the entry treatment to Grove Hill Road.

A Member commented that she felt that the consultation document was too complex. She added that she did not support the scheme as it would not address the problems in Lowlands Road and was unhappy at losing parking and green space. Members suggested that the scheme would increase congestion in the area.

(Councillor Mrs Kinnear requested to being recorded as having voted against he recommendation)

Resolved to RECOMMEND: (To the Executive)

That Officers be instructed to implement the scheme described in the report subject to the deletion of the entry treatment at Grove Hill Road and subject to consideration of objections to the traffic order and to take all necessary steps under sections 6 and 45 of the Road Traffic Regulation Act 1984 as amended to relocate the motor cycle parking space and to replace seven "pay and display" spaces with 8.30am to 6.30pm Monday to Saturday yellow line waiting restrictions as detailed at Appendix F. The statement of reasons to be "to improve road safety" and "to control parking".

[REASON: to improve safety and to improve pedestrian and cycle facilities.]

PART II – MINUTES

46. **Attendance by Reserve Members:** **RESOLVED:** To note the attendance of the following duly appointed Reserve Members:

<u>Member</u>	<u>Reserve Member</u>
Councillor Arnold	Councillor Mrs Bath
Councillor Kinsey	Councillor Bluston

47. **Declarations of Interest:** **RESOLVED:** To note that there were no declarations of Interest at this meeting.
48. **Arrangement of Agenda:** **RESOLVED:** That all items on the agenda be considered with the press and public present.
49. **Minutes:** **RESOLVED:** That the minutes of the meeting held on 4 December 2002, having been circulated, be taken as read and signed as a correct record.

Recommendation 3, 4/12/02 – Petts Hill Bridge

Minute 41 – Prohibition Hours in High Street Wealdstone – Part Pedestrianisation Scheme: Reference from the Wealdstone Regeneration Advisory Panel

Members raised and discussed matters relating to the progress of the above issues, arising from which detailed points were to be followed up by the Chair and Officers.

50. **Public Questions:** A representative of the Rowlands Avenue Residents' Association asked about progress on the closure of Rowlands Avenue. In response, the Chair informed the meeting that subject to Traffic Orders, the road closure would be introduced in June
51. **Petitions:** **RESOLVED:** To note that no petitions had been received

52. **Deputations**

- (1) **Re – Queensbury Station Area Parking review – Results of Consultation and Controlled Parking Zones/Residents Parking Schemes – Annual Review and Related Petitions:** From the Chairman of Queensbury Residents' and Traders' Association (see recommendation 1 and 3)

53. **References from Council and/or other Committees/Panels**

- (A) **Petition - Honeypot Lane, Harrow - Request for a CPZ** (Reference from Council: 23.1.03)
(This reference was dealt with under Recommendation 3)
- (B) **Petition - Cambridge Road/Pinner Road, North Harrow - Request for improved parking facilities** (Reference from Council: 23.1.03)
(This reference was dealt with under Recommendation 3)
- (C) **Petition - Request for car parking bays in North Harrow** (Reference from Council 23.1.03)
(This reference was dealt with under Recommendation 3)
- (D) **The inclusion of Spencer Road in the Wealdstone CPZ** (Reference of the Wealdstone Regeneration Advisory Panel meeting held on 11 February 2003)
(This reference was also dealt with under Recommendation 3)

RESOLVED: That the Wealdstone Regeneration Advisory Panel be consulted on traffic schemes which may have an impact on the economic viability of Wealdstone.

54. **Extensions to and Termination of the Meeting:** In accordance with the provisions of Committee Procedure Rule 14 (Part 4B of the Constitution) it was

RESOLVED: At (1) 10.00 pm to continue until 10.30 pm

(2) 10.30 pm to continue until 11.00 pm

55. **Update on the London Congestion Charge: Issue placed on the Agenda further to the Request of a Member of the Panel:** A member referred the Panel to the document he had tabled regarding the Central London Congestion Charge. He reminded the Panel that the congestion charge would have an effect on Harrow residents and requested that Officers produce an assessment on the impact of the Congestion Charge. He was particularly concerned about the increase in congestion on public transport.

The Harrow Public Transport Users' Association's adviser informed the Panel that the impact of the Congestion Charge would be discussed the next Rail and Bus Liaison meeting on 4 April 2003.

RESOLVED: That Officers report on the impact of the Congestion Charge when monitoring information was released.

56. **Portfolio Holder Decisions: RESOLVED:** To note the report submitted

(Note: The meeting, having commenced at 7.30 pm, closed at 11.00 pm)

(Signed) JERRY MILES
Chair

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LONDON BOROUGH OF HARROW

Agenda item:

Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	Tuesday 24 June 2003
Subject:	Queensbury Parking Proposals – Objections to Traffic Orders
Key Decision	No
Responsible Chief Officer:	Interim Head of Environment and Transport
Relevant Portfolio Holder	Environment and Transport
Status:	Part1
Ward:	Queensbury, Edgware
Enclosures:	Appendix A Advertised plan of the proposals Appendix B Petition and letters of objection Appendix C Summary of objections and officers response Appendix D Revised plans of the proposals Appendix E Amendment to the advertised traffic order Appendix F Letter to Reynolds Drive residents

1. Summary

- 1.1 Following consultation on a proposed Controlled Parking Zone (CPZ), it was agreed to promote a reduced scheme. Formal objections to the advertised traffic orders have been received. This report considers those objections and makes appropriate recommendations.

2. Recommendations (for decision by the Executive)

2.1 That the Panel recommend to the Executive that;

- (a) objections to the advertised traffic orders as detailed in Appendix C be set aside for reasons given in the report, subject to the proposed amendments.
- (b) that officers be authorised to proceed with the amended traffic order making and implementation in accordance with Appendix D and advise the objectors accordingly.

Reason: To deter obstructive parking and to improve access and road safety.

3.0 Consultation with ward Councillors

3.1 A copy of the consultation documents were sent to all Queensbury ward councillors and nominated members at the consultation stage.

4.0 Policy Context (including Relevant Previous Decisions)

4.1 The Traffic and Road Safety Advisory Panel at its meeting on 10 March 2003 considered the results of the public consultation and a deputation. The Council decided to introduce a reduced scheme as shown at Appendix A and instructed officers to advertise the necessary traffic orders.

5.0 Relevance Corporate Priorities

5.1 This report addresses the Council's stated priorities of enhancing the environment and encourages more sustainable transport activity.

6.0 Background Information

6.1 Twelve objections and a petition objecting to the advertised traffic orders have been received. (See Appendix B).

6.2 Appendix C contains a summary of objections and comments made by the objectors together with officers response.

6.3 Appendix D shows the amended plan of the proposals that are considered to be acceptable taking into account the objections that have been received. Appendix E shows the details for order making purposes.

6.4 There has also been an objection from the Police (see Appendix B). There are no objections from the other emergency services or London Buses.

6.5 There has been an error in the advertised traffic order. The details of the proposed double yellow lines at the southern arm of the roundabout at the junction of Mollison Way and Waltham Drive were inadvertently omitted. These were subsequently advertised separately on 12th June 2003. However, the objection period would end on 3rd July and it is proposed to report any objection (to the newly advertised yellow lines) separately and subsequently.

7.0. **Finance Observations**

- 7.1 The estimated cost of the proposed scheme is £5,500.
- 7.2 The scheme was originally earmarked for funding by the congestion charging section of Transport for London (TfL) who have advised that this would not be forthcoming as the reduced scheme does not address commuter parking. A request has been made for funding from the Borough Partnership Section of TfL, but no response has yet been received. If the bid proves unsuccessful, funding is available from the traffic management allocation for 2003-04, subject to appropriate prioritisation.

8. **Legal Observations**

- 8.1 The proposed alterations to waiting restrictions can be introduced under powers given in Section 6 of the Road Traffic Regulation Act 1984 (as amended).
- 8.2 Footway parking proposals in Reynolds Drive can be implemented by resolution by making an exemption under Section 15(4) of the Greater London Council (General Powers) Act 1974 as amended by the Road Traffic Act 1991.

9. **Conclusion**

- 9.1 The scheme has been amended to take into consideration the objections made. The revised scheme would address the obstructive parking problems in Mollison Way and Reynolds Drive as well as dealing with obstructive parking at a number of nearby junctions. In the event that the reduced restrictions do not adequately achieve their objective, further restrictions can be considered.

10. **Background Papers**

- 10.1 Traffic and Road Safety Advisory Panel, 10th March 2003, advertised traffic order, petition, letters of objection.

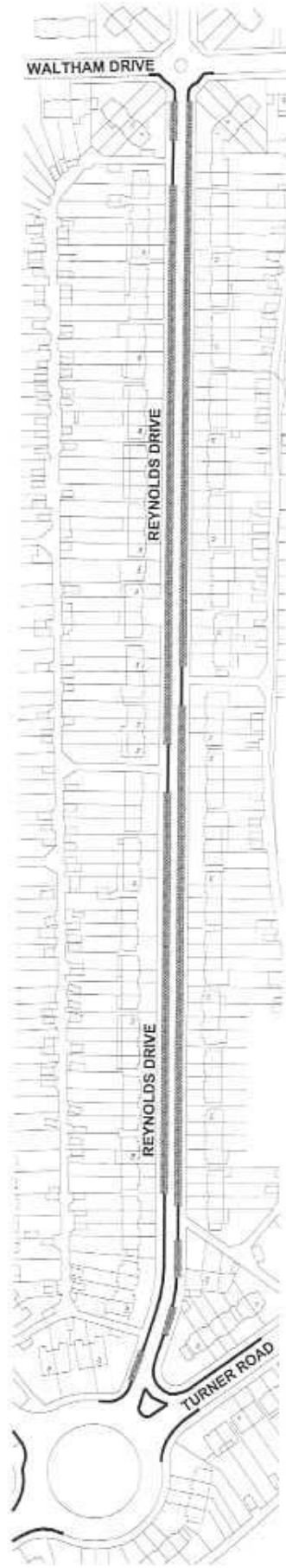
11. **Author**

- 11.1 Mohsen Nekouzad, Principal Engineer, Traffic & Transportation (East Area)
Tel: 020 8424 1888, E-mail: mohsen.nekouzad@harrow.gov.uk

REYNOLDS DRIVE OPTIONS C



OPTION C



- - PROPOSED DOUBLE YELLOW LINES
(NO WAITING AT ANY TIME)
 - PROPOSED FREE FOOTWAY PARKING BAYS
- NOTES: TWO-WHEEL FOOTWAY PARKING WITH
FREE BAYS MARKED ACROSS DRIVEWAY
ON BOTH SIDES OF THE ROAD**

Site Code

HARROW
HARROW ENVIRONMENTAL SERVICES
- CONSULTING, PLANNING & INVESTIGATION
10000 160th Street, Surrey, BC V4N 1C5
Tel: (604) 888-1511 Fax: (604) 888-1558



Project	REYNOLDS DRIVE
Scale	ASCL
Date	26/11/00

Approved for Issue for Submission Survey Mapping with the permission of the Director of the Victoria Planning Office. Copyright, International Association of Surveyors. Copyright and any right in this document or the drawings herein is reserved by the International Association of Surveyors 1998.

APPENDIX B
198 Mollison Way
Edgware
Middlesex HA8 5QY

Mr S J Swain
Transportation Manager
Environment and Transportation
Department of Environmental Services
PO Box 38
Civic Centre
Station Road
Harrow HA1 2UX



4 June 2003

Dear Mr Swain

Re: Reference BD2003/6/92.05/37

Please find enclosed petition registering the objections of a number of residents with regard to the proposed bus pull-in point outside numbers 196-188 Mollison Way.












Yours sincerely

T G Flaherty

OBJECTION - REFERENCE BD2003/6/192.05/37

We the undersigned strongly object to the proposed position of a bus pull-in point outside numbers 196-188 Mollison Way.

This pull-in point is unnecessary given the close proximity to the bus stop and parking restrictions at the Turner Road end of Mollison Way. It should either be moved further up the road or removed entirely.

Name	Address	Signature	Date
Mrs V. Gurewa	194 MOLLISON WAY		4/6/03.
MR T. Flaherty	198 MOLLISON WAY		4 6 03
MRS K NATVARAN	788 MOLLISON WAY		11/5/03
MR AKBAR ALI	186 MOLLISON WAY		4/6/03
MR L.K. RAMJI	202 MOLLISON WAY		4/6/03
Mrs M. Patel	200 Mollison Way		4/6/03.
MR N BISWAS	184 MOLLISON WAY		4/6/03.
S. Biswas	196 MOLLISON WAY		4/6/03
P. SE LVA	182 MOLLISON WAY		4 6 03
W.P. SUTDELL	198 MOLLISON WAY		4/6/03
K.H. KANTAN	196 MOLLISON WAY		4/6/03.

on's SJS
5/6/03

Association Office:
84 Barn Hill
Wembley Park
Middlesex HA9 9LQ
UK

Tel: 020 8904 9084
Fax: 020 8933 1008

**Queensbury Residents
(and Traders) Association
(Harrow Branch)**



Fax

To: The Transportation Manager, S.Swain, **From:** Robert Dunwell - Chairman
Environment and Transportation,
Department of Environmental Services,
PO Box 38, Civic Centre, Station Road,
Harrow HA1 2UX

Fax: 020 8424 7662

Pages: 4 incl. this front page

Phone: 020 8863 5611 / 8424 1988

Date: 05/06/03

Re: **BD 2003/6/92.05/37 - Queensbury
Area Scheme**

CC: Brian Durke tel: 020 8424 1508

Harrow (waiting and loading restriction)
(amendment) Order
Harrow (free parking places) (amendment)
order.
Proposed Bus Stop Clearways

Urgent

Please Reply

• **Comments:** Dear Mr Swain,

We wish to raise objections and alternatives to details of the above-advertised Schedules / schemes. (London Gazette 8 May 2003 and street notices) These are as follows:

1. The proposed waiting restrictions in and around the Flying Eagle Roundabout in Mollison Way at its junctions with Colman Gardens and Waltham Drive are as written an inaccurate reflection as to what scheme was approved by Committee, unclear and inaccurate in definition. Contact has already been established with the appropriate department and personnel and another order / schedule has already been arranged for public issue and public advertising, to appear in the London Gazette 12th June 2003. (reference detailed conversations R. Dunwell / Brian Durke and transportation Officers 3 and 4th June 2003, Detailed "order" fax Brian Durke to R. Dunwell 4th June 2003 and subsequent minor amendments). NB. The revised order dated 12th June 2003 appears to correct all the details and it is expected that no further comments will be necessary during this forthcoming statutory period beginning 12 June 2003.
2. Regarding the bus pull in point outside numbers 196 - 188 Mollison Way. I attach a further 2 pages (1 petition and 1 letter) that object to this pull-in point. Please note that this concern adds to the Association's case of concerns that were submitted in hard copy detail at the 10 March 2003 Traffic and Road safety Advisory Panel Meeting Monday, 10 March 2003. Please refer back to these details that are already in your possession.
3. The double yellow lines running on the North side of Mollison Way (13 house frontages) from its junction with Turner Road. This line replaces the existing quite adequate single yellow line. The single yellow line should remain unaltered. Please refer to detailed hard copy information in your

page 1

June 5, 2003

possession from the 10 March 2003 Panel Meeting. (this also includes a petition from those householders).

4. Similar to para. 3 above please note objections to this objection relates to the stretch of double yellow lines that run in-front of houses 14 to 20 Turner Road. These should be totally removed as mentioned in our representations at the 10 March Panel Meeting. You are also in possession of letters of objection from the individual residents of 14, 16, 18 and 20 Turner Road from Mr Michaelides 18 Turner Road. This only emphasises the Associations concerns on this point.

Please note that we will be making full representation of these concerns at future Panel meetings, but in the meantime I would be grateful if you would give these matters your attention. If any further information is required please contact me.

Will you keep me informed of any developments regarding decisions to be taken on all the above matters and those regarding Reynolds Drive and the scheme in general and confirm the details for the next meeting of the Panel at which I assume final hearing will be given. If this is not to be the case please forward details.

Thank you for your assistance

Yours sincerely



Robert Dunwell - Chairman Queensbury Residents and Traders Association (Harrow Branch)

Page 2

188 Mollison Way
Edgware
Middlesex HA8 6QY

*Queensbury Residents
& Traders Assn (Harrow
branch)
page 4.*

Mr S J Swain
Transportation Manager
Environment and Transportation
Department of Environmental Services
PO Box 38
Civic Centre
Station Road
Harrow HA1 2UX

4 June 2003

Dear Mr Swain

Re: Reference BD2003/6/02.05/37

I am writing with reference to the formal notice concerning the introduction of bus stop clearways in Mollison Way.

I strongly object to the to the proposed position of a bus pull-in point outside numbers 196-188 Mollison Way. This pull-in point is unnecessary given the close proximity to the bus stop and parking restrictions at the Turner Road end of Mollison Way. It should either be moved further up the road or removed entirely.

Additionally, I am extremely concerned about the speed of the buses travelling along Mollison Way, which cannot be safe for the passengers, pedestrians and other road users. This situation will be exacerbated by the introduction of the pull-in points, as this will give the buses greater opportunity to speed. The Council should be seeking to reduce the speed of such vehicles in the interest of public safety.

Yours sincerely

T G Fishery

Queensberry Residents & Traders Association
(Hurry to Branch) (Page 3)

OBJECTION - REFERENCE BD2003/6H92.06/37

We the undersigned strongly object to the proposed position of a bus pull-in point outside numbers 196-188 Mollison Way.

This pull-in point is unnecessary given the close proximity to the bus stop and parking restrictions at the Turner Road end of Mollison Way. It should either be moved further up the road or removed entirely.

Name	Address	Signature	Date
Mrs V Garera	194 MOLLISON WAY	V. Garera	4/6/03
MR T. Flaherty	EDGWAKE 198 Mollison way	T.C. Flaherty	4.6.03
MRS K NATVARA	188 MOLLISON WAY	[Signature]	11/5/03
MR AKBAR ALI	186 Mollison way	[Signature]	4/6/03
MR L.K. RAMJI	202 MOLLISON way	[Signature]	4/6/03
Mrs M. Patel	200 Mollison way	[Signature]	4/6/03
MR N BISWAS	184 MOLLISON way	N. Biswas	4/6/03
S. Biswas	196 MOLLISON way	S. Biswas	4/6/03
P. SE LVA	182 Mollison way	[Signature]	4 6-03
W.D. SUDDELL	198 Mollison way	W.D. SuddeLL	4/6/03
K.H. KASHAN	196 Mollison way	[Signature]	4/6/03

**Queensbury Residents' and Traders'
Association (Harrow Branch)
QARA**

Chairman: Robert Dunwell

Association Office: -
Tel: 020 8904 9094
Fax: 020 8933 1005

3 March, 2003

Ben Jones / *Rebecca Arnold*
Traffic and Road Safety Advisory Panel Committee Administrator
Committee Services Section (Law and administration)
London Borough of Harrow
Harrow Civic Centre

Tel 020 8424 1883

Dear Mr Jones

Re: Traffic And Road Safety Advisory Panel, Mon. 10 March 2003 (ITEM 9 Report of the head of Environment and Transportation: Enc. **B, QUEENSBURY STATION AREA PARKING REVIEW** and item 9 C, Controlled Parking Zones/Residents Parking Schemes – Annual Review and Related Petitions and Item 8, A, Honeypot Lane, Harrow – Request for CPZ.)

I wish to lead a deputation of the QARA to the above Panel / Committee on 10 March 2003 regarding the above matters, in particular

Item 9 , Enc B (Queensbury Station Area).

1. That the Panel and Stakeholder / Cabinet take note of the overwhelming response in the recent council consultation against CPZ and agree to introduce the Minimum Scheme – Option 1, with the following provisos
 - 1.1. To decrease the excessive proposed length of double yellow lines on Mollison Way round the corner of Mollison Way and Turner Road (north side) and leave in place the existing single yellow line parking restriction.
 - 1.2. To decrease the excessive proposed length of double yellow lines on Turner Road round the corner of Turner Road and Reynolds Drive.
 - 1.3. To slightly adjust the proposed length and positioning of the bus pull-in points in Mollison Way. (as to what had been agreed between QARA and Transportation dept.).
 - 1.4. That before officers write to every resident with a drive way in Reynolds Drive, regarding the option of double yellow lines across individual drive ways, the content of any such letter be approved by the Queensbury Area Residents and Traders Association.
2. Comments on the enhanced level of consultation now having taken place.

Item 8 – Enc A (Honeypot Lane petition)

1. Residents of this area must be fully formally consulted and only after having had the chances that the Queensbury Station Area has just had must any action be taken..

(See pages 2 for signatures and addresses)

198 Mollison Way
Edgware
Middlesex HA8 5QY

Mr S J Swain
Transportation Manager
Environment and Transportation
Department of Environmental Services
PO Box 38
Civic Centre
Station Road
Harrow HA1 2UX



4 June 2003

Dear Mr Swain

Re: Reference BD2003/6/92.05/37

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I strongly object to the to the proposed position of a bus pull-in point outside numbers 196-188 Mollison Way. This pull-in point is unnecessary given the close proximity to the bus stop and parking restrictions at the Turner Road end of Mollison Way. It should either be moved further up the road or removed entirely.

Additionally, I am extremely concerned about the speed of the buses travelling along Mollison Way, which cannot be safe for the passengers, pedestrians and other road users. This situation will be exacerbated by the introduction of the pull-in points, as this will give the buses greater opportunity to speed. The Council should be seeking to reduce the speed of such vehicles in the interest of public safety.

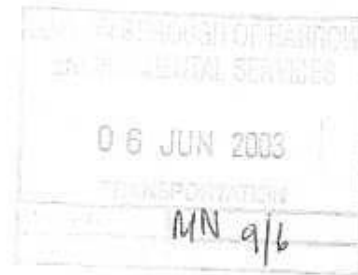
Yours sincerely

Handwritten signature of W.P. Syddell

W P Syddell

198 Mollison Way
Edgware
Middlesex HA8 5QY

Mr S J Swain
Transportation Manager
Environment and Transportation
Department of Environmental Services
PO Box 38
Civic Centre
Station Road
Harrow HA1 2UX



4 June 2003

Dear Mr Swain

Re: Reference BD2003/6/92.05/37

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Additionally, I am extremely concerned about the speed of the buses travelling along Mollison Way, which cannot be safe for the passengers, pedestrians and other road users. This situation will be exacerbated by the introduction of the pull-in points, as this will give the buses greater opportunity to speed. The Council should be seeking to reduce the speed of such vehicles in the interest of public safety.

Yours sincerely

T G Flaherty

Mr & Mrs. A.L. Limba
101. Mollison Way,
Edgware,
Middlesex
HA8-5QU.

Mr S J Swain
Transportation Manager
Environment and Transportation
Department of Environmental Services
PO Box 38
Civic Centre
Station Road
HA1 2UY

31st May 2003

Dear Sirs,

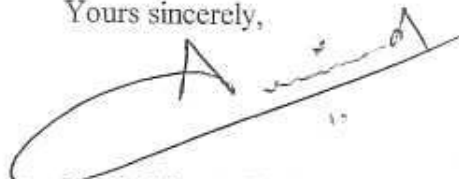
Re: BD2003/6//92.05/37

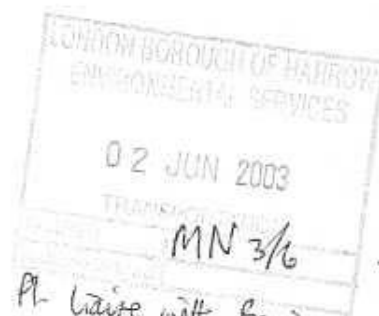
Regarding the recent consultation conducted by Harrow Council with regard to introduction of bus pull in points and double yellow lines on Mollison Way. We the residents of 101 Mollison Way strongly object to these plans for the following Reasons:

1. There are no bus pull in point or double yellow lines on Mollison Way, on the other side of the shopping parade (between the shopping parade and Stag Lane) so why is it needed on this side?
2. Introduction of double yellow line will reduce my property value.
3. It will make it difficult for us to park our vehicles, and if we were to park in front of other residence houses I'm sure they would not like this.
4. I would also like to point out that this would only encourage the buses to over speed up and down Mollison Way, which is what the bus drivers are doing anyway.

I strongly oppose to these in plans.

Yours sincerely,


Mr. & Mrs. A Limba



TS 3/6

Mr & Mrs. N. Savani
103. Mollison Way,
Edgware,
Middlesex
HA8-5QU.

Mr S J Swain
Transportation Manager
Environment and Transportation
Department of Environmental Services
PO Box 38
Civic Centre
Station Road
HA1 2UY

31st May 2003

Dear Sirs,

Re: BD2003/6//92.05/37

Regarding the recent consultation conducted by Harrow Council with regard to introduction of bus pull in points and double yellow lines on Mollison Way. We the residents of 103 Mollison Way strongly object to these plans for the following Reasons:

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2. Introduction of double yellow line will reduce my property value.
3. It will make it difficult for us to park our vehicles, and if we were to park in front of other residence houses I'm sure they would not like this.
4. I would also like to point out that this would only encourage the buses to over speed up and down Mollison Way, which is what the bus drivers are doing anyway.

I strongly oppose to these in plans.

Yours sincerely, *H. M. Scullin*

Mr. & Mrs. S. Savani



To Mr S J Swain,
Transport Manager
P O box 38
Civic Centre, Station Road,
H A 1 2 U Q.

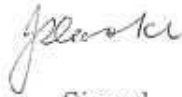
From J S Cooke
109 Mollison Way,
Edgware, Middx,
H A 8 5 Q U,
1st June 2003.

Dear Sir,

Having looked at the proposed positions for yellow lines for Mollison Way and being sure that you will want to cause as little inconvenience as possible to local residents, I put forward the suggestion that lines between 111 and 101 be transferred across the road to between 142 and 132 where the occupiers all have run-ups to their house, and would therefore not be affected by the parking regulations, while those between 111 and 101 have below street buildings and have been refused permission to have vehicle crossings to their fronts because of trees and inspection pits.

I look forward to hearing from you on this suggestion.

Yours faithfully,



Signed



2/5/03

MR A J EDWARDS
224 MOLLISON WAY
EDGWARE
MIDDLESEX
HA8 5QY ENGLAND
TEL 020 8952 8708

ST

Dear Sir

03 JUN 2003

I live at 224 Mollison Way, and there is an allocated Bus Parking Zone outside my house. No argument with that.

However, if I interpreted the Public Notice correctly, Double yellow lines are to be introduced (on my side of the road) running from Turner Road to 226 Mollison Way. I suspect the Double Yellow lines will continue up to the Bus Zone. And NOT terminate at 226, as stated. I have taken a copy of the Notice, and will watch with interest to see what happens.

I object in principle to the proposed additional yellow lines, as the 1 hour restriction (although a nuisance to residents) is in fact very effective in restricting the train commuters from parking their vehicles on Mollison Way, whilst they are at work.

I foresee it may prove impossible for me to park, however temporary, outside my house. And have no wish to get into future endless arguments with neighbours over parking disputes.

Yours Sincerely

A J Edwards

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES	
05 JUN 2003	
TRANSPORTATION	
PASSED	
Acknowledged	

Mr V. Billows MW.
230 Morrison Way
Edgware
MDDX

H. June 03

HAB 507

Subject [BD2003/6/92.05(37)]
PARKING RESTRI-
CTIONS TURNER RD / 226
MORRISON WAY

Dear Sir / Madam

The existing parking restrictions in this section of Morrison Way - instituted at the request of the residents and perhaps other utilities have proved to be most successful in enabling the free flow of traffic.

So there seems little point
in enforcing a "no parking"
system at any time which
can only appear to the
residents as an unnecessary
exercise in council despotism.

This would make social
contacts with relations living
outside of the area reluctant
to visit us. Moreover we
receive many items by van
delivery which may jeopardise
the service.

I hope you will re-consider
your parking plan revision, in
light of the domestic and
economic chaos which may
ensue.

Yours faithfully
C. B. Bell



248 Hollison Way^{UN}
Edgware
Middx
HA8 5QJ
4th June 2003

Dear Sirs,

I wish to lodge
my objection to the double
yellow lines proposed at
this end of Hollison Way.

The congestion in this
road is from the bus stop
to the Flying Eagle.

There are single yellow
lines this end which

prevents ⁻²⁻ parking from
12-1 pm. There is
hardly ever a car parked
on the road this end but
cars are parked both
sides from the bus stop
towards the Flying Eagle, the
section you are not going to do anything
about. Could you please explain
the logic of preventing
parking this end when
there is no problem?

I understand it is
going to cost £3,000
to paint the yellow lines

- 5 -


May I suggest that the Council could put this money towards cleaning the filthy streets and grass verges in Hollisim Way.

I have parking facilities for 3 cars so I am not writing this because I am going to be severely affected. I am writing because you are not tackling the real problem which is the

-4-
parking of cars down the
other end of Mallism Way.
You have already solved
the problem this end with
the single yellow lines.

Perhaps you could do something
similar the other end.

Yours sincerely



(MR S.A. Jennison)

Peter Michaelides

18 Turner Road Edgware Middx HA8 6AU

Tel: 020-8952 3884

Mobile: 07973 322467

E-mail: pmichaelides@tiscali.co.uk

12th May 2003

Councillor Jerry Miles
143 Walton Avenue
South Harrow
HA2 8RA

Dear Mr. Miles,

Re: Proposed double yellow lines in Turner Road

Thank you for returning my telephone call on 9th May 2003. Public notices have gone up in the street detailing the proposed positioning of double yellow lines. In principle these are long overdue for obvious reasons but I cannot understand why one stretch continues well past the corner across four dwellings. This is the section that goes past houses 14-20 Turner Road. It will still work if the double yellow lines stopped at the beginning of number 20 on its northwest-facing wall. There is still plenty of length for a bus to pull in if another bus is oncoming towards it.

I had previously spoken at length with Mr Torto who has now left. He told me the reason for this was to keep our drives clear and it was the only place along this stretch of Turner Road where cars could park opposite each other causing a narrowing of access. This is not true as you can see by my photographs and drawing no 1 that this narrowing occurs in 3 other areas and in drawing no 2, all along from no.12 to the station car park. We at no.s 20-14 do not want our driveways protected, as nobody else away from the corners has to suffer this.

Incidentally, along Mollison Way, which is also a bus route, vehicles are being allowed to park opposite each other and the road is approximately 1.75 metres narrower! Residents in Reynolds drive are being given permission with markings to park across their driveways.

Parking across our driveways has in the past been our saving grace during the working day when we have been visited not only by friends but also from doctors, midwives, and workmen etc. We are a two-car family and have only space for one car on our drive. My car is parked on the roadside and when I vacate my spot it is always rapidly taken. On my return I park across my driveway until spaces free up later in the evening. If I cannot do this I don't know where I can park as all spaces are taken up everywhere. Even simple tasks like washing the car would mean swapping cars around and finding spaces for this. I am a self-employed electrician and can work some irregular hours and always unload tools and plant from my vehicle when arriving home. I know I can load and unload on the double yellow lines but where do I park my car if I arrive home at midday?

I have spoken to all the residents at no.s 14, 16 & 20 and they have asked me to speak also for them. They also did not understand the options scheme they filled in January; they thought that you only had the options full stop as acknowledged by yourself. On my questionnaire I did include comments as to this stretch of double yellow lines.

Reynolds Drive residents opposed the CPZ scheme and achieved their wishes mainly because it affected large numbers. Here at numbers 14-20 we are only four residential dwellings and hope our requests is considered with equal standing.

I was and supported your CPZ proposed scheme, which would have cleared up this area of commuter traffic and congestion, and hope you reconsider in summer 2005 when the council re-review the parking along here.

Yours sincerely

P.Michaelides

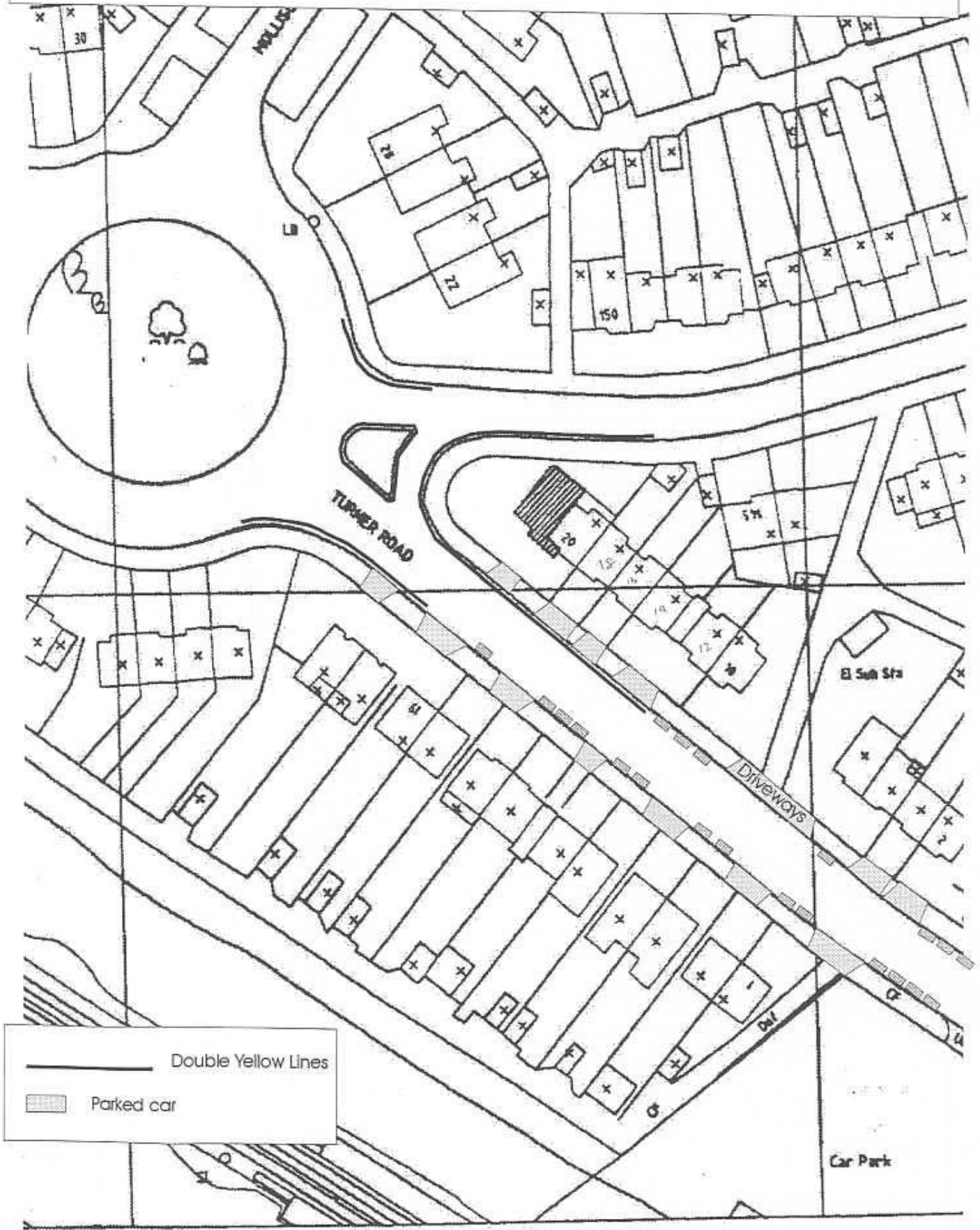
Cc.

Mrs Gami of 20 Turner Road

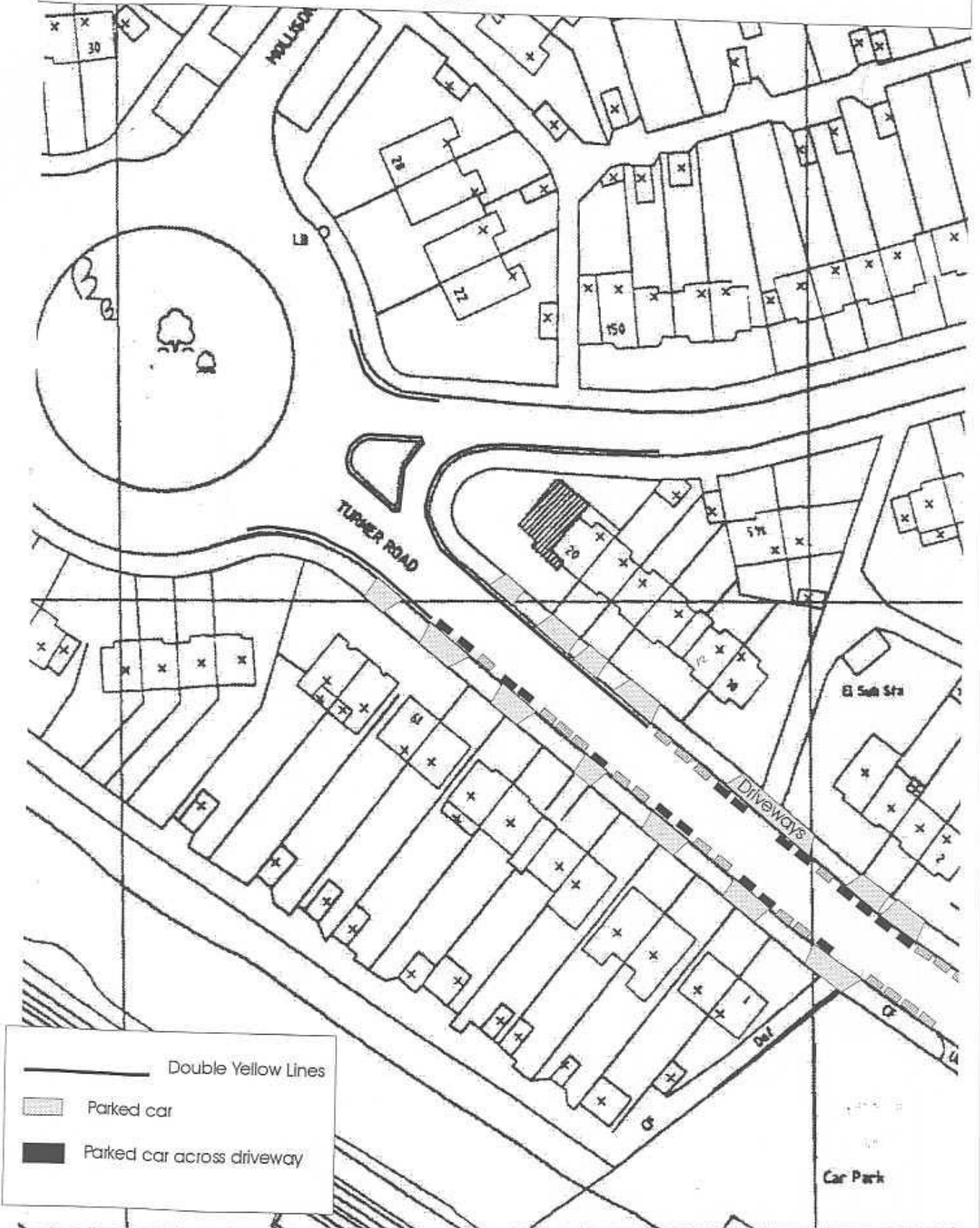
Mr & Mrs Parka of 16 Turner Road

Mr & Mrs Patel of 14 Turner Road

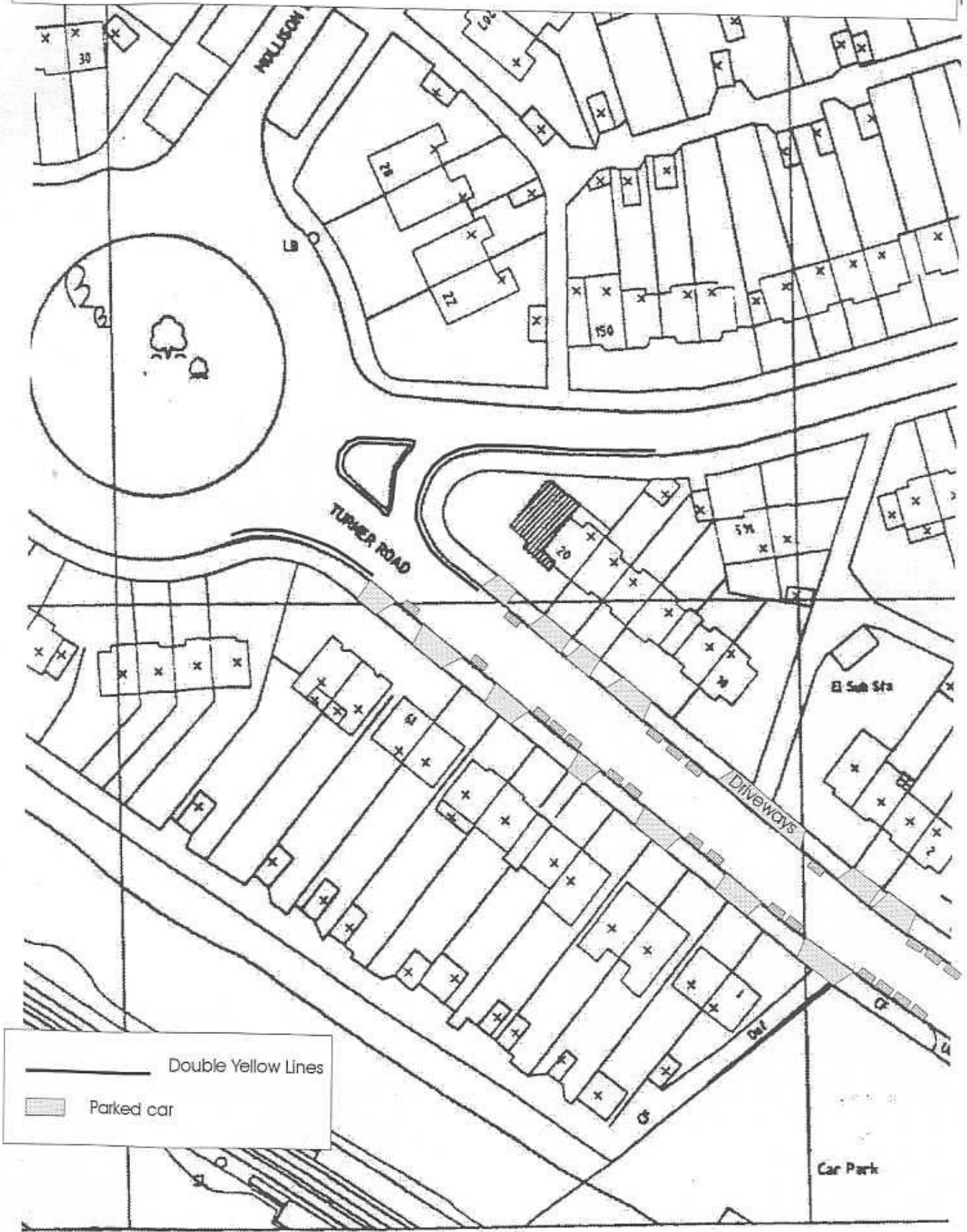
Drawing no 1. Showing council proposed expected parking



Drawing no 2. Showing cars parked across other residents drives.



Drawing no 3. Showing what the residents at no.s 14 - 20 would want.





VIEW OF MY DRIVEWAY AT No 18 opp DRIVEWAYS OF 15-17

Mr. Y. Mistry
73 Turner Road
Edgware
Middx
HA8 6AT

June 02, 2003

The Transportation Manager
Dept of environment Services
P.O. Box 38
Civic Center
Station Road
HA1 2 UY



Dear Sir or Madam,

I object to the new plans laid out for parking in the Queensbury area.

I live within 5 minutes walk of Queensbury station and by 7:15am there is no parking for local residents up until 6:30pm, as all the commuters have parked there already.

I think that it is unfair that the same survey form was sent to houses within 5 minutes walk from the station as well as houses half mile away.

Commuter parking does not affect people living further from the station as it does to people living close to the station.

Everyone I have spoken to living close to the station want parking restrictions, quite often it is a danger reversing out of driveways onto a main road as commuters have parked blocking our drives.

The council should be doing more for the environment by forcing commuters to use the local bus service instead of driving and annoying local residence and businesses.

I would like to see a one-hour parking restriction enforced to keep commuters away.

Yours Sincerely

Yazdi Mistry

Mr & Mrs P.J. LEONARD
24 TEIGNMOUTH CLOSE
EDGWARE
MIDDLESEX
HA8 6BG.

20 MAY 2003.

DEAR Mr Shain

I was very Surprised and Annoyed. to learn that you are Planning on Putting double yellow Lines on Teignmouth close. RE- HANNA OBSERVER Dated 8th MAY.

I would like to know why such extreme Parking restrictions are required in our close I understand that the proposed double yellow Lines are due to run across our shared drive and are to stop in front of our House No 24 I find it very strange that our close appear to be the only close that you seem to be targeting, I can understand you proposing such Parking restrictions for Turner Road - Tiverton Road and other roads surrounding the station as commuters to the tube station are known to Park along these roads

However commuters never Park on Teignmouth cl. as it is too far to walk to the station The only Vehicles which Park on our close during the day, are WORKERS, and rarely do Vehicles Park on the Square, where you plan on Putting yellow lines, as most of the driveway have dropped Kerbs.

I have been told that some of our Neighbours in Leighton Rd. did object to the New Neighbour who repaired his cars from home and had parked them on the close. However, this has since been resolved as the new neighbour no longer parks cars on the close.

These parking restrictions seem to us to be very unnecessary; Enforcing these parking restrictions would mean that we would no longer have visitors to our house, which seems unfair.

Therefore, I cannot see who will benefit from these parking restrictions and I along with the rest of my family at No 24, wish to strongly object to these restrictions.

I appreciate you taking the time to read this letter, and for taking our concerns into consideration and I urge you to please re-assess these extreme parking restrictions.

Yours sincerely

J. Howard.



6 Middle Street London EC1A 7JA
Telephone: 020 7505 9000 Fax: 020 7505 9003

www.ltuc.org.uk

Chair: Suzanne May OBE Director: Rufus Barnes

23 MAY 2003

Brian Durke
Traffic and Transportation
London Borough of Harrow
PO Box 37
Civic Centre
Harrow
HA1 2UZ

Our Ref: Harrow
Your Ref:BD2003-06/92.05/37
21 May 2003
H:\vstops\Traffic Orders\Harrow cpz 21 May
2003.doc

Dear Mr Durke

Traffic orders – Queensbury

- Thank you for your letter of 23 April 2003, informing the Committee of these proposed orders and inviting the Committee's views. I am grateful for the invitation to comment.

London Transport Users Committee is the statutory watchdog representing transport users in and around Greater London.

The Committee believes that there should be a presumption in favour of buses on any roads used as bus routes. Stopping, waiting, loading and parking restrictions should apply wherever and whenever congestion occurs, so as to minimise inconvenience to passengers and make bus travel more attractive, thus encouraging a modal switch away from the private car.

The Committee supports the introduction of bus stop clearways, especially 'at-any-time' provision. The Committee considers it vital that buses should always be able to pull fully into and out of stops without being impeded by parked vehicles, so as to make boarding and alighting easier for passengers, especially those with restricted mobility. This is particularly important with the increasing use of low-floor buses, which require close 'docking' at bus stops if their accessible design is to be useful. Bus stop clearways should be of London Bus Initiative standard in order that buses are able to properly approach the kerb line and pull away.

The Committee supports the restriction of waiting and loading where it impedes pedestrians crossing the road and to improve road safety at street corners. These restrictions should apply on all corners.

The Committee objects to parking of vehicles on the footway. Wheelchair users, the visually impaired, mothers with buggies and other pedestrians have enough difficulties getting around. To park cars on the pavement will add further difficulties. Pavements should be reserved for pedestrians so as to improve the pedestrian environment and encourage walking.

Yours sincerely

Vincent Stops
Senior research officer

The London Transport Users Committee is the statutory watchdog, representing the interests of the users of transport provided, procured or licensed by Transport for London, the Underground, Heathrow Express, Eurostar and the national railways in and around London

Nearest National Rail and Underground Stations to the LTUC offices are:
Berician, Farringdon, City Thameslink and St. Paul's.

Nearest bus routes are:

4, 8, 17, 25, 45, 46, 55, 56, 63, 100, 153, 172, 242, 243 and 521



INVESTOR IN PEOPLE

Part of the



London Borough of Harrow

Your reference: BD2003_06/92.05/37

Our reference: NWATM/03/176

Date: 1 May 2003



METROPOLITAN POLICE SERVICE
North (West) Area Traffic Management

Mr B Durke
Order Maker
London Borough of Harrow
P.O. Box 38
Civic Centre
Harrow
Middlesex HA0 1EW

Athlon Road
Alperton
Wembley
Middlesex HA0 1EW
Telephone (020) 8246 9811
Facsimile (020) 8246 9812
E-mail nwatm.mps@gtnet.gov.uk

Dear Mr Durke

Modified Proposals for Queensbury to replace Previous Proposal for
Queensbury CPZ

The Harrow (Waiting and Loading Restriction)(Amendment No.) Traffic Order
2003

The Harrow (Free Parking Places)(Amendment No.) Traffic Order 2003

Thank you for your letter of 25 April 2003 and enclosed copies of the above
named draft Traffic Management Orders and plans.

My only comment concerns the proposals for Reynolds Drive. You will be
aware from previous correspondence concerning the Woodlands Controlled
Parking Zone that police will object to the provision of parking bays across
dropped kerb access to off-street parking. It is recognised that, as with the
Woodlands Road scheme, the parking places and the waiting restrictions will
operate 'At any time' and any non-compliance will therefore remain the
responsibility of the Council Parking Attendants. However, unless full time
enforcement can be provided by the Council there continues to be real
potential for the generation of a large number of calls for assistance from
police if and when driveways become obstructed. In the case of Reynolds
Drive, the parking places will not be restricted to the residents of the road but
can be used in a virtually uncontrolled fashion as no permits will be required.
This may exacerbate the situation.

There are no further observations on the proposals.



C. C. BD

T-J 7/5

Would you please provide five copies of each made Order bearing the facsimile signature of an officer authorised by your Council.

Yours sincerely

A handwritten signature in black ink, appearing to read "Mike Faul". The signature is stylized with a large initial "M" and a cursive "Faul".

Mike Faul
North West Traffic Management

APPENDIX C

Source	Location	Summary of Objections/ Comments	Officers Response
<p>Petition</p> <p>Queensbury Residents' and Traders' Association (Harrow Branch)</p>	<p>Proposed double yellow lines "pull in points" (passing place) outside 190 to 196 Mollison Way</p>	<p>This pull in point is unnecessary given its close proximity to the bus stop (outside 218-228) and parking restrictions at the Turner Road end of Mollison Way. It should either be further up the road or removed entirely.</p> <p>Slightly adjust the proposed length and positioning of the "pull in points".</p>	<p>The petition contains 11 signatures representing 9 households. The proposed double yellow lines would be outside four properties. It would be about 65 metres from the bus stop.</p> <p>The main reason for the choice of location is that fewer properties would be affected by it. The proposed yellow lines would also cover one of the entrances to the rear service road (between numbers 194 and 196). Moving it "further up" (presumably to the east) would affect more properties with the likelihood of similar objections.</p> <p>The minimum length necessary for a bus to be able to pull in and out is 25 metres. It is therefore proposed to shorten the advertised length of the double yellow lines advertised by 5 metres (one parking space) at its western end. The revised double yellow lines would be in front of numbers 190-194 and partially outside 196. All these properties have off-street parking. Two of them (190 and 192) have not signed the petition.</p> <p>Parking on both sides which is prevalent in Mollison Way reduces the road width to one lane. Without the two proposed parking places, buses in particular would have access difficulties.</p> <p>The proposals should also improve traffic flow in Mollison Way.</p>

			The speeding complaint will be referred to the police. It is therefore recommended to shorten the "pull in point" as shown at Appendix D and that the objections be set aside.
Residents of 198 Mollison Way	Same as above	Same as above	Two separate letters from two residents at this address have been received. Officers comments and recommendations above similarly apply to the objections raised.
Residents of 101 & 103 Mollison Way Queensbury Residents' and Traders' Association (Harrow Branch)	Proposed double yellow lines "pull in points" (passing place) between Nos. 103 and 111 Mollison Way	Two identical letters objecting to the yellow lines. These residents ask why these are needed here and not on the section east of the shopping parade. They also state that double yellow lines would reduce the value of their property and would make it difficult to park their vehicles. The yellow lines would also encourage the buses to speed. Slightly adjust the proposed length and positioning of the "pull in points".	It is proposed to reduce the length of the advertised yellow lines by 5 metres (one car parking space) at its western end. The proposed remaining length of 25 metres would be in front of four properties (103 to 109) one of which (103) has off street parking at the front. Most of the properties in Mollison Way between Turner Road and Waltham Drive have off street parking facilities at the rear accessible through a privately maintained rear access. Parking on both sides in this part of Mollison Way hinders bus movement and general traffic. The section east of the shopping parade does not suffer from similar problems apart from the Burnt Oak Broadway end of Stag Lane where yellow line waiting restrictions are already in place. It is accepted that this short length of yellow line will slightly reduce the availability of kerbside parking space but this disadvantage is outweighed by the advantage of improving bus and traffic flow.

			<p>The primary function of the road is to cater for moving traffic.</p> <p>The speeding complaint will be referred to the police. The officers response to the points raised by the petitioners concerning the pull in points also apply here. It is therefore recommended that the proposed double yellow lines be reduced by 5 metres to 25 metres as shown at Appendix D and the objections be set aside.</p>
Resident of 109 Mollison Way	Same as above	The advertised double yellow lines should be transferred to the other side of the road as occupiers have off street parking. Residents on the south side have been refused drop kerbs because of the trees and manholes in the footway.	Transferring the yellow lines to the other side of the road would require the proposal to be re-advertised and similar objections are likely to be raised. Additionally both of the proposed passing places would be on the same side and this is not recommended as it would favour traffic in one direction only. The property has off street parking at the rear accessible from the rear service road. It is recommended that the proposed double yellow lines be reduced by 5 metres on the south side as shown at Appendix D and the objection be set aside.
Residents of 224, 230 & 248 Mollison Way	Proposed double yellow lines on the north side between the roundabout and the bus stop outside 228 to 254 Mollison Way.	Existing single yellow lines are effective, no need for more restrictions, double yellow lines would affect visitors and deliveries and there would be nowhere to park. The problem is at the other end of Mollison Way as there are no yellow line waiting restrictions.	<p>The present 11am – 12noon waiting restrictions are fairly effective for most of the day. However late Afternoon/evening/weekends parking at this location where there is a bend would create access problems for buses and emergency services.</p> <p>However, in view of the concerns expressed and the proximity of the proposed bus stop clearways, it is suggested</p>

<p>Queensbury Residents' and Traders' Association (Harrow Branch)</p>		<p>Decrease the excessive proposed length of the double yellow lines and leave in place the existing single yellow line.</p>	<p>that the advertised double yellow lines terminate at the common boundary of numbers 236/238.</p> <p>This would be in the straight stretch passed the bend. It is proposed to retain the existing 11am – 12 noon Monday to Friday waiting restrictions instead. The proposals would reduce the length of the advertised double yellow lines by about 40 meters (see Appendix D). All the frontages in this part of Mollison Way have off street parking at the front. The revised proposals would assist the residents and their visitors whilst deterring commuter parking. Deliveries are permitted on the yellow lines for upto 20 minutes. However someone must be in attendance during this time to avoid a fine.</p> <p>It is therefore recommended that the length of the advertised double yellow lines be reduced by 40 metres as shown at Appendix D and the existing 11am – 12 noon waiting restrictions be retained.</p>
<p>Resident of 18 Turner Road</p> <p>Queensbury Residents' and</p>	<p>Proposed double yellow lines on the north side in Turner Road, from the roundabout to flank wall of 12 Turner Road.</p>	<p>Double yellow lines would still work if stopped at the north wall of number 20. There are other similar narrow areas in Turner Road where no double yellow lines are proposed. Mollison Way is narrower, yet cars are permitted to park on both sides. Nowhere else to park.</p> <p>Decrease the excessive proposed length of the double yellow lines.</p>	<p>All the frontages have off street parking accessible from Turner Road. Numbers 16 and 18 have additional parking at the rear accessible from Reynolds Drive.</p> <p>The purpose of the advertised double yellow lines is to deter obstructive parking at the entrance to Turner Road which is a bus route.</p>

Traders' Association (Harrow Branch)			<p>Whilst the advertised double yellow lines are necessary to keep the entrance /exit to and from Turner Road clear, a shorter coverage could be considered.</p> <p>Turner Road is almost 2 metres wider than Mollison Way and though more clear width is needed at the entrance for turning movements and visibility, further into the road parking would be less problematic. It is therefore recommended to terminate the proposed double yellow lines at the common boundary of numbers 18 and 20 as shown at the Appendix D.</p>
Resident of 73 Turner Road	General	Turner Road is affected by commuter parking, yet no measures to deal with it are proposed. Residents half a mile away from the station who do not have a commuter parking problem were sent the same survey as Turner Road residents. Introduction of one hour waiting restrictions are required in Turner Road.	The residents of Turner Road were consulted on the introduction of a one-hour waiting restrictions option and a CPZ option to deal with commuter parking. Both of these options were rejected by the majority of Turner Road residents. Hence the Council decided no to proceed with these proposals. It is therefore recommended that the objection be set aside.
Resident of 24 Teignmouth Close	Teignmouth Close turning area	Sever waiting restrictions are proposed in our Close. It is the only Close in the area targeted. There is no commuter parking problem here. Visitors would be affected.	<p>The proposed double yellow line waiting restrictions cover the turning area only at the end of Teignmouth Close. They have been requested by the fire brigade because of the danger and difficulty of reversing out of the Close and into Tiverton Road.</p> <p>A 90 degree bend exacerbates the manoeuvre. There are two other similar culs-de-sac close by, St Austell Close and</p>

			<p>Coombe Close. Both of these are shorter than Teignmouth and straight with T junctions at the entrance which makes reversing by fire appliances easier and less hazardous.</p> <p>The proposal only covers the turning area and the rest of the Close is unrestricted and available for use by visitors.</p> <p>The function of the turning area is to allow vehicles to turn at the end of the cul-de-sac. Parking conflicts with this objective. The objectors property is partially affected by the proposals. However the objector has off-street space for two cars. It is recommended that the objections be set aside.</p>
London Transport Users Committee (LTUC)	Reynolds Drive	LTUC is objecting to the footway parking proposals. Wheelchair users, the visually impaired mothers with buggies would have difficulty getting around.	<p>The footway is 2.9 metres wide and one metre of it would be taken up by allowing two wheel footway parking. This will still leave 1.9 metres for pedestrians. Government advice indicates that the minimum footway width should be 1.2 metres. This would allow passage of two buggies or two wheel chairs. The remaining footway width of 1.9 metres is half a metre wider than the minimum required.</p> <p>Although the reduction in footway width is recognised as a disadvantage to pedestrians it is considered an appropriate balance bearing in mind the parking and access problems in the street. The footway width with two wheel footway parking is considered adequate in this road which has low pedestrian traffic, not being a shopping</p>

			area or a bus route. It is recommended that the objection be set aside.
Metropolitan Police	Reynolds Drive	The police are objecting to the proposed parking arrangements across driveways. They are concerned that there is a potential for the generation of a large number of calls to the police for assistance when driveways become obstructed.	<p>The proposals for parking across driveways has come about as a result of requests from the residents. However the residents have been made aware of potential obstructive parking problems and likely police views on the matter. Nevertheless the residents have chosen to accept the risk.</p> <p>A further questionnaire was recently sent out to Reynolds Drive residents again alerting them to the possible problems that allowing parking across driveways could bring (see Appendix F) in view of this the residents were offered the choice of having either a double yellow line or a parking bay across their driveways.</p> <p>Out of approximately 148 properties consulted only 27 residents have requested double yellow lines across their driveways. Therefore the majority of the driveways would be uncontrolled. However the residents have been informed of the potential problems and have accepted the parking arrangements.</p> <p>The Council is delivering a scheme which has been requested by the local community who have accepted the pitfalls. It is therefore recommended that the objection be set aside.</p>



APPENDIX -D

REVISED SCHEME

ADVERTISED DOUBLE YELLOW LINES DELETED

PROPOSED BUS STOP CLEARWAY

APPENDIX -D

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Project: **QUEENSBURY PARKING REVIEW**

File: **OPTION 1 - REVISED MINIMUM SCHEME**

NO	DESCRIPTION	REV	DATE
1	HARROW EXPERIMENTAL SEPARATE BAY - LAYOUT - FORMS & INSTRUMENTATION		12/12/11
2	ADVERTISED DOUBLE YELLOW LINES DELETED		
3	PROPOSED BUS STOP CLEARWAY		

HARROW

London Borough of Harrow, UK 08414

- Notes:
- Proposed bus stop clearways (No Stopping at any time)
 - Advertisised double yellow lines removed
 - Double yellow lines (No waiting at any time restrictions)



Scale	Drawn T.S.	Printed
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Project	QUEENSBURY PARKING REVIEW	
Client	OPTION 1 - REVISED MINIMUM SCHEME	
Author	P:\TRAFFIC\SWAY\QUEENS.DWG	

HARROW

TRAFFIC ENGINEERING SERVICES
 10000 Harrow Road, Harrow, Middlesex, HA1 1AA
 Tel: 0181 604 1141
 Fax: 0181 604 1141

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REV	DATE	DESCRIPTION
1	12/12	ISSUED FOR TENDERS

- Notes:
- Proposed bus stop clearways (No Stopping at any time)
 - Advertised double yellow lines removed
 - Double yellow lines (No waiting at any time restrictions)



APPENDIX - D

REVISED SCHEME

ADVERTISED DOUBLE YELLOW LINES TO BE REPLACED BY EXISTING 11am to 12 noon MON-FRI YELLOW LINE WAITING RESTRICTIONS!

PROPOSED BUS STOP CLEARWAY

HARROW

ENVIRONMENTAL SERVICES
 Planning, Economic & Transportation
 10000 Highway 7, Unit 100, Richmond, BC V6V 1K6
 Tel: 604 273-8833 ext. 3011 Fax: 604 273-8833

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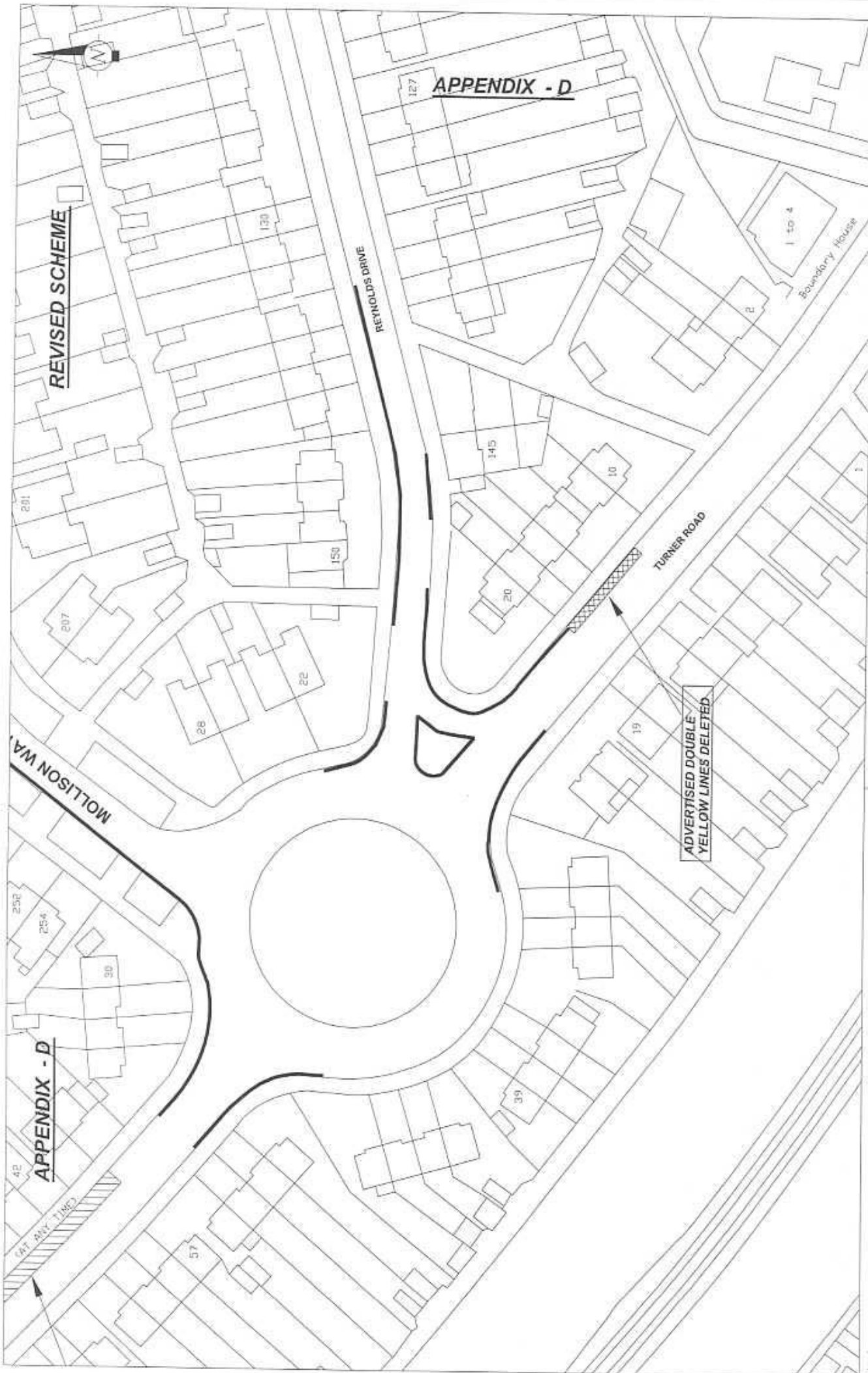
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OPTION 1 - REVISED MINORUM SCHEME

Notes:

- Proposed bus stop clearways (No Stopping at any time)
- Advertised double yellow lines removed
- Double yellow lines (No waiting at any time restrictions)



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Project
 QUEENSBURY PARKING
 REVIEW

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 OPTION 1 - REVISED SCHEME

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HARROW

UNIFORM ENVIRONMENTAL SERVICES
 10000 Harrow Road, Harrow, Middlesex, HA1 1AA
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 London Borough of Harrow LA 08541X

- Notes:
- Proposed bus stop clearways (No Stopping at any time)
 - Advertisised double yellow lines removed
 - Double yellow lines (No waiting at any time restrictions)

APPENDIX E

Queensbury No Waiting Schedule Modifications

No Waiting at any time

Mollison Way

(a) the north side,

- (i) between its junction with Turner Road and a point opposite the party wall of Nos. 236 and 238 Mollison Way;
- (ii) between a point 5.00 metres east of a point opposite the party wall of Nos. 196 and 198 Mollison Way and a point opposite the party wall of Nos. 188 and 190 Mollison Way;
- (iii) between a point opposite the party wall of Nos. 108 and 110 Mollison Way and a point 4.00 metres north-east of a point opposite the south-western wall of No. 106 Mollison Way;
- (iv) between a point opposite the party wall of No. 102 Mollison Way and No. 1 Cotman Gardens and the western kerb-line of Cotman Gardens;
- (v) between the eastern kerb-line of Cotman Gardens and a point 2.00 metres west of the extended western wall of The Flying Eagle Public House, Mollison Way;
- (vi) between a point 26.00 metres west of a point opposite the western wall of No. 1 North Parade, Mollison Way and a point opposite that western wall;

NOTE the existing one hour restriction, Mon – Fri 11am to 12noon, between (i) above and a point opposite the party wall of Nos. 216 and 218 Mollison Way would remain

(b) the south side,

- (i) between a point 5.00 metres east of a point opposite the western wall of No. 111 Mollison Way and a point opposite the party wall of Nos. 101 and 103 Mollison Way;
- (ii) between a point opposite the common boundary of Nos. 73 and 75 Mollison Way and a point opposite the north-western wall of No. 73 Mollison Way;
- (iii) between a point opposite the south-eastern wall of No. 71 Mollison Way and the western kerb-line of Waltham Drive;
- (iv) between the eastern kerb-line of Waltham Drive and a point 10.00 metres north-east of the extended eastern kerb-line of Waltham Drive
- (v) between a point 20.00 metres north-east of the extended eastern kerb-line of Waltham Drive and a point opposite the party wall of Nos. 25/26 and 27 South Parade, Mollison Way, including both sides of the median strip between the main carriageway of Mollison Way and South Parade, Mollison Way.

Turner Road

(a) the west and south-west sides

- (i) between its junction with Camrose Avenue and a point 4.00 metres north of a point opposite the party wall of Nos. 177 and 179 Turner Road;
- (ii) between a point opposite the party wall of Nos. 51 and 53 Turner Road and a point opposite the north-western wall of No. 47 Turner Road;
- (iii) between a point opposite the party wall of Nos. 25 and 27 and a point opposite the party wall of Nos. 21 and 23 Turner Road;

(b) the east and north-east sides,

- (i) between its junction with Camrose Avenue and a point 1.50 metres south of a point opposite the party wall of Nos. 146 and 148 Turner Road;
- (ii) between a point opposite the party wall of Nos. 136 and 138 Turner Road and a point opposite the party wall of Nos. 132 and 134 Turner Road;
- (iii) between a point 2.00 metres south-east of a point opposite the party wall of Nos. 68 and 70 Turner Road and a point opposite the party wall of Nos. 68 and 70 Turner Road and a point opposite the party wall of Nos. 60 and 62 Turner Road;
- (iv) between a point opposite the party wall of Nos. 51 and 53 Turner Road and its junction with Mollison Way;
- (v) between a point opposite the party wall of Nos. 22 and 24 Turner Road and a point opposite the party wall of Nos. 18 and 20 Turner Road.

(c) the whole of the island site at its junction with Reynolds Drive

APPENDIX F

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES



**ENVIRONMENT AND
TRANSPORTATION**

P.O. Box 38
Civic Centre
Harrow
Middlesex
HA1 2UZ

Switchboard: 020 8863 5611
Fax: 020 8424 7662
E-Mail: Mohsen.nekouzad@harrow.gov.uk

To: Owner/Occupier
Reynolds Drive

Your contact is: Siva
Telephone: 020 8424 1988
Our ref: TS/92.05/3

Date: 15th April 2003

PUBLIC CONSULTATION - PLEASE READ

Dear Owner/Occupier

Reynolds Drive, Edgware - Parking Across Driveways

You will recall that the Council consulted you on parking proposals for the area over two months ago. I would like to thank all of those who responded to the consultation. The results of that consultation indicated that the majority of Reynolds Drive respondents favoured the proposals set out as part of option 1 minimum scheme (83% in favour) with Reynolds Drive footway parking on both side of the road (80% in favour).

After considering the results of the consultation, the Council agreed in March 2003 to proceed with the preferred scheme.

However, before proceeding with the proposals, I am writing to offer every resident of Reynolds Drive the option of either a double yellow line or a parking bay marked across their driveway. Please remember that if you have a parking space across your driveway others may be tempted to park in it blocking vehicular access to your property. If this happens, as there would be no yellow lines across your driveway, the Council would not be able to take any enforcement action.

Please complete and return the attached questionnaire in the prepaid self addressed envelope provided to reach us by Friday, 9th May 2003. Unfortunately, because of the large number of replies that are expected to this consultation, it will not be possible to respond in writing to any comments which are sent. In the meantime, should you have any queries or require further information, please do not hesitate to contact me on 020 424 1988.

Yours sincerely

T. Sivagurunathan
Project Engineer - Traffic Management (East Area)



2002-2003
Promoting Racial Equality

Director of Environmental Services: TREVOR PUGH
Head of Property and Development: GEOFF EASTON BSC MNCIS
Head of Environment and Transportation: BRYNN HODGSON FRICS DMS
Head of Contract Services: ANDREW TREHERN
Chief Planning Officer: GRAHAM JONES B.Sc (SecEd) DHTP DHUD IHBC MATPI



INVESTOR IN PEOPLE

**REYNOLDS DRIVE, EDGWARE - PARKING ACROSS DRIVEWAY
PUBLIC CONSULTATION QUESTIONNAIRE**

It is recommended that you read the enclosed explanatory notes before completing the questions below. Please complete the questionnaire and return in the prepaid reply envelope provided (no stamp required) to reach us by Friday, 9th May 2003

Name (Company Name if appropriate) _____

Address: _____

_____ Post Code _____

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose. Please note all responses will be considered as public documents unless you prefer yours to be considered confidential. If you wish your response to be considered confidential please tick here.

Please tick the appropriate box.

Resident Business/Trader

Do you support the introduction of double yellow lines across your driveway ?

Yes No

Thank you for taking the time to complete this questionnaire. If you have any further comments, please use the space provided below.

Comments:

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LONDON BOROUGH OF HARROW

Agenda item:
Page no:

Meeting: Traffic and Road Safety Advisory Panel

Date: 24th June 2003

Subject: Parking Charges, Objections to Traffic Order and Harrow Town Centre Controlled Parking Zone Consultation

Key decision: No

Responsible Chief Officer: Interim Head of Environment and Transportation

Relevant Portfolio Holder: Environment and Transport

Status: Part 1

Ward: Greenhill, Marlborough, Headstone North, Headstone South, West Harrow, Pinner, Pinner South, Wealdstone, Rayners Lane, Roxeth, Roxbourne

Enclosures: Appendix 1 – Traffic orders advertised

Appendix 2 – Copies of formal objections to the traffic orders for:-

- (a) Harrow Town Centre
- (b) North Harrow Car Park
- (c) Chapel Lane Car Park

Appendix 3 – Summary of objections and officer comments

Appendix 4 – Zonal Map and consultation documents (including options)

Appendix 5 – Summary of consultation results

Appendix 6 – Petitions and letters objecting to the CPZ Sunday operation

Appendix 7 - Proposed waiting restrictions in Harrow Town Centre.
[TO FOLLOW]

1. Summary

- 1.1 Borough wide parking charges have been statutorily advertised. As a result a number of formal objections to the traffic order have been received. In addition the residents of Harrow Town Centre Controlled Parking Zone have been consulted on whether they wish the zone to be extended to Sunday operation and whether they wish the hours of operation to be extended/alterd as well.
- 1.2 The purpose of this report is to consider formal objections to the traffic order and to consider the results of the consultation. Appropriate recommendations are made.

2. Recommendations (for decision by the Portfolio Holder)

2.1 That the Panel recommend:

1) For parking charges:-

- (a) that the objections be set aside for reasons given in Appendix 3 except for (b) below and that the objectors be advised accordingly; and
- (b) for Chapel Lane car park on a Saturday, both the proposed and existing charge for long stay (over 6 hours) be withdrawn ;

2) For the Harrow Town Centre Controlled Parking Zone consultation:-

No action be taken at this time, but a review be carried out after parking charges implementation, with the timing of the review to be considered at the next annual CPZ programme review in March 2004

3) The recommendations to upgrade certain on-street waiting restrictions as set out in the supplemental report. [To Follow]

REASON:

- (1) to control parking; and
- (2) to allow for the monitoring of potential parking problems after implementation.

3. Consultation with Ward Councillors

- 3.1 Ward Councillors were sent copies of the draft letters for their respective areas advising traders of the Council's intention to introduce car park charges in Harrow Town Centre and North Harrow before distribution. In addition, Ward Councillors for Greenhill and Marlborough were sent draft consultation documents for the possible extension of the Harrow Town Centre Controlled Parking Zone (CPZ) to operate on Sundays.

4. **Policy Context (including Relevant Previous Decisions)**

- 4.1 Council agreed as part of its budget review process to introduce car park charging in North Harrow's main car park and to extend Harrow Town Centre parking charges both off-street and on-street to cover Sundays. Council also agreed to increase parking charges elsewhere in the Borough including long stay charges. In addition residents of Harrow Town Centre CPZ have been consulted to see if they wished to have the CPZ operational hours extended to Sundays and the hours of operation to be extended/alterd as well. Details of these proposed charges are at Appendix 1.

5. **Relevance to Corporate Priorities**

- 5.1 Parking charges in town centres is a traffic management tool designed to achieve a turnover of parking spaces in order to assist in the vitality and viability of town centres. CPZs are introduced to enhance the environment and encourage more sustainable forms of transport by controlling the parking.

6. **Background Information and options considered**

- 6.1 Traffic orders were advertised as shown at Appendix 1. As a result a number of formal objections have been received, copies of which are at Appendix 2. These are split into Appendix 2(a) objections to Harrow Town Centre; Appendix 2(b) objections to North Harrow; and Appendix 2(c) an objection to increase long stay charges at Chapel Lane Car Park. A summary of these objections together with officer comments are at Appendix 3.

- 6.2 **It is recommended that the long stay Saturday parking charges for Chapel Lane car park be dropped for reasons given in Appendix 3.**

7. **Consultation**

- 7.1 Additionally residents of Harrow Town Centre CPZ were consulted on a possible extension to Sunday operation and a change to the hours of operation. Four options were put to the residents as shown in the copies of the consultation documents at Appendix 4. Notification letters sent to traders in Harrow Town Centre and North Harrow are also at Appendix 4. Also included at Appendix 4 is a Harrow Town Centre Zone Map which also shows the position of car parks and on-street pay and display together with a map of the zones. A summary of the results are at Appendix 5. There was a response rate of 22% to the 4,000 odd consultation documents sent out. The actual returns have been placed in the Members Library.
- 7.2 Appendix 5 indicates as expected that support for a Sunday operation is strongest near the shopping/business area. An area could be extracted out for this purpose. However there would be confusion for the general motoring public if this was done with some streets operating on a Sunday and some not. Although this can be legally overcome by appropriate zonal and boundary signing, the situation would not be ideal.

7.3 In addition, a number of representations against extending the CPZ to Sunday operation have been received. These can be found at Appendix 6 and are as follows:

- A 811 signature petition from parishioners of Our Lady and St. Thomas of Canterbury (RC), Roxborough Park;
- A 81 signature petition from parishioners of Trinity Church (United Reformed and Methodist), Warrington Road;
- A 52 signature petition and covering letter from Harrow Baptist Church, College Road;
- An 11 signature petition from residents of Ingram House, Catherine Place (off Courtfield Avenue).
- Letters from the Reverend Minister and/or Church Secretaries of the first two, above plus letters from the RC Dean of Harrow and The Parish and Borough Church of St. Mary, Harrow on the Hill; the Reverend of the Parish Church of St. John the Baptist, Greenhill and the Bishop of Willesden of the Church of England.
- 76 identical letters from parishioners of Trinity Church; and
- 11 individual letters.

In line with normal Panel practice, only the top page of the petitions and one identical letter has been copied to Appendix 6 along with copies of the other letters. The full petitions and other identical letters are available for inspection in the Members Library.

7.4 It is unusual for a CPZ to operate on a Sunday although with the advent of shopping on Sundays, this may become more common throughout the country. Consideration needs to be given upon the effect this will have on religious services. The strength of feeling is reflected in the petitions and letters the Council has received from parishioners and from Church leaders.

7.5 **Based on these consultation results, it is recommended that an extension to Sunday operation be reconsidered after implementation when the impact it has on the wider community should be clearer. The timing of the review can be considered at the annual CPZ programme review scheduled for March 2004.**

8. Finance Observations

8.1 The estimated cost of the car park charges and Harrow Town Centre Pay and Display is £10,000 for which budget provision has been made. No funding is currently available for the Sunday operation of the CPZ. The omission of long stay charges at Chapel Lane Car Park on a Saturday will have no discernible effect on revenue since few cars stay longer than 6 hours.

9. **Legal Observations**

9.1 All the proposals in this report can be made under Section 6 and 45 of the Road Traffic Regulation Act 1984.

10. **Conclusion**

10.1 **It is recommended that with the exception of Chapel Lane Car Park long stay parking charges on a Saturday be implemented, formal objections to the traffic order be set aside for reasons given in Appendix 3.**

10.2 The full extent of the parking problems that will be caused by the introduction of Sunday charging at parking places in Harrow Town Centre remain uncertain. Given the comments made by the wider community, **it is therefore recommended that no action be taken at this time on the CPZ but that the situation be reviewed after implementation when the impact will be clearer.**

10.2 **Steps also need to be taken to protect bus routes and other sensitive streets near off-street car parks from potential on-street Sunday parking problems.** A supplemental report outlining these proposed measures will follow. It should be noted that most bus routes are adequately protected on a Sunday following an exercise to upgrade the waiting restrictions on bus routes a few years ago.

11. **Background Papers**

11.1 Council meetings 18th February 2003 and 27th February 2003.

12. **Author**

12.1 Mike Symons, Principal Engineer, Traffic Management (West).
Tel No.: 020 8424 1535
Email: mike.symons@harrow.gov.uk

APPENDIX 1

LONDON BOROUGH OF HARROW
THE HARROW (OFF STREET) (PARKING PLACES) ORDER 2003
THE HARROW (PARKING PLACES) (AMENDMENT ORDER) 2003
THE HARROW (WAITING AND LOADING RESTRICTION)
(AMENDMENT) TRAFFIC ORDER 2003

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Harrow propose to make the above-mentioned Orders under sections 6, 7, 32, 33, 35, 45, 46,47 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and all other enabling powers.
2. The general effect of the Off Street Order would be to introduce parking charges on Mondays to Fridays in the whole of Cambridge Road Car Park and to introduce Sunday charging in Harrow Town Centre Car Parks between 10am and 6pm. At the same time it is proposed to consolidate the Harrow (Off Street Parking Places) Traffic Order 1997, the amendments to that Order and the variation notices made under the provisions of the Road Traffic Regulation Act into one Consolidation Order.
3. The car parks affected are listed in Schedule 1 to this notice which also shows the proposed Sunday charges. The week day charges in these car parks would remain at the existing rate.
4. The general effect of the Parking Places Amendment Order would be to introduce parking charges on Sundays between 10am and 6pm in the on street pay and display and shared use bays in Harrow Town Centre (Zones D, E, F, K, P and R) listed in Schedule 2 to this notice.
5. The Council has also resolved to make increases in some of the charges in on and off street parking places and the affected car parks/ parking places and the proposed charges are shown in Schedule 3 to this Notice
6. The general effect of the Waiting and Loading Amendment Order will be to introduce waiting restrictions to apply at the same time as the proposed pay and display and shared use bays. In effect this a requirement which will only apply under the marked bays and will not introduce any additional yellow lines.
7. A copy of the proposed Traffic Orders, the Orders that they amend and the previous amendments and variation notices to those Orders, together with other documents giving more detailed particulars of the Orders, can be inspected during normal office hours on Monday to Friday inclusive until 22 May 2003 in the Environmental Information Centre at the address below. To allow for the Bank Holiday the normal 21 day consultation period has been extended to 28 days. Further information can be obtained by telephoning 020 8424 1508
8. All objections and other representations relating to the proposed Order must be made in writing and sent to the Transportation Manager, Planning and Transportation at the address given below quoting reference BD2003/04/92.05/37 not later than the date specified in paragraph 7 to this Notice. All objections must specify the grounds on which they are made.

Dated 24 April 2003

S J Swain
Transportation Manager, Environment, Planning and Transportation
Department of Environmental Services
P O Box 38 Civic Centre Station Road Harrow HA1 2UZ

SCHEDULE 1
Proposed Sunday Charges in off street Car Parks

Parking place	Scale of Charges
1. Cambridge Road Car Park, North Harrow	30p per hour or part hour up to 4 hours. £3 over 4 hours
2. Davy House, Lyon Road	£1.70 for the first 2 hours and then £1 for each additional hour or part hour
3. Gayton Road	£2 for each entry
4. Greenhill Road	£1.70 for first 2 hours £1 for each additional hour or part hour
5. Greenhill Way	£2.20 for first 2 hours £1.10 for each additional hour or part hour
6. Queen's House	£2 per visit
7. St Johns Road	£1.70 for first 2 hours £1 for each additional hour or part hour
8. Vaughan Road	Up to 2 hours £1.20 2 to 4 hours £1.70 4 to 6 hours £2.20 Over 6 hours £2.70

SCHEDULE 2

ROADS WITH EXISTING PAY AND DISPLAY OR THE PAY AND DISPLAY ELEMENT OF
SHARED USE BAYS WHERE IT IS PROPOSED TO INTRODUCE CHARGES ON SUNDAYS

PAY AND DISPLAY PLACES

Blawith Road, the south side,
Grove Hill, the east side,
Junction Road, both sides
Lansdowne Road, both sides
Lyon Road, both sides
Peterborough Road, the east side,
Sheepcote Road, Manor Parade both sides
Station Road, Harrow, Service Roads
Central Parade,
Dominion Parade,
fronting Nos. 140 to 180
north of Bonnersfield Lane

Greenhill Way, the north side
Headstone Road, the east side,
Kymerley Road, the east side,
Lowlands Road, the south side,
Nibthwaite Road, both sides
St. John's Road, the south-west side,
Whitehall Road, both sides
Station Road, Harrow, laybys
the lay-by fronting Nos. 13 to 21
the lay-by fronting Nos. 29 to 41

SHARED USE

Bonnersfield Lane , the south-west side	High Mead , the south side
Woodlands Road , both sides	
Rosslyn Crescent	(a) the northern arm, both sides (b) the southern arm, both sides

SCHEDULE 3

CAR PARKS

Car Park	Current Charge	Proposed Charge
Chapel Lane	£5 over 6 hours	£10 over 6 hours
Love Lane	£5 over 6 hours	£10 over 6 hours
Marsh Road	£5 over 6 hours	£10 over 6 hours

ON STREET PARKING PLACES

Pay and Display in	Current Charge	Proposed Charge
Sandridge Close	£2.50 per visit	£3 per visit
Headstone Drive	£5 over 3 hours	£10 over 3 hours
Alexandra Avenue	£5 over 6 hours	£10 over 6 hours
Imperial Drive	£5 over 6 hours	£10 over 6 hours
Rayners Lane	£5 over 6 hours	£10 over 6 hours
Village Way East	£5 over 6 hours	£10 over 6 hours
Eastcote Road	£5 over 6 hours	£10 over 6 hours
Northolt Road including service Roads	£5 over 6 hours	£10 over 6 hours
Parkfield Road	£5 over 6 hours	£10 over 6 hours
Scarsdale Road	£5 over 6 hours	£10 over 6 hours
Wargrave Road	£5 over 6 hours	£10 over 6 hours
Whitby Road	£5 over 6 hours	£10 over 6 hours
Pinner Road	£5 over 6 hours	£10 over 6 hours


GLOBE ESTATE AGENCY LIMITED

 RESIDENTIAL AND COMMERCIAL AGENTS
 SALES - LETTINGS - MORTGAGES - MANAGEMENT

 23 Springfield Road,
 Harrow,
 Middlesex
 HA1 1QF

 Tel: 020 8861 1770
 Mobile: 0775 3602421

Steve Swain

Transportable Managers

L B of Harrow.

 DL-R
 MRS
 30/4

26 APR 2003

26/4/03

URGENT

Dear Sir,

 Ref: Harrow Town Centre - Sunday Charging
 in Car Parks — Ref 92.05/3/1

The policy of charging for Sunday car parking will be a very very bad idea. Already there is competition from surrounding area shopping centres like Uxbridge, Walford Brent Cross etc. Harrow Shopping Centre has not done well as it should have done. And this car parking charging policy already is a contributing factor specially on car parking road zones where you have been charging more or less like West End. Once the shopping centre is going back it will result in doom !!

 Thanking you *ADN* A. NATHWANI



From: "Ian McIntyre" <mcintyre1@btinternet.com>
To: <debbie.leeson-rabie@HARROW.GOV.UK>
Date: Sun, Apr 27, 2003 2:57 pm
Subject: Car Parking charges on sundays

I am not interested in any of the three options, but would like to complain that the introduction of sunday charging is being introduced as a "done deal". I believe that Harrow must now excel as the only borough in London to have Sunday charging.

The basic lack of imagination in the borough to income generation is a disgrace. Not only have we had to stomach a massive increase in council tax but we now have to look over our shoulders seven days a week instead of six.

It is shortsighted and desperate. What harrow council should now realise is that you have reached the end of the line. You cannot increase the charges anymore as they are now equivalent to Westminster in parts of the town and there are not eight days in the week!

Therefore you will have to start making some difficult decisions and look hard at yourselves as the opportunity for income from car parking has now reached saturation point.

I would like to register a formal objection to the proposal.

Ian McIntyre

36 Lowick Road
harrow
Ha1 1uw

GREENHILL MANOR RESIDENTS' ASSOCIATION

HON. SECRETARY
Brian Lanning
46 Francis Road
Harrow Middlesex
HA1 2QX
020 8427 5940

28 April 2003

01 883 0422
04-28
CCBD

Mr B. Durke,
Environmental Services Department,
London Borough of Harrow,
PO Box 38,
Civic Centre,
Harrow,
Middlesex,
HA1 2UZ

Your ref: - BD2003/04/92.05/37

Dear Mr Durke,

With reference to your letter of 22 April 2003 the proposals for extending parking charges in Central Harrow to include Sundays have been noted but this Association wishes to register its objection to the proposition.

Sunday shopping is becoming ever more popular and the imposition of a charge to park in the central areas of Harrow on that day will have an adverse effect on many of the residents in this area. During the period from Monday to Saturday those parts of our area which are not subject to controlled parking are becoming ever more congested with cars parked whilst their owners work or shop in Harrow. Each year the problem becomes worse as the level of the parking charges, which these motorists wish to avoid paying, rise and it is only on Sundays that residents have the respite of the roads being available totally for their own cars and those of their visitors. The imposition of charges on the seventh day of the week will considerably reduce the ability of many residents to enjoy their less congested environment.

We are against the proposal to make the changes outlined in your letter so far as central Harrow is concerned.

Yours sincerely,



ק"ק אהבה ואחווה

Middlesex New Synagogue

A constituent of the Reform Synagogues of Great Britain

39 BESSBOROUGH ROAD, HARROW, MIDDLESEX, HA1 3BS

Telephone: 020-8864 0133

Fax: 020-8864 5323

Minister: Rabbi Simon J. Franses.

Mr S Swain
Transportation Manager
London Borough of Harrow
POB 38, Civic Centre
Station Road
HARROW
Middlesex HA1 2UZ

1st May 2003

Dear Mr Swain,

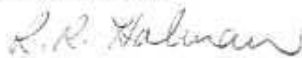
Harrow Town Centre Charging in Car Parks

We are in receipt of your notification regarding the above and, on behalf of the Synagogue, I would like to make the following points:

- (a) Our premises are used every Sunday and Synagogue members regularly use the public car park at that time. This could involve over 50 families who are delivering and collecting their children (aged 3-15) from our Religion School. If they are charged £2 a visit for doing this they will be tempted to stop on the main road which will be a severe hazard.
- (b) Our hall is used as a function room on Sundays when 200 people may be attending at any one time. The car park charges will certainly impact on the clients hiring our facilities.

As we are not within the direct vicinity of the shopping centres in Harrow we very much hope that you will sympathetically consider our request not to include the car park in Vaughan Road in your new charging policy.

Yours sincerely,



LINDA HOLMAN (MRS)
Chairman

c.c. Councillor P O'Dell
Councillor H Bluston
Councillor M Kinsey
Councillor R Shah

MS 6/5

D L - K

BRITISH BOOKSHOPS & STATIONERS



INCORPORATING SUSSEX STATIONERS

BREDONS BOOKSHOPS OF BRIGHTON *Established 1837* JOHN BEALS OF BRIGHTON *Established 1836* HADLWS OF BRIGHTON *Established 1850* WALTER GILLETTS OF BRIGHTON *Established 1815*
COMBRIDGES OF HOVE *Established 1891* W.E. BAXTER OF LEWES *Established 1802* GEERINGS OF ASHFORD *Established 1903* SWAINS OF HASTINGS *Established 1581*
HEAD OFFICE: 55 & 56 East Street • BRIGHTON BN1 1JT • Tel: Brighton 01273 328032 • Fax: 01273 202116
DISTRIBUTION CENTRE: 6 Crowhurst Road • Hollingbury • BRIGHTON BN1 8AF • Tel: Brighton 01273 507999 • Fax: 01273 502630

06 May 2003

Our Ref: MDLC/ARM

Your Ref: 92.05/3/1

Mr Steve Swain
Transportation Manager
London Borough of Harrow
Environmental Services
Civic Centre
Harrow
Middlesex HA1 2UZ

Dear Mr Swain

Re: Harrow Town Centre – Sunday Charging in Car Parks

Thank you for your letter of April 2003 regarding the above subject.

We would be most grateful if you would convey our formal objection to your proposed parking charges for Sundays.

Whilst applauding traffic management, diverting our Sunday customers to alternative Shopping Centres with free parking will only continue to depress Harrow as a regional shopping centre.

Yours sincerely

Michael D L Chowen
BRITISH BOOKSHOPS
& STATIONERS PLC

32 TORVER Rd,
Harrold
Nidder
H41 1TH.

11th MAR 03

Dear Sir,

I am writing to strongly protest against the introduction of parking charges in Central Harrold on Sundays. This implementation, for which we have not been consulted, has a knock-on effect in our area.

Sundays are the only days when friends can visit by car & leave their vehicles in the street. With the introduction of your ridiculous Sunday parking charges, we, the residents will now have to buy the privilege of having visitors' cars parked by our houses!

To add insult to injury we have just been faced with a large rates rise!

I look forward to hearing your comments.

Yours faithfully,
Peter Walker.



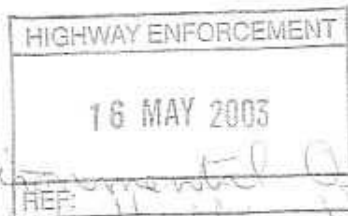
2002-2003
Promoting Racial Equality

Director of Environmental Services: TREVOR FUCH
Head of Property and Development: GEOFF EASTON SSC HRCS
Head of Environment and Transportation: BRYNN HODGSON FRCS DMS
Head of Contract Services: ANDREW TREHERN
Chief Planning Officer: GRAHAM JONES B.Sc (SocSci) DITP OPUD (HBC MATP)

INVS

Am - pl. ducts #3 Kenneth gardens, 7
D.L.R.

Stamrose
Middx HAY 35A
11th May 2003



Chief Environmental Officer
Environmental Health Section
London Borough of Haringey
Kovic Centre
Haringey, Middlesex



Dear Sirs

I would like to place on record my strong objection to the intention of Haringey Council to stop free parking on Sundays within the Borough. I read with shock the statement that "Sundays are no different from any other day of the week". It is statements like these from people of that opinion who are changing our way of life & heritage.

This Council takes enough money from the residents via the high charges of Council Tax increased this year by approx 20%. Can they not give back in either some concession just one day a week?

Keep Sunday a different day of the week please!

I am a practising Christian and would like to think one day is set apart even leaving aside any religious aspect there should be one day which is different from the rest to let families spend time together. Without Councils taking every opportunity to make cash in from the residents.

Yours faithfully
Josephine Austin (Miss)

(JOSEPHINE AUSTIN)

28 Littleton Crescent
Harrow
HA1 3SX

14th May 2003

MRS W/S
DLR
CL-3D ←

Steve Swaine
Transportation Dept.
Box 38
Civic Centre
Harrow.

Dear Mr Swaine,

I, with others, have been disturbed by the news that parking fees and further restrictions are being proposed for Harrow on Sundays, also that during the rest of the week free parking will not be available until 8.30pm.

I am a member of Harrow Baptist Church, College Road, but I write on behalf of all the churches situated in the town and on the hill. We are concerned for the possible restrictions imposed, particularly for older people, who depend on being able to walk easily to and from their place of worship.

All the churches have evening activities, during the week and starting earlier than 8.30pm, for different age groups and interests and some for people of different religious affiliation or non.

Harrow Council claims to pride itself in celebrating the cultural diversity of its people. I hope that your department will not pursue its restrictive parking policy as it will most certainly severely curb the activities of a cultural group, which seeks to serve the community, in many and various ways.

Yours sincerely,

Jean Newby (Mrs)

Jean Newby

21 Chestnut Drive
Harrow Weald
Middx
HA3 7DL

Environmental Services
London Borough of Harrow
Civic Centre
Harrow
Middx
HA1 2XF

23 May 2003

23 May 2003

Dear Sirs

Proposal to charge for Sunday parking in Harrow

I am writing to protest about the above mainly because of the weak reasons given for the charge.

You say that Sunday is no different to any other day of the week. Why is it then that the shops are only allowed to open for six hours on that day?

You state that people use the car parks for all day parking on Sundays and are not going to the shops, therefore taking trade away. Why is it then that when I go up to Harrow at 9.00am on Sundays to attend the gym, there are maybe one or two cars parked in the car parks, but when I come out of the gym at 11.00am the car parks are almost full? Maybe its because the shops open at 11.00am and that's where the people are going.

Why don't you be honest and admit this is just another way of getting yet more money from the public, not being satisfied with the huge increase in council tax that we have all suffered this year.

Yours faithfully

Marian Fitt
Marian Fitt (Mrs)

The Parish Church of St John the Baptist Greenhill

Postal Address:- Sheepcote Road, HARROW, Middlesex, HA1 2JE. Entrance:- Opposite Debenhams in Station Road



From:- The Reverend John Spinks, Vicar
St John's Vicarage

11 Flambard Road, HARROW, Middlesex, HA1 2NB

Telephone and Fax:- (020) 8907 7956. e-mail:- john@spinks77.freemove.co.uk

Mr S Swain
Transportation Manager
Civic Centre
Harrow.

Ref: 92-05/3/1

23 May 2003

Dear Mr Swain

Harrow Town Centre – Sunday Car Parking Charges

MRS/OL-R
23/5

Thank you for the circular dated April 2003 concerning the above.

As a Town Centre Church, on Sundays many members of our congregation drive into the centre and park in the car parks. Unlike many churches, we do not own any church halls and the car parks that go with them. We have some spaces in the Victoria Hall, but we do so with the agreement of the Trustees, but there is insufficient space for all those who travel by car. Some of our members are elderly or disabled and the car is the only means of travelling to Church.

The proposal to impose car parking charges on Sunday is in my view is outrageous. We opposed Sunday trading, but like many changes we have learnt to accept. It seems that those who regard Sunday as a Holy Day are being penalised at the expense of those who have more commercial aspirations, and that the Council are anxious to cash in on Sunday trading even at the expense of those who wish to worship and keep the day special.

You refer in your letter to 'Traffic Management reasons linked to Sunday Trading'. What are the reasons that necessitate a charge on Sunday?

Even for those who do not attend places of worship, it is a day when families can come into the Centre and enjoy the leisure and other facilities. Why is it so necessary to impose a charge for this?

I hope the Council will reconsider this proposal which will have detrimental affect on those who worship in our Church.

Yours sincerely



Fr John Spinks
Vicar

Copies to Cllr H Bluston & Ms Linda Arlidge.



J.W. Cutts,
48 Oxford Road,
Harrow,
Middlesex,
HA1 4JQ

Telephone No 020 8621 4512
Mobile No. 07714513045
Email johnwcutts@aol.com.

12th May 2003

Environmental Planning Officer,
London Borough of Harrow,
Civic Centre,
Station Road,
Harrow,
HA1 2XF

Dear Sir,

Re: - Parking regulations in Harrow

15 MAY 2003

I understand that the parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

I think this is an ill thought out policy as this will seriously effect community services within Harrow also people who shop on Sundays do so as they can carry heavy loads of shopping. Why use the Harrow Town Centre when you can shop at Brent Cross with no parking charges. To my mind, this will affect the takings of all the shops in Harrow and we are likely to end up with another rundown shopping area. Why should shops invest in their businesses when the council puts up Council Tax & Business Rates!

We have already suffered a £216.30 Council Tax increase (for a band D property) if we didn't waste money pulling down 20 year old buildings, erecting office blocks that stay vacant for years and make cycle tracks which occasionally a cyclist uses (many still use the pavements) and the road width has to be narrowed causing traffic jams. Perhaps we should waste more money putting icons and signs on posts to help pedestrians know where to walk!

Money is wasted sending out leaflets asking council tax payers what increases they are willing to accept only to find no notice is taken of the results and to add insult to injury something we were not offered is chosen.

This seems a very un-democratic way of working.

I am a pensioner, I do run a car, but normally walk into Harrow, to stay healthy, or travel locally by public transport unless I have to carry a large or heavy purchase. I will now have to use Brent Cross more!

Yours truly,

J.W. Cutts

12
15 MAY 2003

9 DEANE CROFT ROAD,

EASTCOTE,

PINNER,

HA5 1SS.

Tel: 020 8866 3229

12th May, 2003.

Environment Planning Officer,
London Borough of Harrow,
Civic Centre,
Station Road,
Harrow,
HA1 2XF.

Dear Sir,

We are writing to express our concern about the proposed changes to the parking regulations in Harrow.

Although we do not live in Harrow, we come regularly to attend our Church on Sundays and for other activities during the week. Parking in Harrow is very difficult at the best of times but we fear that extending the hours of resident parking areas and charging for parking on Sundays will severely affect both the elderly, who are unable to use public transport, and also the young and specialist groups who have to be brought by car for particular activities taking place on Church premises in and around Central Harrow.

We feel that these alterations in the parking will be detrimental to the welfare of many people in the community and would urge the Council to reconsider the proposed changes.

Yours faithfully,



MRS. R. DIVERS



A.H. DIVERS



23 Branksome Way
Kenton
Harrow
Middlesex
HA3 9SH

2nd May, 2003.

Dear Sirs

With reference to the proposed cancellation of free parking on Sundays we are disgusted.

Due to the high increase in the Community Charge we are sure you could leave the "free" parking on Sundays.

Many people only have that day to shop and will obviously

go elsewhere where they do not have to pay and, so, in the longrun ~~the~~ the shops in Harrow will loose out and, ultimately the Council's revenue from this will too. This will ruin Harrow.

We hardly ever come to Harrow for this reason like so many of our friends and neighbours.

What with the high cost of living, the new taxes, etc. people have to look after every penny so will go elsewhere.

Yours faithfully,

A + S.M.B. Bagathi

SAMPLE LETTER - PLEASE VARY TO TASTE!

Your Address, 35, Huxley Cres. Harrow.
HA 14 4U.

The date. 12/5/03.

Environmental Planning Officer,
London Borough of Harrow
Civic Centre
Station Road,
Harrow HA1 2XF



Dear Sir,

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

The extension of parking hours into week-day evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest groups.

The extension of parking charges to Sunday will affect our churches since many members of our congregations are elderly and unable to use public transport. A visit to a church may be one of the few times they leave their homes during a week.

We appreciate, as council tax payers, the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,

Signed - your good self

Yours truly, A Wall.

Please rethink about the parking regulations in Harrow also the extension of parking charges on Sundays will affect our churches and the elderly please help us money is not everything in life please think of us we don't get much out of this life it gets worse that better.

SAMPLE LETTER - PLEASE VARY TO TASTE!

Your Address, 23 Churchville Avenue, Harrow Middx HA3 0AA
The date, 19/5/03

Environmental Planning Officer,
London Borough of Harrow
Civic Centre
Station Road,
Harrow HA1 2XF

Dear Sir,

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

The extension of parking hours into week-day evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest groups.

The extension of parking charges to Sunday will affect our churches since many members of our congregations are elderly and unable to use public transport. A visit to a church may be one of the few times they leave their homes during a week.

We appreciate, as council tax payers, the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,

Purnima Senior

PURNIMA SENIOR

Signed - your good self

19/5/03

21 MAY 2003
DUR

CC, BD

Hand Delivered 14.5.03, MR + MRS KWOK
3 BETHECAR ROAD 16
HARROW
HA 1 1SF

Re HARROW TOWN CENTRE Sunday Parking.

CONTRADICTION DATES of RETURNS given
Your reference 92.05/311 states 15 May 2003
Questionnaire form attached states 9 May 2003.

Surely our reply - completed questionnaire is not relevant. Haven't you already made a decision - this questionnaire is merely an indirect informative letter. No results of past questionnaires are ever published. How can the public be sure that they are not manipulated to your ~~purpose~~ & making as much money from us.

Limitations placed on our social & leisure life
You have already placed restrictions on our social life.
MON - SAT. one car on a day visit. needs 2 paid vouchers.
Our friends & relatives now visit us on Sundays - day of rest - to avoid us (both bot, now retired & unemployed).
Having to pay by voucher - for them to visit us MON - SAT.
'Have a Heart' Sunday is the only day of freedom when visitors can park, enjoy a visit, not watch the clock.
Do you plan taking away all our liberty & freedom?
What society do we live in?

Council tax - Compared to efficiently run Council e.g. Conservative - Wandsworth - rebates were given to residents £ 1-2 yrs ago - why do we pay such high rates? This has increased 94% in the last 10 years. Surely this should be enough to cover free parking on road for 1 car per household especially on a residential road.
You stated that residents permits will be valid for use on Sunday at no additional charge for how long - indefinitely. Until you decide to increase the yearly charge to indirectly include Sundays.

We already pay rates for House - Garage. Shared drive is too narrow for present day cars. We already pay for Central Harrow - just ends + car-tow-use of road. We pay for road parking, as parking on our forecourt would mean the tail end overlapping the pavement. We have resided here since April 1966 & your records would show we have paid our high rates on time for living on a residential road (not a main road). We are a household of two retired pensioners 60+. Surely someone should devise a Scheme to benefit pensioners - for their loyalty, free or reduced residents permits & you already have reduced

visitor passes for pensioners non-CAI, should it be free (37 years resident) + issuing passes - free for Sundays - limit the amt. of course per (over 60) household

OPTION 2

I wonder of the present Sunday shoppers (it is so nice to see families & children enjoying a Sunday at shops + eating out) will stay loyal to Harrow. I personally know of your friend who will go back to Watford if they have to pay - they would choose better shops - not sure about a difference in parking charges. Should Church goers now have to pay to pray on Sunday? Sure, shoppers & cars would look for shops & free car parks who will benefit ^{shops} shoppers or council?

OTHER TRANSPORT ISSUES

- a) Why have you still not done something about the corner of Rusland Park / Malsborough Hill. It is dangerous as cars park on the pavement + on the corners on both sides - restricting visibility. Last week a bicycle rider swaying along the middle of the road - carrying shopping - was nearly knocked down by a car. Surely a yellow line around the corner would have helped until you deal with parking bay on Malsborough Hill. I raised this at your office last summer when I came in to report my 5' fall on uneven pavement - water works van on pavement
- b) Why do you allow cars to park on forecourts with their tail ends covering over 1/2 pavement - Blain Road. Resident shoppers have to walk over abreact, carefully avoiding bumpers. Is this safe? Who accepts responsibility for injuries?
- c) Are kids allowed to skateboard on pavements? Display sign
- d) Thanks for resetting our existing pavement signs however
- e) When rubbish collector accidentally spill waste on road, whose responsibility for clearing up - causes dirty gutters near drains
- f) Wheelie - green bins are left on pavement - sometime 2 days before collection - after B.H. Can you please remind householders of correct collection day + rubbish collector to replace bins within our boundary lines. What about 'Keep Harrow Tidy Campaign'?
- g) An acknowledgement would be appreciated - hoping that someone has read my comments.

6 June 2003

Mr Steve Swain
Transportation Manager
London Borough of Harrow
Environmental Services
Civic Centre
Harrow
Middlesex HA1 2UZ



Dear Mr Swain

SUNDAY CHARGING IN CAR PARKS

I write with reference to your recent notification of the introduction to charge in "Council owned" car parks on Sundays.

I feel this is a major retrograde step and one that will damage both the appeal of Harrow to potential shoppers on Sundays and consequently business in the Town Centre.

I note that you say this has become necessary for "traffic management reasons" which I cannot possibly concur with as my considerable experience of travelling into Harrow on Sundays does not bear this out. It would appear that this is nothing more than a revenue generating scheme which, whilst it may provide some short term benefit, in the long term may well discourage people from visiting Harrow Town Centre at all and taking their business to other Centres where more favourable parking terms exist.

I realise that there may well be a "view" that motorists travelling to Harrow have hitherto been fortunate but the introduction of charges and at the same rate as week days, will be a source of considerable anger and frustration in the same way as the relentless annual increases.

If the Council insist on introducing this, might I suggest that a favourable "flat rate" be introduced for Sunday parking as has been the case in my experience in various other locations in the country. A charge of £1 for example would go some way to satisfying both sides of the argument and would be seen as a more progressive and understanding approach to a difficult dilemma for all.

/continued

-2-

Finally, I understand this may already be a "done deal" but I would urge all those concerned to reconsider as I do not believe this is in the best interests of the Harrow business community or its residents.

Yours sincerely
Debenhams Retail PLC

A handwritten signature in black ink, appearing to read 'Nicholas M Pinder', written in a cursive style.

Nicholas M Pinder
Store Manager

Trevor Pugh – Director of Environmental Services
Brynn Hodgson – Head of Environment and Transportation

15

28 Littleton Crescent
Harrow
HA1 3SX

14th May 2003

15 MAY 2003

MRS 16/5
DLR
CC - B.D

Steve Swaine
Transportation Dept.
Box 38
Civic Centre
Harrow.

Dear Mr Swaine,

I, with others, have been disturbed by the news that parking fees and further restrictions are being proposed for Harrow on Sundays, also that during the rest of the week free parking will not be available until 8.30pm.

I am a member of Harrow Baptist Church, College Road, but I write on behalf of all the churches situated in the town and on the hill. We are concerned for the possible restrictions imposed, particularly for older people, who depend on being able to walk easily to and from their place of worship.

All the churches have evening activities, during the week and starting earlier than 8.30pm, for different age groups and interests and some for people of different religious affiliation or non.

Harrow Council claims to pride itself in celebrating the cultural diversity of its people. I hope that your department will not pursue its restrictive parking policy as it will most certainly severely curb the activities of a cultural group, which seeks to serve the community, in many and various ways.

Yours sincerely,

Jean Newby (Mrs)

Jean Newby

65 Rosslyn Crescent
Harrow
Middx
HA1 2SA

01/05/03

Re: Sunday Charging / Excessive restrictions

Dear Sir/Madam,

I am writing with regards to the proposed extension to the parking restrictions in Rosslyn Crescent.

I would like to oppose any further restrictions as I feel they are very prohibitive even now. I understand the need to restrict commuters and local businesses parking in the area but I feel that the current restrictions are a little too excessive.

Rather than have a controlled zone from 08:30 to 20:30, could we not have 'windows' of 08:30 – 11:00 and 16:30 - 19:00? This would deter commuters and local businesses alike. Also, I feel that the restrictions until 20:30 are not required – 19:00 would be more appropriate.

Finally, my biggest concern is with the restrictions on weekends and bank holidays – these should be lifted entirely as there is not traffic problem on those days – unfortunately having the restrictions means that we have far fewer friends and relatives visiting.

I would be interested to hear your thoughts on this matter and look forward to your reply.

Kind regards,



Rash Patel

06 MAY 2003

020 8866 0068
email: bathtub@fish.co.uk

21 Cuckoo Hill Road
Pinner,
Middx
HA5 1AS

Transportation Department
London Borough of Harrow
PO Box 38
Civic Centre
Station Road,
Harrow HA1 2XF

14 May 2003

Dear Sir,

Sunday and Evening Parking in Central Harrow

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

The extension of parking hours into week-day evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest groups.

Many members of our congregations are elderly and unable to use public transport so that the extension of parking charges to Sunday will affect these people for whom a visit to a church may be one of the few times they leave their homes during a week.

As council tax payers, we appreciate the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,



Pat and Norman Kember
Members of Harrow Baptist Church, College Road.

From: john.gould@fote.org.uk
 Sent: 03 May 2003 05:22
 To: thomasgr@parliament.uk
 Subject: Car park charging for North Harrow commuters

This message has been sent from the House of Commons Website Constituency Location Service. Your email address will not be divulged unless you reply by email to this message.

I was appalled yesterday to read that car park charges of £3 per day will be imposed this summer for commuters using the car park close to the North Harrow tube station. This free car park has made commuting to Baker St an attraction for many North Harrow residents. The centre section of the car park has been closed until 10am to give shoppers space and it has been worked without any major problems. The charge of £3 per day is totally unjustified in today's "greener" community, trying to persuade commuters to stop using their cars into London. Plus the insensitivity of Harrow Council to introduce this in the year the congestion charge has been introduced. I am a Director for a Charity and we agreed this April to forego our salary increase, I am then faced with NI increases, tube increases and now car park charges. The Harrow Councillors are supposed to be acting in the interests of the residents of Harrow but we have seen amongst the largest increases in Council Tax and are not receiving in any way value for this expenditure. This is going to force residents of North Harrow to question the value of it council and of course force many back into their cars. I hope you will be able to persuade a rethink on this decision and at the very least give a concession to all North Harrow council tax payers for their usage of the car park. This is the very first time I have contacted my local MP and I have to feel very strongly about an issue to do so.

The sender left the following as their name and address:

John Gould
 145 Headstone Lane, North Harrow, Middlesex HA2 6LX

Message Ends.

This email has been generated from a service on the House of Commons website and is maintained by the House of Commons Information Office. If you have any comments or suggestions please contact hcinfo@parliament.uk

(b)

EVANS, Hilary

From: CAMPBELL, Isabel
Sent: Thursday, May 15, 2003 14:28
To: EVANS, Hilary
Subject: FW: 2nd e mail regarding my concerns over the proposed parking charge s in North Harrow

-----Original Message-----

From: John Gould [mailto:john.gould@fote.org.uk]
Sent: 15 May 2003 14:18
To: 'thomasgr@parliament.uk'
Subject: 2nd e mail regarding my concerns over the proposed parking charge s in North Harrow

I e mailed you three weeks ago over my disgust at the proposed car parking charges for the station users of the North Harrow Car Park. These are going to be introduced at a daily rate of £3.

This is at a time when the congestion charging and the Governments environmental policies are aimed at restricting car usage and asking us to use public transport.

The proposed charges are unwelcome by everyone and the 1st phase of roadside parking meters has resulted in a loss to the North Harrow traders.

North Harrow residents have being faced with very high council tax charges and as the Counsellors are supposed to represent the interests of the residents then yet again we have been let down.

Commuters continue being charged increased fares and now this proposed car parking charge.

I am a Director of a Charity and we agreed this year not to give ourselves an increase, it is a pity that Harrow Council cannot take a more charitable view of the needs of the residents. At the very least those council taxpayers should be given a 50% discount on the charges. There may be other commuters from outside of North Harrow who use the car park, but there should be some benefit for the North Harrow residents -- there appears to be little else of benefit.

I hope I receive a response this time, and I will be writing to the Harrow Observer as I am absolutely disgusted at these charges. This is from someone who has never felt it necessary to bother his local MP before.

John Gould

John Gould
Director of Human Resources
Friends of the Elderly
40-42 Ebury Street
London SW1W 0LZ

Tel: 020 7730 8263
Fax: 020 7259 0154

Disclaimer
This email and any other files transmitted are confidential and intended solely for the use of the individual or entity to which they are addressed. Any views or opinions presented are solely those of the author and do not necessarily represent those of Friends of the Elderly. If you are not the intended recipient, be advised that you have received this email in error and that any use, dissemination,

5/15/2003

YOUR REF

BD 2003/04/92.05/37

CAMBRIDGE ROAD CAR PARK.

15 SUFFOLK ROAD

NORTH HARROW

HARROW MIDDX

HA2 7QH.

7/5/2003

08 MAY 2003

DEAR MR SWAIN

I wish to OBJECT TO THE ABOVE PROPOSAL
AS IT EXCLUDES THE FOLLOWING.

- A) FIRST HOUR OF PARKING SHOULD BE FREE.
THERE ARE AN7 NUMBER OF AUTHORITIES WHICH
DO TRY TO MAINTAIN AND IMPROVE THE
ABILITY OF LOCAL RESIDENTS TO USE LOCAL
SHOPS. CHARGING FOR PARKING WILL INFLUENCE
LOCAL SHOPPERS TO SUPERMARKETS IN THE VICINITY
WITH FREE PARKING. THIS WILL LEAD TO A
REDUCTION OF THE NORTH HARROW SHOPS WHICH
WILL FURTHER IMPACT ON THE ELDERLY WHO
DO NOT HAVE CARS
- B) THERE IS NO LOCAL PARKING CONTROL ZONE
PROPOSAL TO DEAL WITH THE LONG TERM
COMMUTERS WHO WILL NOW BLOCK UP THE
LOCAL SIDE STREETS WHERE THERE ARE
NO PARKING CONTROLS. THE AREA AROUND
THE CAMBRIDGE ROAD CAR PARK IS PRIMARILY
RESIDENTIAL WITH RESIDENTIAL ROADS. IF
YOU TURN THE SIDE ROADS INTO PUBLIC CAR PARKS
I WOULD BE OF THE VIEW THAT YOU WERE
DENYING MY ENJOYMENT OF A RESIDENTIAL
ENVIRONMENT WHICH WOULD BE A BREACH OF THE
HUMAN RIGHTS ACT
- C) THERE HAS BEEN NO PUBLIC CONSULTATION ON
THIS PROPOSAL AND NO TRAFFIC CHANGING PROPOSALS.
Yours sincerely,
T.M. KERR.

North Harrow
Cambridge Rd Car Park

John Pickard
Treasurer, North / South Harrow Group.
142 Pinner Hill Road,
Pinner, Middx. HA5 3SJ.

1/2

Mr Steve Swain
Council Transportation Manager
Environmental Services Department
Civic Centre Harrow
Harrow HA1 2UY

19 May, 2003

Dear Mr Swain

Free parking in the Car Park off The Broadwalk in Pinner Road

Recently in the Harrow Times it was stated that pay-and-display charges are to be imposed on this car park, one of the last remaining free car parks, but that there was still time for objections to the charges to be lodged.

I represent the North / South Harrow Group of the Civil Service Retirement Fellowship and we have regular monthly social meetings in the afternoon at the St. John Ambulance building which is at the end of this car park. There are a limited number of car-parking spaces alongside the building but in the main our members have to use the Council's car park.

By definition our members are retired civil servants and many of them are elderly and not so able bodied and need their cars to come to meetings. Charging will put another constraint on their ability to attend meetings. The proposed cost of 30p an hour may sound reasonable but it would mean £1.20 for our members and if on occasions we are there just over the four hours that jumps to £3. Our meetings are designed to provide social occasions for members and these charges may be the factor that stops them from coming. We have a regular attendance of 50/60.

Although our objection is unlikely to influence the decision to impose charges I would like to make some representations on our members behalf. Firstly no mention is made of any concessions for disabled badge holders for example. Is there any provision for disabled badge holders in the scheme? Secondly we are a charity and in no position to buy parking permits for the limited use we make of the St John building. Could there not be a limited number of free permits for charitable organisations?

I will be grateful if you would take these representations into account and let me know the result of your deliberations.

Yours sincerely



John Pickard
Treasurer

21 MAY 2003
OL-2
C.C. 13-D

4

Douglas Milsom
3 Greenfield Way, Harrow, Middlesex. HA2 6HU
Telephone/Fax: 020-8863 5716

20th May 2003

Mr S J Swain, Transportation Manager
Department of Environmental Services
PO Box 37
Civic Centre, Station Road
HARROW
HA1 2UY



Dear Mr Swain

Ref. BD2003-04/92.05/37 - Proposed Pay & Display Parking in Cambridge Road Car Park

I would like to register my objection to the proposed implementation of Pay & Display parking at the Cambridge Road Car Park in North Harrow. My grounds are the damage that this will cause to the shopping amenity of North Harrow. This is already a dwindling resource, and the only people to benefit from further parking charges and restrictions will be the Supermarkets, DIY Sheds and other large retailers with their own off-street parking. This all helps to increase car mileage with the consequent additional congestion and pollution.

In your letter ref: RM/92.05/3/5 dated March 2002, regarding the Proposed Parking and Cycle facilities for the North Harrow Shopping Area you stated that "The main car park will remain free"!

I accept that some means of limiting long term parking in the car park needs to be implemented, and I can see that the Council is determined to use this as a revenue earning opportunity. I therefore suggest that to encourage short term shopping visits the first hour within any four hour period should be free, the next three hours charged at 30 pence per hour, periods greater than 4 hours should cost more (say £4 or £5) and that business permits should remain as you have suggested.

Personally, I prefer to walk or cycle to my local shops when circumstances permit, but I would prefer that the shops remained viable. Far too many have closed already in recent years as it is. Damage has already been done to other local shopping areas in the Borough, where parking charges have been introduced.

I was dismayed but not particularly surprised at the poor level of written response from shopkeepers and other residents to your proposals for North Harrow parking charges last year. If all of the people that I heard expressing their disapproval had written to you, you would have been inundated with letters. However, I fear that much of their apathy stems from the sad belief that once the Council (or the Government, for that matter) have proposed something, it will happen regardless of their complaints.

Yours sincerely

D. Milsom

Hillier Opticians

OPTOMETRISTS

Phone:
020 8863 1541

19 BROADWALK, PINNER ROAD
NORTH HARROW, MIDDX HA2 6FD

Fax:
020 8427 6660

Mrs. A Taylor,
London Borough of Harrow
Environmental Services,
P.O. Box 38,
Civic Centre,
Harrow,
Middlesex
HA1 2UZ

Ref: AT/70.01/2



19th May 2003

Dear Mrs. Taylor,

Re: Introduction of Pay & Display in Cambridge Road Car Park.

I note that the envelope, which arrived with the original notification of this planning application, stated that the Council valued my views. As I wrote objecting to the earlier proposed introduction of any charge for parking in Bisley House and Pinner Road, North Harrow, and was totally ignored by the recipients, I find that hard to believe. The excuse that the introduction is intended to deter use by commuters is spurious as the same effect would be achieved by making the first two or three hours FREE, with a £3.00 charge from then on. This would have the effect of not driving shoppers away from this area as they would have ample time to complete purchases, visit dentists, doctors, opticians etc without incurring charges, whilst at the same time deterring long term parking by commuters.

It seems the Council is determined to obtain revenue from car parking without considering the possible consequences on Community Charge paying businesses. North Harrow is a fading business area already, and retail sites that cease to trade do not contribute to the Council income. If the initial free period were guaranteed in perpetuity, I am sure it would be accepted. Unfortunately the Council's record in Pinner for example indicates this may be a false hope.

My final tongue in cheek thought that the application may be a fait accompli, is guided by the penultimate paragraph in your letter of 13th May which states that application forms WILL be sent out rather than CAN be sent out; one indicating decision made, the other indicating in the event of a decision being made.

I hope that some consideration may be given to my views.

Yours sincerely,

L. G. Hillier FCOptom



Steve S (Engineers)

15, SUFFOLK ROAD
NORTH HARROW
HARROW MIDDX
HA2 7QH.
18/5.

ATTN MRS A TAYLOR
REF AT/70.01/E.
LETTER TO TRACKER 13/5/03

CAMBRIDGE ROAD CAR PARK INTRODUCTION
OF PAY & QUALITY

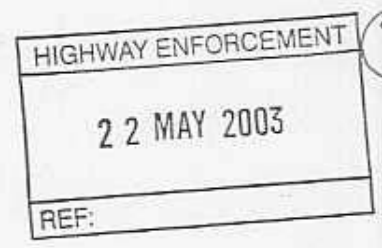
DEAR MRS TAYLOR.

I WOULD BE GRATEFUL IF YOU COULD
EXPLAIN TO ME WHY YOU ARE CONSULTING
THE TRACKER IN THE AREA ON THE
ABOVE PROPOSAL BUT ARE IGNORING
CONSULTATION WITH THE LOCAL RESIDENTS.

CLEARLY YOUR PROPOSALS ARE GOING
TO TURN THE LOCAL SIDE ROADS FROM
HIGH SPEED RAT RUNS TO HIGH SPEED
RAT RUNS AND EXTENSIVE COMMUTING PARKING
DESTRUCTION NOT ONLY THE LOCAL SHOPPING
ENVIRONMENT BUT ALSO THE RESIDENTIAL
ENVIRONMENT.

Yours sincerely,
J.M. KERR.

An order for
Steve!





J.W. Cutts,
 48 Oxford Road,
 Harrow,
 Middlesex,
 HA1 4JQ

Telephone No 020 8621 4512
 Mobile No. 07714513045
 Email johncutts@aol.com

12th May 2003

Environmental Planning Officer,
 London Borough of Harrow,
 Civic Centre,
 Station Road,
 Harrow,
 HA1 2XF

Dear Sir,

15 MAY 2003

Re: - Parking regulations in Harrow

I understand that the parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

I think this is an ill thought out policy as this will seriously effect community services within Harrow also people who shop on Sundays do so as they can carry heavy loads of shopping. Why use the Harrow Town Centre when you can shop at Brent Cross with no parking charges. To my mind, this will affect the takings of all the shops in Harrow and we are likely to end up with another rundown shopping area. Why should shops invest in their businesses when the council puts up Council Tax & Business Rates!

We have already suffered a £216.30 Council Tax increase (for a band D property) if we didn't waste money pulling down 20 year old buildings, erecting office blocks that stay vacant for years and make cycle tracks which occasionally a cyclist uses (many still use the pavements) and the road width has to be narrowed causing traffic jams. Perhaps we should waste more money putting icons and signs on posts to help pedestrians know where to walk!

Money is wasted sending out leaflets asking council tax payers what increases they are willing to accept only to find no notice is taken of the results and to add insult to injury something we were not offered is chosen.

This seems a very un-democratic way of working.

I am a pensioner, I do run a car, but normally walk into Harrow, to stay healthy, or travel locally by public transport unless I have to carry a large or heavy purchase. I will now have to use Brent Cross more!

Yours truly,

J.W. Cutts

23 Brankesome Way
Kenton
Harrow
Middlesex
HA3 9SH
2nd May, 2003.

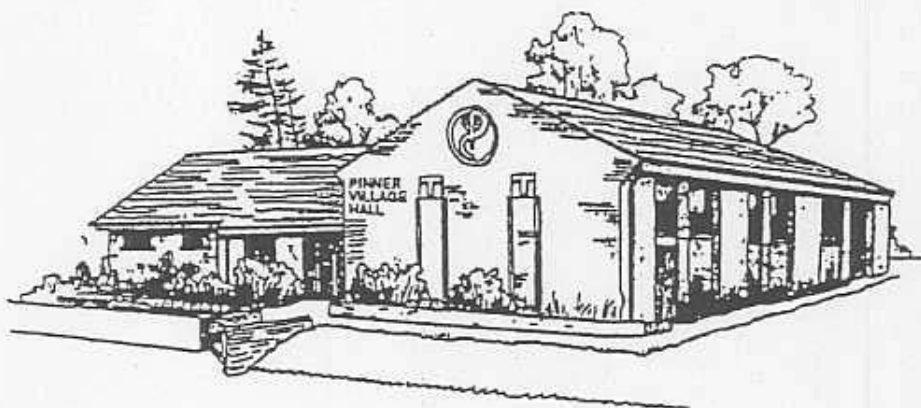
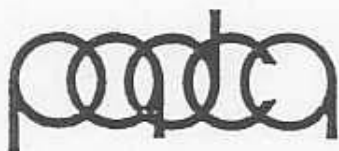
08 MAY 2003

Dear Sirs,

With reference to the proposed cancellation of free parking on Sundays we are disgusted.

Due to the high increase in the Community Charge we are sure you could leave the "free" parking on Sundays.

Many people only have that day to shop and will obviously



PINNER and DISTRICT COMMUNITY ASSOCIATION

Pinner Village Hall, Chapel Lane, Pinner, HA5 1AB

Mr S J Swain,
Traffic Manager,
Environment, Planning & Transportation,
London Borough of Harrow
PO Box 38
Civic Centre,
Harrow,
HA1 2UY



9 May 2003

Dear Mr Swain,

Your proposals (ref BD2003/4/92.05/37) to increase long stay car park charges in Pinner

I understand from your public notice and discussions with your car park attendants that you are proposing to raise the over 6 hour rate for parking in the Chapel Lane car park from £5 to £10 to deter commuters on a Monday to Saturday basis. They also tell me that it is already very rare to find a car with a £5 ticket during the week so that any hopes you may have of increased income from commuters during the week is problematicable.

Could I also point out that the Station Car Park nearly always has space at £2 per day and is free on Saturdays when commuters are in any case somewhat thin on the ground. However, if you insist on introducing such a charge it will almost certainly adversely affect the users of The Village Hall and the adjacent LBH Youth Centre where Saturdays are primarily used for bazaars, craft fairs, fetes and weddings etc. The knock on effect will be a further reduction in our Charity income following the reduction we have already suffered since the increase to 60p per hour in January and a decline in LBH revenue as our customers go elsewhere. (Unloading for such events is already a nightmare when your overzealous attendants try to enforce your rules when they are on the reserved unloading area and trying to move their stuff into the hall as fast as possible)

I would also suggest that any increase in the charge will require new machines to accept notes and give change as you can hardly expect customers to walk around with ten £1 coins. While they are trying to find such a hoard of coins they will almost certainly receive a penalty notice which will lead to further disputes and costs to your Council.

To conclude I suggest that your proposals although advertised at great cost to the Council would produce no additional income for LBH, are ill thought out, are of no benefit to the community and should not be implemented.

As I have already spoken to the your Chief Executive Officer on this subject I am copying this letter to her and all local Councillors.

Yours sincerely,

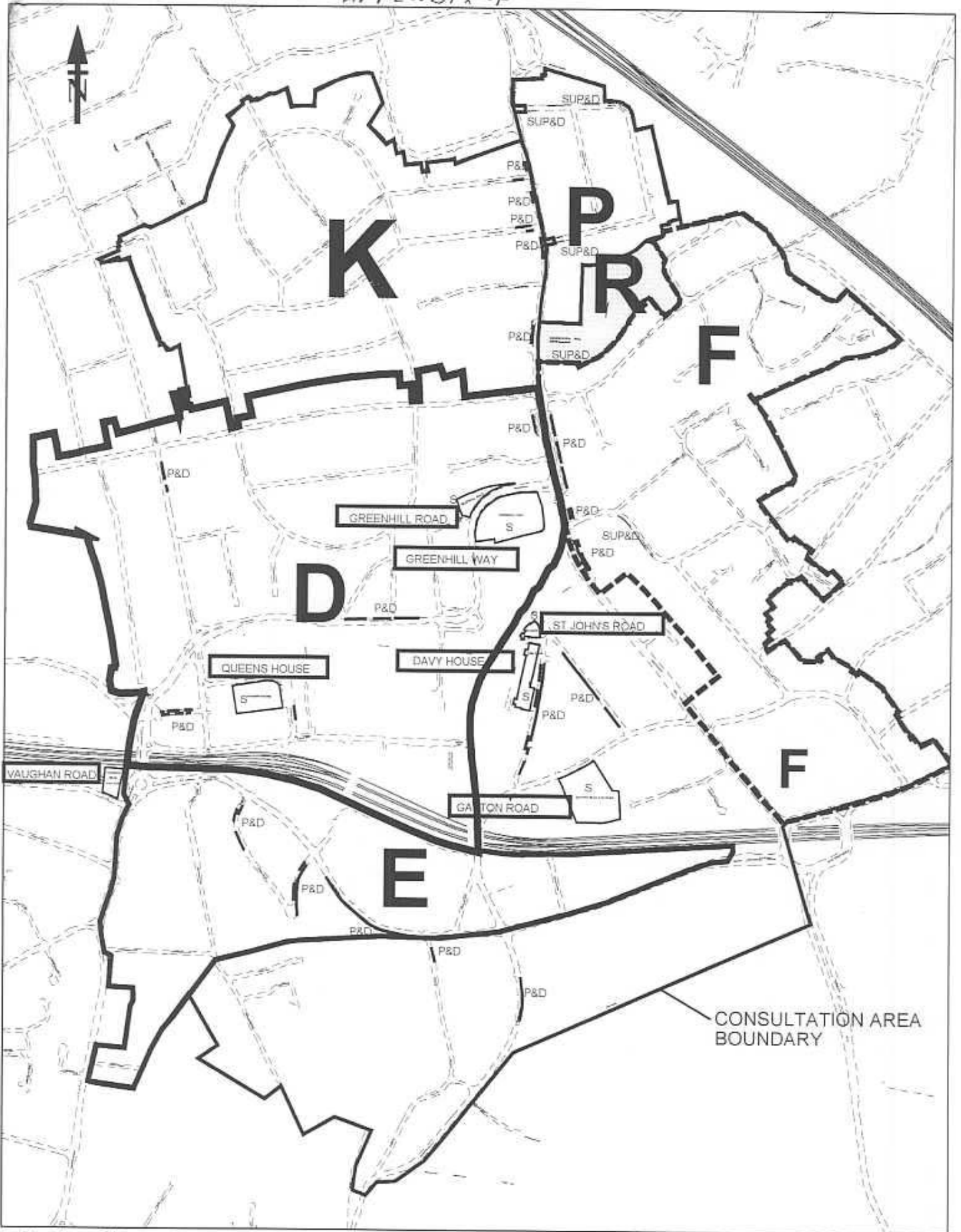
A handwritten signature in black ink, appearing to read 'K Schofield', written over a horizontal line.

Keith Schofield
Hon Chairman

APPENDIX 3

SUMMARY OF OBJECTIONS		OFFICER COMMENTS
1.	<u>Harrow Town Centre Charges</u>	<u>20 Letters of Objection</u>
1.1	Shoppers will go to other shopping centres rather than pay. (Traders and residents).	One of the purposes of the parking charges is to ensure a turnover of parking spaces so that they are available for shoppers. A lack of adequate and available parking spaces in Harrow would reduce Harrow's competitiveness and deter shoppers coming to Harrow.
1.2	Only doing it to generate income.	See 1.1 above.
1.3	Adverse affect on residents of the area and their visitors because of displaced parking. Will also have to buy visitors permits. (Greenhill Manor Residents Association and other residents).	The CPZ could be extended to address the problem of displaced parking. Visitor permits are necessary for enforcement purposes.
1.4	Members attending the Synagogue will park on the main road instead rather than use the car park and pay. Will have an adverse affect on letting the function room. (Middlesex New Synagogue, 39 Bessborough Road).	Bessborough Road is covered by double yellow lines. See also 1.3 above.
1.5	Sundays should be kept as a special religious day, particularly for those attending services who are elderly or disabled and unable to use public transport. Sundays should be for families visiting the town centre for leisure and other facilities and should not have to pay. (The Parish Church of St. John the Baptist, Sheeptcote Road and residents).	The advent of shopping on a Sunday has made this impractical. The Council has already had to upgrade waiting restrictions on most bus routes on a Sunday because of parking problems on the bus routes. People with severe mobility problems can be issued with blue badges which will allow the vehicle carrying them to park for free in car parks and on yellow lines for up to 3 hours provided there is no loading restriction.

2.	<u>North Harrow Main Car Park</u>	<u>8 Letters of Objection</u>
2.1	Will discourage local residents who are commuters to Central London using the car park and will encourage them to drive to Central London instead.	The car park was provided to support the vitality and viability of the shopping centre not as a commuter car park. The charges are intended to provide a turnover of parking spaces so that this aim can be achieved. Congestion charging will discourage driving into Central London as well as parking restrictions and charges there.
2.2	First hour or hours should be free. (Trader and residents).	This was tried at Stanmore Car Park but created enforcement difficulties and was abandoned.
2.3	Shoppers will go to shops/supermarkets elsewhere where there is free car parking.	See 2.1 above. The availability of parking spaces should encourage more people to shop in North Harrow.
2.4	Commuter parking will be displaced into residential side streets close by which will not only require a CPZ but also traffic calming.	Residents can be consulted on a CPZ if there is demand for such a scheme. Traffic calming is considered on its merits in accordance with the Panel's agreed criteria.
2.5	Will mean 50 to 60 people attending meetings at the St. John Ambulance building in the car park will have to pay as the building has limited parking. People attending are elderly and retired.	The cost of 30p per hour is not considered unreasonable compared to the cost of running a car. Blue badged vehicles can park for free.
2.6	Blue badges and people attending charitable organisations should be able to park for free.	Blue badges will be able to park for free but no dispensation is made for drivers attending charitable organisations.
3.	<u>Chapel Lane Car Park</u>	<u>1 Letter of Objection</u>
3.1	Will adversely affect the users of Pinner Village Hall and Youth Centre. Few people park for more than 6 hours. Therefore not justified.	Observations indicate support for the view that long stay parkers are currently not a problem. Therefore it is recommended that both the proposed and the existing long stay charge (over 6 hours), on a Saturday be withdrawn.



Drawing of Harrow Town Centre - CPZ Sunday Operation Consultation

P&D = Pay and Display Spaces

SUP&D = Shared Use (Resident and Pay & Display) Spaces

Date 10/06/2003

Scale 1:8000

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES

P.O. Box 38
Civic Centre
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Middlesex
HA1 2UZ

Switchboard: 020 8863 5611
Fax: 020 8424 7662
E-Mail: debbie.leeson-rabie@harrow.gov.uk



ENVIRONMENT AND
TRANSPORTATION

**PLEASE READ THIS DOCUMENT – IT
AFFECTS YOU AND YOUR VIEWS MATTER**

Your Contact: Debbie Leeson-Rabie
Telephone: 020 8424 1540
Our Reference: 92.05/3/1
Your reference:
Date: April 2003

Dear Owner / Occupier

Harrow Town Centre – Sunday Operation of Controlled Parking Zone

Since the Town Centre controlled parking zone was first introduced, Sunday trading has become established. The Council therefore proposes to introduce parking charges for Sundays in Council owned car parks and pay and display in and near Harrow Town Centre. An advertisement to this effect can be found in this weeks Harrow Observer. Subject to the consideration of any statutory objections that may be received to the advertisement it is anticipated that the changes will be in place by early summer.

As a result of these changes residents living within the Town Centre Zones may experience an increase in shopper / worker parking in their road on Sundays as some drivers may attempt to avoid these parking charges. You are now being consulted on whether you would like your residents parking scheme to operate in your road in order to protect your residential amenity.

The hours the car parking charges will operate on Sundays is 10am – 6pm. The residents parking scheme currently operates from 8.30am – 6.30pm, Monday to Saturday.

In order to protect residents' amenity the Council is consulting you on four options, detailed below: -

- Option 1** Extend the residents parking scheme to include Sunday 8.30am – 6.30pm
Gives residents full daytime protection, 7 days per week.
- Option 2** Extend the residents parking scheme to Monday to Sunday, 8.30am – 8.30pm
Gives residents extended protection all week. Zone P, in Rosslyn Crescent and Frogal Avenue currently operates to these hours.
- Option 3** Extend the residents parking scheme to include Sunday 10am – 4pm
Extends protection to cover most of the hours Sunday trading usually takes place.



2002-2003
Promoting Racial Equality

Director of Environmental Services: TREVOR PUGH
Head of Property and Development: GEOFF EASTON BSC MRICS
Head of Environment and Transportation: BRYNN HODGSON FRICS DMS
Head of Contract Services: ANDREW TREHERN
Chief Planning Officer: GRAHAM JONES BSC (CIPMA) DUTP DUD (HBC) MRTP



INVESTOR IN PEOPLE

Option 4 Monitor the parking situation and if necessary extend the resident parking scheme later

Allows residents the opportunity to 'wait and see' what the affects are, with the possibility of extending the residents parking scheme to cover Sundays if necessary at a later stage. It should be noted that if this option is chosen, that alteration to the zone times is a lengthy statutory process and residents amenity could be adversely affected for some months.

The resident permits will be valid for use on Sunday's, at no additional charge. Resident visitors will only require one visitor permit for all day parking on Sundays, if either Option 1,2 or 3 is chosen.

The Council wishes to make sure that residents within the Town Centre Zones who may be affected by the changes know what is happening and have the opportunity to let the Council know what they think. A separate letter is also being sent to businesses.

Please complete the enclosed questionnaire and return it in the pre-paid envelope, to reach us by 15 May 2003.

If you have any further questions about the proposals or wish to know the outcome of the consultation in due course, please contact the Project Engineer **Debbie Leeson-Rabie** in Transportation (mornings only) on **020 8424 1540**. Alternatively if you are unable to make contact in the mornings, please telephone **Stephen Freeman** also in Transportation on **020 8424 1437** or write in.

Yours sincerely



Steve Swain
Transportation Manager

HARROW TOWN CENTRE – SUNDAY OPERATION OF CONTROLLED PARKING ZONE
PUBLIC CONSULTATION QUESTIONNAIRE

It is recommended that you read the enclosed explanation letter before completing the questions below. Please complete the questionnaire and return in the enclosed pre-paid envelope (no stamp required) to reach us by **9 May 2003**. Returns should be made on the basis of one return per household or business. If you require additional copies of the questionnaire, please telephone **Debbie Leeson-Rabie** on **020 8424 1540** or **Stephen Freeman** on **020 8424 1437**.

Name _____

Business (if appropriate): _____

Address: _____

_____ Post Code _____

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Please (✓) tick one box only.

- Option 1 Extend the resident parking scheme to include Sunday 8.30am – 6.30pm
- Option 2 Extend the resident parking scheme to Monday – Sunday, 8.30am – 8.30pm
- Option 3 Extend the resident parking scheme to include Sunday 10am – 4pm
- Option 4 Monitor the parking situation and if necessary extend the resident parking scheme later

Thank you for taking the time to complete this questionnaire. If you have any comments, please use the space provided overleaf. If you do not want your response to be available for public inspection please tick here .

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES/ P.O. Box 38

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E-Mail: debbie.leeson-rabie@harrow.gov.uk



ENVIRONMENT AND
TRANSPORTATION

PLEASE READ THIS DOCUMENT – IT AFFECTS YOU

Your Contact: Debbie Leeson-Rabie
Telephone: 020 8424 1540
Our Reference: 92.05/3/1
Your reference:
Date: April 2003

Dear Owner / Occupier

Zone P and R

Harrow Town Centre – Sunday Charging in Car Parks

Harrow Council proposes to introduce parking charges for Sundays in Council owned car parks and on street pay and display bays in and near Harrow Town Centre. An advertisement to this affect can be found in this weeks Harrow Observer, in the Public Notices Section. Subject to the consideration of any statutory objections that may be received to the advertisement it is anticipated that the changes will be in place by early summer 2003.

This is necessary for traffic management reasons linked to the national increase in Sunday trading.

The pay and display bays within your zone will be extended to include Sunday operation from 10am – 6pm.

Resident permits will be valid for use on Sunday's, at no additional charge. Resident visitors will only require one visitor permit for all day parking on Sundays.

We are currently consulting local residents in nearby zones on whether they would like the controlled parking zone within their area extended to include Sundays.

If you have any further questions about the proposals or wish to know the outcome of the consultation in due course, please contact the Project Engineer **Debbie Leeson-Rabie** in Transportation (mornings only) on **020 8424 1540**. Alternatively if you are unable to make contact in the mornings, please telephone **Stephen Freeman** also in Transportation on **020 8424 1437** or write in.

Yours sincerely

Steve Swain
Transportation Manager



2002-2003
Promoting Racial Equality

Director of Environmental Services: **TREVOR PUGH**
Head of Property and Development: **GEOFF EASTON** BSC MRICS
Head of Environment and Transportation: **BRYNN HODGSON** FRICS DMS
Head of Contract Services: **ANDREW TREHERN**
Chief Planning Officer: **GRAHAM JONES** B.Sc (SocSci) DPTF DPHUD IH&C MATFI



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Fax: 020 8424 7662
E-Mail: debbie.leeson-rabie@harrow.gov.uk



**ENVIRONMENT AND
TRANSPORTATION**

PLEASE READ THIS DOCUMENT – IT AFFECTS YOU

Your Contact: Debbie Leeson-Rabie
Telephone: 020 8424 1540
Our Reference: 92.05/3/1
Your reference:
Date: April 2003

Dear Owner / Occupier

Harrow Town Centre – The Introduction of Sunday Parking Charges

Harrow Council proposes to introduce parking charges for Sundays in Council owned car parks and on street pay and display bays in and near Harrow Town Centre. An advertisement to this effect can be found in this weeks Harrow Observer, in the Public Notices Section. Subject to the consideration of any statutory objections that may be received to the advertisement it is anticipated that the changes will be in place by early summer 2003.

This is necessary for traffic management reasons linked to the national increase in Sunday trading.

The pay and display bays within your area will be extended to include Sunday operation from 10am – 6pm.

Although your road is within the Harrow Town Centre Controlled Parking Zone it does not fall within the Residents Parking Scheme for Harrow Town Centre. Residents within the Parking Scheme area are being consulted on whether they wish their residents parking scheme extended to cover Sundays in order to protect their amenity.

You are being consulted on whether you wish the Controlled Parking Zone in your road to be extended to Sundays as well, for the same reason.

Four options are detailed below:-

- Option 1 Extend the Controlled Parking Zone to include Sunday 8.30am – 6.30pm**
Gives residents full daytime protection, 7 days per week.
- Option 2 Extend the Controlled Parking Zone to Monday to Sunday, 8.30am – 8.30pm**
Gives residents extended protection all week. Zone P, in Rosslyn Crescent and Frogna Avenue currently operates to these hours.
- Option 3 Extend the Controlled Parking Zone to include Sunday 10am – 4pm**
Extends protection to cover most of the hours Sunday trading usually takes place.



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Option 4 Monitor the parking situation and if necessary extend the controlled parking zone later

Allows residents the opportunity to 'wait and see' what the affects are, with the possibility of extending the controlled parking zone to cover Sundays if necessary at a later stage. It should be noted that if this option is chosen, that alteration to the zone times is a lengthy statutory process and residents amenity could be adversely affected for some months.

The Council wishes to make sure that residents within the Town Centre Zones who may be affected by the changes know what is happening and have the opportunity to let the Council know what they think. A separate letter is also being sent to businesses.

Please complete the enclosed questionnaire and return it in the pre-paid envelope, to reach us by 15 May 2003.

If you have any further questions about the proposals or wish to know the outcome of the consultation in due course, please contact the Project Engineer **Debbie Leeson-Rabie** in Transportation (mornings only) on **020 8424 1540**. Alternatively if you are unable to make contact in the mornings, please telephone **Stephen Freeman** also in Transportation on **020 8424 1437** or write in.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steve Swain', with a stylized flourish at the end.

Steve Swain
Transportation Manager

HARROW TOWN CENTRE – SUNDAY OPERATION OF CONTROLLED PARKING ZONE

PUBLIC CONSULTATION QUESTIONNAIRE

It is recommended that you read the enclosed explanation letter before completing the questions below. Please complete the questionnaire and return in the enclosed pre-paid envelope (no stamp required) to reach us by **15 May 2003**. Returns should be made on the basis of one return per household or business. If you require additional copies of the questionnaire, please telephone **Debbie Leeson-Rabie on 020 8424 1540** or **Stephen Freeman on 020 8424 1437**.

Name _____

Business (if appropriate): _____

Address: _____

_____ Post Code _____

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Please (✓) tick one box only.

- Option 1 Extend the controlled parking zone to include Sunday 8.30am – 6.30pm
- Option 2 Extend the controlled parking zone to Monday – Sunday, 8.30am – 8.30pm
- Option 3 Extend the controlled parking zone to include Sunday 10am – 4pm
- Option 4 Monitor the parking situation and if necessary extend the controlled parking zone later

Thank you for taking the time to complete this questionnaire. If you have any comments, please use the space provided overleaf. If you do not want your response to be available for public inspection please tick here .

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES/ P.O. Box 38

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ENVIRONMENT AND
TRANSPORTATION

**PLEASE READ THIS DOCUMENT -
IT AFFECTS YOU**

Your Contact: Debbie Leeson-Rabie
Telephone: 020 8424 1540
Our Reference: 92.05/3/1
Your reference:
Date: April 2003

Dear Owner / Occupier

Harrow Town Centre - Sunday Charging in Car Parks

Harrow Council proposes to introduce parking charges for Sundays in Council owned car parks and on street pay and display bays in and near Harrow Town Centre. An advertisement to this affect can be found in this weeks Harrow Observer, in the Public Notices Section. Subject to the consideration of any statutory objections that may be received to the advertisement it is anticipated that the changes will be in place by early summer 2003.

This is necessary for traffic management reasons linked to the increase in Sunday trading.

The hours the car parking charges will operate on Sundays is 10am - 6pm. Business permits will be valid for use on Sunday's, at no additional charge.

We are currently consulting local residents on whether they would like the controlled parking zone within their area extended to include Sundays.

If you have any further questions about the proposals or wish to know the outcome of the consultation in due course, please contact the Project Engineer **Debbie Leeson-Rabie** in Transportation (mornings only) on **020 8424 1540**. Alternatively if you are unable to make contact in the mornings, please telephone **Stephen Freeman** also in Transportation on **020 8424 1437** or write in.

Yours sincerely

Steve Swain
Transportation Manager



2002-2003
Promoting Racial Equality

Director of Environmental Services: **TREVOR PUGH**
Head of Property and Development: **GEOFF EASTON** BSC MRICS
Head of Environment and Transportation: **BRYNN HODGSON** FRICS DMS
Head of Contract Services: **ANDREW TREHERN**
Chief Planning Officer: **GRAHAM JONES** BSc (Hons) DipTP DipUD IHBC MRTP



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LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES

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**ENVIRONMENT AND
TRANSPORTATION**

PLEASE READ THIS DOCUMENT – IT AFFECTS YOU

Your Contact: Ann Taylor
Telephone: 020 8424 1757
Our Reference: 92.05/3/5
Your reference:
Date: April 2003

Dear Owner/Occupier

North Harrow Main Car Park – Introduction of Pay & Display

You may be aware that pay and display charges are being introduced in the smaller Bisley House section of the North Harrow car park. The Council now proposes to introduce pay and display charges in the rest of the car park.

An advertisement to this effect can be found in this week's Harrow Observer, in the Public Notices Section. Subject to the consideration of any statutory objections that may be received to the advertisement it is anticipated that the changes will be in place by summer 2003.

This is necessary for traffic management reasons linked to its use by commuters rather than shoppers.

The tariff rate to be introduced will be:
8am to 6.30pm, Monday to Friday;
30p per hour or part hour up to 4 hours;
£3 over 4 hours.

Business permits will be available for use in the car park, the cost is:

Vehicle specific -	per year	£700
	per 6 months	£400
	per 3 months	£250
Company specific -	per year	£750

If you have any further questions, please contact the Car Parks Manager **Ann Taylor** on **020 8424 1757** or write in. Should you wish to apply for a business permit, please contact the Permits Officer **Hansa Pindoria** on **020 8424 1674**.

Yours sincerely

Steve Swain
Transportation Manager



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Promoting Racial Equality

Director of Environmental Services: **TREVOR PUGH**
Head of Property and Development: **GEOFF EASTON BSC MRICS**
Head of Environment and Transportation: **BRYNN HODGSON FRICS DHS**
Head of Contract Services: **ANDREW TREHERN**
Chief Planning Officer: **GRAHAM JONES**

114



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Results of CPZ Sunday Operation Consultation

Zone	Option 1	Option 2	Option 3	Total 1,2 & 3	Option 4	No option
D	41	54	52	147	109	1
E	25	26	37	88	40	2
F	26	34	21	81	71	4
K	22	30	33	85	157	15
Town Centre (Gayton Road area)	11	3	6	20	22	6
Town Centre (Ashburnham Gdns & Ave)	2	1	2	5	4	1
Town Centre (Harrow on the Hill)	0	1	2	3	7	0
TOTAL	127	149	153	429	410	29

Not in consultation area					4	6
--------------------------	--	--	--	--	---	---

Total returned in consultation area	868
Approx. no. delivered	4000
% returned	22%

Notes:

- Option 1 - extend the resident parking scheme to include Sunday 8.30am - 6.30pm
- Option 2 - extend the resident parking scheme to Monday - Sunday 8.30am - 8.30pm
- Option 3 - extend the resident parking scheme to include Sunday 10am - 4pm
- Option 4 - monitor the parking situation and if necessary extend the resident parking scheme later

Summary table for Zones D, E & F combined			
Option 1	Option 2	Option 3	Option 4
92	114	110	220
17%	21%	21%	41%
Total 1, 2 & 3			Total (Options 1 to 4)
59%			536

Percentage Results - All Areas	
% Option 1	15%
% Option 2	17%
% Option 3	18%
% Option 4	47%
% Others	3%



CATHOLIC CHURCH OF OUR LADY
AND ST THOMAS OF CANTERBURY

22 Roxborough Park, Harrow on the Hill, Mddx, HA1 3BE
Telephone: 020 8422 2513
Facsimile: 020 8869 6896
email: harrowonthehill@rcdow.org.uk

Mike Symonds Esq
Transportation Department
London Borough of Harrow
Civic Centre

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
21 MAY 2003	
TRANSPORTATION	
PASSED	D L R.
Acknowledged	

21st May 2003

Dear Mr Symonds,

Following our meeting on Monday, I now enclose our petition of 811 signatures of our Parishioners, as part of the consultation on extending CPZs to Dundays and weekday evenings around our Church.

I would be grateful if you would add it to the file as yourself and Mr Hodgson suggested.

With best wishes,
Yours sincerely,

Fr Peter Harris

Catholic Church of Our Lady
and st thomas of canterbury

22 Roxborough Park, Harrow on the Hill, Mddx, HA1 3BE
Telephone: 020 8422 2513
Facsimile: 020 8869 6896
email: harrowonthehill@rcdow.org.uk

Director of Transportation
London Borough of Harrow
Box 38
Civic Centre
Harrow

14th May 2003

Dear Sir

I write in response to the consultation on extending the times and days of the Central Harrow CPZs.

I am aware that the Council has already imposed Sunday parking charges in its own car parks in the Town Centre and that there are concerns that shoppers might choose to park on the single yellow lines in surrounding streets to avoid these charges. However there are most serious "knock-on" effects for our Parish Community here at Our Lady's.

Much of our weekday work happens in the evenings as well as our daily 9.30am Mass. This work within the community affects, for instance, the lives of the elderly, who often choose car transport finding it difficult to get on and off buses and young mothers, who also find it difficult with their pushchairs etc., and the amount they need to carry especially for young infants, to use public transport. To be unable to park around the Church here in Roxborough Park before 8.00pm would make it impossible for them to attend. The Council has in the past made much of the contributions of voluntary agencies such as ourselves in working in the community. This proposal would negate so much work that is being done.

The imposition of parking regulations on a Sunday would have appalling consequences for us here at Our Lady's. On an average Sat eve/Sunday we have around 1,200 Parishioners passing through the Church taking advantage of six Sunday Masses, Rosary and Benediction, and Baptisms.

Our schedule is:

Sat 'eve	Mass 6.00 pm
Sun	Mass 8.30
	Mass 10.00
	Mass 11.15
	Mass 12.30
	Baptisms 4.00
	Rosary 5.45
	Benediction 6.00
	Mass 6.30

You will see from this that we have large numbers of people passing through the Church all Sunday long. Our own car park will accommodate 57 cars, the remaining parking uses the single yellow lines on Roxborough Park and Roxborough Avenue, though mostly on Roxborough Park. It is our experience that the Residents Bays are fully occupied on Sundays, so it is not an issue that extra shoppers/visitors to the town centre would take up their places. Of more concern to our own local residents is that their own visitors and guests might not be able to park!

I do believe that there is an extremely serious aspect to, in practice, discriminating against 1200 Roman Catholics by stopping them being able to park near to their Church when they are fulfilling their solemn religious duties. This Church has been here since 1894, its School since the 1930s. The Roman Catholic Community has given extraordinary Service to the local community and continues to do so. Roman Catholics cannot but see this as an extreme form of, surely, illegal discrimination against access to freedom of worship contrary to much legislation. I suspect that other faith communities would feel exactly the same were they to find themselves in our position.

Last Sunday I invited those who had brought their cars to Mass to sign a petition against the proposals. I have nearly 750 signatures. I would be grateful for your direction as to when to present this petition to the Council and how that should be done.

In conclusion, I would propose that no extension of the CPZ timings be made either on weekday evenings or on Sundays in the area of Our Lady's Church and that the rights of the Roman catholic voters in this part of the Borough be respected.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Peter Harris', written in a cursive style.

Rev Peter Harris
Parish Priest



CATHOLIC CHURCH OF OUR LADY
AND ST THOMAS OF CANTERBURY
22 Roxborough Park, Harrow on the Hill, Mddx, HA1 3BE

WE, THE BELOW SIGNED, STRONGLY OBJECT TO ANY PROPOSAL TO IMPOSE
PARKING RESTRICTIONS ON SUNDAYS IN THE VICINITY OF THIS CHURCH AND
THE OTHER CHRISTIAN CHURCHES OF HARROW.

Name	Address
A Mandanayche	152 Whitmore Rd.
F. A. SILVEIRA	40 SUMNER RD HARROW
A. EDWARDS	BRAMBER POLOCK AVE HARROW
U BERGANI W.	31 BRADDE AV. HARROW
William Van	25 SUMNER RD West Harrow
N DEVANE	166 LOXETH GREEN AVE HARROW
M. Sherry	52 Dudley Rd Harrow
REENE BETTS Reene Betts	32 WATSON DR HARROW HA1 4XR
Bridie M. DOR	Bunkers Richmond Hill (R) Wood
Brenda Ward	" " "
R M. silveira	40 SUMNER PD. Harrow Middx
doretta Gregon	15 Gerard Rd, Harrow Middx
MITHILLAI WADEGAN	132 ABERCORN GREEN HARROW PU.
Dawn Lewis	43 Dudley Road, Harrow
P Ryan	22 Hawthorn Close
E CARROLL	29 Woodway HA1 2NH
M CARROLL	29 Woodway HA1 2NH
R Sherry	10 ROCHESTER DR, PINNER
K O'HANE	13 HOLMERS AVE N. Harrow
Mollie	13 Holmers Ave N Harrow
BYRNE, P+R	21 HAMILTON RD HARROW
BYRNE, K	85 PRIORY WAY N. HARROW
JUSTIN CAMBER	76 VILLAGE WAY PINNER
S. MAJIN	7 KENTON AVE HARROW
A. VAUGHAN	29 CHEVECHILL AVE. HARROW
K. Bayle	49 TAINERS CRESC. Harrow
M. KRIZEK	17 The Gardens, Harrow
Brady	38 WILSON CRESCENT
M. HALL	
R CORRY	27 Fung Lane HARROW



TRINITY CHURCH HARROW
(United Reformed and Methodist)



Telephone: 020 8863-5147
Office Hours: 10 am - 1 pm
www.trinityharrow.org.uk

Revd David Varcoe
55 Warrington Road
Harrow
Middlesex
HA1 1SZ

Date: 11th May 2003

Steve Swain
Transportation Manager
London Borough of Harrow
Environmental Services
PO Box 38
Civic Centre
Harrow
Middlesex
HA1 2UZ

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
14 MAY 2003	
TRANSPORTATION	
PAID	MRS 15/5
Acknowledged	DL-R

RE: Harrow Town Centre - Sunday Operation of Controlled Parking Zone

On behalf of the congregation at Trinity United Reformed and Methodist Church we would like to register our great concern about the proposals to extend on-street parking restrictions as outlined in Steve Swain's letter to local residents. Trinity Church is used not only for Sunday worship but also during the week for both Church and Community purposes. An extension of the weekday restrictions to 8.30pm would effectively prevent the Church premises being used for our own and the community evening meetings which form a vital part of the life of this Church and the local neighbourhood. We already suffer from Saturday parking restrictions which cause great difficulty or prevent day time events we, or others, might wish to hold.

With regards to Sunday, many of our members will be unable to attend worship if they can no longer come by car. There is no convenient public transport or public car parking, and a

number of members travel from as far away as Northwood, Stanmore, Kenton and Northolt, and some are physically frail.

We urge that the situation be reconsidered in order that suitable arrangements can be made to enable Christian worship and community work to continue at Trinity Church. Services on a Sunday are held at 9.00am and 10.30am and twice a month in the evening, and other church and community events are often held during the afternoon.

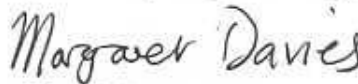
We would also like to register our concern that we were not consulted earlier in these negotiations, given the devastating effect that implementation of proposals 1, 2 or 3 would have on our work and worship, and the life of this community, and we ask that a formal opportunity be given to discuss this matter fully before any decision is made.

Enclosed is a copy of a petition signed by our membership who attended services last Sunday strongly objecting to any proposal to impose parking restrictions on Sundays in the vicinity of Trinity Church and other Christian churches of central Harrow, and a list of community groups which use our premises who would be adversely affected by the proposed changes.

Yours sincerely,



Minister



Joint Church Secretaries

Encl. List of users of Hindes Road premises.

cc. Mayor of Harrow
Chief Executive
Various Councillors
Local MP's

List of Activities / Users of Trinity Church, Hindes Road

Weekly Activities:

- Pre-school Playgroup
- KidzCabin Afterschool Club
- Rainbows
- Brownies
- Beavers
- Cubs
- Scouts
- KIXA
- WPF Counselling Courses
- Badminton
- Kick Boxing
- Coffee Morning
- Ballet Classes
- Sunday Worship - twice weekly in the morning and twice a month in the evening.
- Daily Prayers
- 3 Study / Fellowship Groups
- TWTPS Youth Club
- Various Administrative Meetings associated with Trinity Church

Other Users:

- Disabled Christian Fellowship - once a month
- ACAT - bi-monthly
- Various Orchestras and Choirs.
- Quainton Hall School
- Many "one-off" bookings - eg. Weddings, funerals, birthday parties, etc...

81 signatures.
(SAMPLE PAGE)

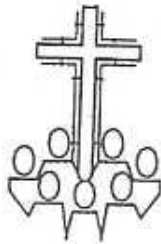


TRINITY CHURCH HARROW
(United Reformed and Methodist)



WE, THE BELOW SIGNED, STRONGLY OBJECT TO ANY PROPOSAL TO IMPOSE PARKING RESTRICTIONS ON SUNDAYS IN THE VICINITY OF THIS CHURCH AND THE OTHER CHRISTIAN CHURCHES OF HARROW.

NAME	ADDRESS
Josephine Pritchard	50 Blossom Gardens Eastcote
Helen Ives	22 Gypsy Ct Gypsy Rd Harrow
Harriet Bayl	20, Cadogan Ave HA11SB
Wendy RAEBURN	49 MANOR RD. HARROW
Mandy Smith	137 MARLBOROUGH HILL. HA11UG.
Jenny Willet	44 Frances Drive Harrow
J. Mansell	49 Woodford Green, Pinner
P. Rodrup	13 Kings Way Harrow
P. Willett	9 North Way Pinner HA5 3NY
Jane Grogan	158 Whitmore Rd Harrow HA1 4AQ
Annie	25 Chesswood Way Pinner HA5 3TH
Shelah Lowe	62 Walton Drive Harrow HA1 4XA
P. Hayward	83A Hendes Rd Harrow
Maria Dupin	92 EASTCOTE RD. PINNER.
J. Wolf	48 The Sijers Eastcote
P. Kelly	90 Park Cnr Harrow Weald
E. Williams	24 Fernbrook Dr. Harrow
J. Purcher	53 Eastcote Lane Harrow
Norman Messenger	20 Charles Crescent, Harrow
	14 Summit Road, Northolt.
M. Wendy	314. Bakers Point Ave. Pinner
N. J. Bayl	20 Cadogan Ave HA11SB
Janet Jones	38 Lopus Wood Way, Northwood
Joseph	20 Charles Cres. Harrow.
John Barber	3 The Chase, Stanmore
Isabel Lambert	105 Rowlands Ave, Hald End
PMRS (owner)	38 Copwood Way Northwood
Hilda M. Clark	16 Bellfield Furness
Andrew Ramroop	45 Roxborough Rd. Harrow
Keith Housman	259 Station Rd. Harrow
Angela C. Kenny	33 HARROW VIEW, HARROW
Elizabeth D. Delmeide	4 DURHAM ROAD, HARROW
Margaret Spafford	14 MOAT DRIVE HARROW
Edward Damm	17 GUNFLOWS AV. HARROW
Caroline Kenny	53 Harrow View, Harrow HA11RE
D. Kamran	45 Roxborough Road Harrow HA11NS
	88 The Road Harrow
P. Corbett	22 Kilmington Chase Harrow



Harrow Baptist Church

College Road, Harrow, HA1 1BA. Tel: 0181 863 7837

Minister: Rev Robert Gardiner, MA, BD, 21 Gerard Road, Harrow, HA1 2ND.
Tel: 0181 909 3274

52 signature petition.

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
21 MAY 2003	
TRANSPORTATION	MRS/DL-R
DATE	23/5 2/6

Transportation Department,
London Borough of Harrow,
Civic Centre
PO Box 38
Station Road,
Harrow HA1 2XF

Dear Sirs,

Members of our church, in common with those of the other churches of Central Harrow, are concerned about the social effects of charging for parking on Sundays and increasing the hours of general parking restrictions during weekday evenings.

I enclose the signatures from members of the congregation on a petition that expresses their worries. We ask that the Borough re-considers the consequences of these parking changes on the activities of its residents.

Yours sincerely,

Norman Kember
Member of Harrow Baptist Church.



Harrow Baptist Church

College Road, Harrow, HA1 1BA. Tel: 0181 863 7837

Minister: Rev Robert Gardiner, MA, BD, 21 Gerard Road, Harrow, HA1 2ND.
Tel: 0181 909 3274

To Harrow Environmental Planning Dept:

We, the undersigned, strongly object to any proposal to impose parking restrictions on Sundays in the vicinity of any of the Churches of Harrow. Some members of our congregations are elderly and unable to use public transport.

NAME	ADDRESS
Jedney	76, WINDSOR CR., S. HARROW.
K. MASGRATI	20, SCOTT CR., S. HARROW.
S. E. Vaughan	52, Radcliffe Rd. Harrow Wealdstone
P. Casey	113 NORTHUMBERLAND LANE HARROW
Ann Freeman	45 Devonshire Rd., HA1 4HS.
Joan Young	361 Pinner Rd. HA1 4TW.
Barbara Hopkins	31 St. Pauls Avenue, Kenton. HA3 9PR.
L. E. Anon	9 WHITEHALL RD, HARROW HA1 3AL
V. Borg	40 Borden Ave HA1 4ET
And	6 Wood End Road Harrow HA1 3PW.
Enid Kalka	70 - Harrow View,
Rab Kimker	21 - Lechwood Hill Rd Pinner
G & S VANTERLON	13 BEAWITH RD, HARROW HA1 1TL
A. Murgue	4 Chippenham Cr., 91 Pool Road, HA3 7QR
Y. F. Harver	16 Melville Rd Harrow HA1 5DR
A. Kobayashi	12 Bowen Rd W. Harrow
D. Thomas	82 Butler Rd Harrow HA1 4DR
A. P. Z	44 Crofts Road, Harrow HA1 2PH.

rec'd by fax 9/5/03

11 signatures.

**The Residents of
Ingram House
Catherine Place
Harrow HA1**

RE: Residents Parking Scheme
Attention of Harrow Town Centre/Sunday Operation of Controlled Parking Zone.

Dear Sir or Madam:

Date: 2003-05-08

We the residents of Ingram House respond to your letter regarding the proposed changes to the scheme as follows.

We strongly Object to any Residents Parking Scheme, which would include Ingram House. Please consider the following reasons very carefully.

- (1) We do not experience any problem of worker/shopper parking in our car park.
- (2) More than likely you would charge us fees to have a residents permit for the very small privilege of parking outside our flat.
- (3) You are **NOT ABLE** to **Guarantee** us that there would be no incidents of removing/clamping residents vehicles by mistake: If permit falls off dashboard etc;
- (4) If you do correctly clamp a vehicle we may have to wait for a couple of days before the owner can pay for release thereby causing us residents the further inconvenience.
- (5) Traffic wardens/officers patrolling about on mopeds and wheel clamping vans and vehicle removal lorries will definitely increase the volume of traffic around our flats and would further put children who play outside, further at risk to traffic.

We would like to take this opportunity to thank you for your consideration in this matter.

The Residents of Ingram House.

We object!

Do you agree to resident parking
permit?

- 1 Doreen Dixon. D Dixon (NO) / YES
- 2 P. I. Hyland P I Hyland (NO) / YES
- 3 MISS. RUBY AKHTAR (NO) / YES
- 4 Madan Jana Madan (NO) / YES
- 5 Louise McTernan. Rinden (NO) / YES
- 6 Aisha Raji Aisha Raji (NO) / YES
- 7 Mrs M Ali (NO) / YES
- 8 Liza-ESMAT - Liza (NO) / YES
- 9 Harris Jo Bauer Harris Jo Bauer (NO) / YES
- 10 J. Babic J. Babic (NO) / YES
11. MRS. Vanessa Omisore, ~~V Omisore~~ (NO) / YES
- 12 ON holiday (NO) / YES

4

+ HARROW DEANERY

Dean : Rev Peter Harris

Catholic Church of Our Lady and St Thomas of Canterbury,
22 Roxborough Park, Harrow, Middlesex, HA1 3BE
Tel 020 8422 2513 · Fax 020 8869 6896

Director of Transportation
London Borough of Harrow
Box 38 Civic Centre
Harrow

MRS 14/5
DLR
CC-30 ✓

14th May 2003

Dear Sir,

I write in my capacity as Roman Catholic Dean of Harrow and Chair of all the Borough Deans to comment as part of the consultation on extending the times and days of the central Harrow CPZ.

The various Christian Churches involved: St John's (C of E), Greenhill; Harrow Baptist Church, College Road; Trinity (Methodist URC), Hindes Road; Harrow International Christian Church, Station Road; Our Lady and St Thomas of Canterbury (R C), Roxborough Park; are all deeply disturbed by the proposals. All these Christian Communities as well as their regular weekday and Sunday worship are heavily involved in community outreach of one kind or another, some for over a hundred years. The proposals to extend CPZ hours into the evenings of weekdays and for the whole day (as on weekdays) on Sundays, can only cripple both their right to meet and worship and their community outreach.

I am aware that each Church will be contributing to the consultation, but I have been asked as Chair of the Borough Deans, to write formally to object to the proposals – both the extension on weekday evenings and the imposition of restrictions on Sundays. To introduce restrictions that would, especially in the case of the elderly and others who are unable to use public transport or walk to their Church, be a matter of specific discrimination against their long established right to have access by car and its resultant parking in the vicinity of their place of worship.

Our different Christian communities do, of course, have different numbers of worshippers, but it is our belief that by imposing restrictions as proposed well over 3,000 persons would be disadvantaged.

I therefore wish to register a strong objection against the proposals in my name and that of all the Deans of the Christian Churches of Harrow.

Yours faithfully,



Rev Peter Harris VF
RC Dean of Harrow, Chair of the Borough Deans



The Parish and Borough Church of St Mary, Harrow on the Hill

Rev'd Tim Gosden B. A.; Cert. Theol.
St Mary's Vicarage, Church Hill,
Harrow on the Hill, Middlesex, HA1 3HL

Tel. 020 8422 2652
Email: timgosden@aol.com

<http://www.harrowhill.org>

Mrs. Joyce Markham,
Chief Executive,
London Borough of Harrow,
Environmental Services
PO Box 38,
Civic Centre,
Harrow,
HA1 2UZ.

LONDON BOROUGH
OF HARROW
CHIEF EXECUTIVE'S
DEPARTMENT
16 MAY 2003
BH

14th May, 2003

LONDON BOROUGH OF HARROW
ENVIRONMENTAL SERVICES
21 MAY 2003
TRANSPORTATION
PASSED
Acknowledged

Dear Mrs. Markham,
Re Harrow Town Centre, Sunday Operation of Controlled Parking Zone

I am writing to you as Chairman of the Churches Together in Central Harrow Group. I represent not only my own Church, but Trinity Church Hindes Road, St. John's Greenhill, Harrow Baptist Church and Our Lady and St. Thomas. We are all very concerned about the proposals to change the on street parking restrictions in Central Harrow on Sundays.

If these proposals were implemented they would have a devastating effect on the work and worship of our Churches life in Central Harrow. The extension of restrictions to 8.30 pm each day would effectively prevent the use of premises in the evenings. There seems to be no adequate reason for this extension given. We therefore protest most strongly about these proposals, and I would urge you not to implement these proposals and undertake full discussions with us all.

I look forward to hearing from you,
Yours sincerely,
Tim Gosden
Rev'd Tim Gosden

LONDON BOROUGH OF HARROW
ENVIRONMENTAL SERVICES
10 MAY 2003
PASSED
Acknowledged
DES
CPO
BC
DC
FP
LP
SS
MRS/O/R
22/5/03

Please provide draft for BH



THE CHURCH
OF ENGLAND

Steve Swain
Transportation Manager
London Borough of Harrow
Environmental Services
PO Box 38
Civic Centre
Station Rd
Harrow
HA1 2UW

The Diocese of London
The Bishop of Willesden
The Rt Revd Peter Broadbent

28 May, 2003

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES	
02 JUN 2003	
TRANSPORTATION	
PASSED	MRS 3/6
Acknowledged	02-6

Dear Mr Swain

HARROW TOWN CENTRE: SUNDAY OPERATION OF CONTROLLED PARKING ZONE

I am writing to add my voice to those opposing the above proposals. If the CPZ in Harrow Town Centre is extended to operate on Sundays, I believe that this would have a detrimental effect not only on our churches, but also on the lives of all those living and working in Harrow.

I do not agree with the premise that Sunday is just another trading day. People need a break from shopping. We have become a 24/7 society and it is not healthy. We need to pace our lives better and make time for more than shopping otherwise society is going to fall apart. The extension of parking restrictions puts pressure on people to work on Sundays.

Worshippers who wish to go to church on Sunday will find it more difficult to do so under these new parking measures. I would, therefore, urge you to consult much more widely before coming to any decision.

With best wishes
Yours

Pete Broadbent
Bishop of Willesden

Copy to: The Revd Tim Gosden, Chair of Churches Together in Harrow

173 Willesden Lane Brondesbury London NW6 7YN Telephone: 020 8451 0189
Mobile 07957 144674 Fax: 020 8451 4606 Email: bishop.willesden@btinternet.com

Steve Swain
Transportation Manager
London Borough of Harrow
Environmental Services
PO Box 38
Civic Centre
Harrow
Middlesex
HA1 2UZ

76 identical letters
(SAMPLE LETTER)

Date: 11 May 2003

RE: Harrow Town Centre - Sunday Operation of Controlled Parking Zone

This letter is to protest most strongly about the proposals to change the on street parking restrictions in central Harrow. If implemented, these would have a devastating effect on the work and worship of Trinity United Reformed and Methodist Church, Hindes Road.

Parking restrictions on Sundays would prevent many members of Trinity attending services at 9.00am and 10.30am and twice a month in the evening.

Trinity Church is used both for Christian worship and by organisations in the Community. Much of this takes place on weekday evenings and an extension of the restrictions to 8.30pm each day would effectively prevent use of the premises in the evenings. There seems no adequate reason for this extension.

The Church is not served by any convenient public transport and many people have no alternative to coming by car. Some travel quite a distance and others are physically frail.

I would urge most strongly that the proposals are not implemented and further discussion takes place with Trinity Church.

Yours sincerely,


Andrew Remington

SAMPLE LETTER - PLEASE VARY TO TASTE!

Your Address, 35, Hisley Lane, Harrow, HA1 4XU.

The date, 12/5/03.

Environmental Planning Officer,
London Borough of Harrow
Civic Centre
Station Road,
Harrow HA1 2XF



Dear Sir,

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

The extension of parking hours into week-day evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest groups.

The extension of parking charges to Sunday will affect our churches since many members of our congregations are elderly and unable to use public transport. A visit to a church may be one of the few times they leave their homes during a week.

We appreciate, as council tax payers, the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,

Signed - your good self

your truly, B. Wall.

Please rethink about the parking regulations in Harrow also the extension of parking charges on Sundays will affect our churches and the elderly please help us money is not everything in life please. Think of us, we don't get small out of this life it gets worse that better.

12

SAMPLE LETTER - PLEASE VARY TO TASTE!

Your Address, 23 Churchside
Avenue, Harrow Middlex HA3 0AX
The date. 19/5/03

Environmental Planning Officer,
London Borough of Harrow
Civic Centre
Station Road,
Harrow HA1 2XF

Dear Sir,

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

The extension of parking hours into week-day evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest groups.

The extension of parking charges to Sunday will affect our churches since many members of our congregations are elderly and unable to use public transport. A visit to a church may be one of the few times they leave their homes during a week.

We appreciate, as council tax payers, the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,

Purnima Senior

PURNIMA SENIOR

Signed - your good self

19/5/03



C.C. 30

Tel
0208 930 6894

37 Juryford Road
Harrow
Middlesex HA2 0SH
May 12, 2003

The Manager
Kovic Centre.



Dear Sir,

It has come to my notice that Harrow Council insist on pursuing an anti-religious policy by introducing double yellow lines around some Churches which would have a disastrous effect on Sunday Worshippers. I am particularly interested in Our Lady + St Thomas of Canterbury Catholic Church, 22 Roxborough Park where over 1200 people attend Mass on Sundays.

I would just mention that if you persist with this mad-cap idea I will take it on myself to contact every religious group in Harrow before the next Council Election to ensure that we have some decent people running our affairs besides the group of imbeciles now in charge.

Furthermore, I will take the matter up with the National Newspapers & continue with an appeal to Europe.

I am not anti-Labour - in fact myself & family have supported the party all our life but your new policy on religious freedom is the last straw.

Perhaps if your Council employed somebody who understands Finance these draconian measures ahead of the huge increase in Council Tax would prove unnecessary.

Yours,

(W.G.) Jerry Daly.

Ronald Auerbach FRCS
Consultant Ear, Nose and Throat Surgeon

14
Consulting rooms: 22 Gerard Road, Harrow, HA1 2NE
All appointments: (020) 8907 5000
Fax: (020) 8909 1030
Radio pager: 07626 310 464

RA 28 04 03.doc
28 April 2003

Mr S Swain
Transportation Manager
London Borough of Harrow
Environmental Services
Civic Centre
Harrow
Middlesex HA1 2UZ

Also consulting at
 BUPA Hospital Bushey, Heathbourne Road, Bushey WD23 1RD
 Clementine Churchill Hospital, Sudbury Hill, Harrow HA1 3RS
 Garden Hospital, 50 Sunny Gardens Road, Hendon NW4 1RD
 Charles Kingsley Suite, Level 10, Northwick Park Hospital,
Watford Road, Harrow HA1 3UJ



Dear Mr Swain

Re: Harrow Town Centre – Sunday Charging in Car Parks

Thank you for your document dated ^{APRIL} 2003. As a local resident I would not like the controlled parking zone within my area to be extended to include Sundays. At present the controlled zone is from Monday – Friday 11.00 – 12.00am.

Thank you.

Yours sincerely

R Auerbach FRCS
Consultant ENT Surgeon

020 8866 0068
email: bathub@fish.co.uk

21 Cuckoo Hill Road
Pinner,
Middx
HA5 1AS

Transportation Department
London Borough of Harrow
PO Box 38
Civic Centre
Station Road,
Harrow HA1 2XF

14 May 2003

Dear Sir,

Sunday and Evening Parking in Central Harrow

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking areas in the evenings and to charge for parking on Sundays.

The extension of parking hours into week-day evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest groups.

Many members of our congregations are elderly and unable to use public transport so that the extension of parking charges to Sunday will affect these people for whom a visit to a church may be one of the few times they leave their homes during a week.

As council tax payers, we appreciate the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,

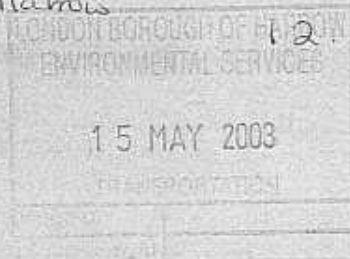


Pat and Norman Kember
Members of Harrow Baptist Church, College Road.

15 MAY 2003

15

Environmental Planning 102, Wellbeck Road
Office W. Harrow
London Borough of Harrow
 Civic Centre
 Station Road
 Harrow



Dear Sir,

We understand that parking regulations in Harrow are to be changed to extend the hours of resident parking in the evenings and to charge for parking on Sundays.

The extension of parking hours into weekday evenings in roads around churches in central Harrow will severely restrict the community services that are carried out on the various premises for young people and special interest group.

The extension of parking charges to Sunday will affect our Churches since many members of our congregations are elderly and unable to use public transport. A visit to a Church may be one of the few times they leave their homes during a week.

We appreciate, as council tax payers, the need to collect monies from a wide range of sources but believe that this must be balanced against the welfare of the community.

Yours sincerely,
Janet C Deugo *et Deugo*

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
21 MAY 2003	
TRANSPORTATION	
PASSED	
ACKNOWLEDGED	

68 Weldon Crescent
 Harrow
 Middlesex
 HA1 1QR

To London Borough of Harrow
 Environmental Services
 P.O.Box 38
 HA1 2UZ

Tuesday 20th May 2003

Dear Mr Swain,

Proposed alteration to Residential Parking arrangements.

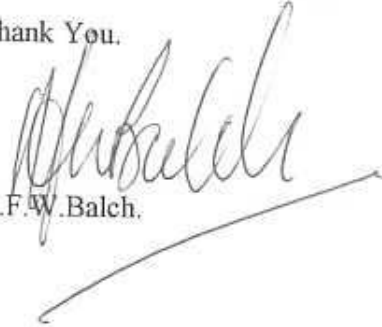
Further to my letter dated 2nd May 2003 I would be grateful for a reply as I am getting more concerned as I am now informed there is a proposition that resident parking restrictions may be extended beyond 6.30 p.m. daily.

As far as I am concerned this will create a great problem, especially if this is extended into the evening as well as Sunday's. I cant find out where I am going to be able to sensibly park my 125cc scooter. As I have said I do hold a current parking permit, can the scooter be added to it.

I recently enquired to one of your Traffic Wardens and he informed me that if I parked my scooter outside my property I would be fined. Please where do I park it during short periods?

I still look forward to a reply

Thank You.



N.F.W. Balch.

108

65 Rosslyn Crescent
Harrow
Middx
HA1 2SA

01/05/03

Re: Sunday Charging / Excessive restrictions

Dear Sir/Madam,

I am writing with regards to the proposed extension to the parking restrictions in Rosslyn Crescent.

I would like to oppose any further restrictions as I feel they are very prohibitive even now. I understand the need to restrict commuters and local businesses parking in the area but I feel that the current restrictions are a little too excessive.

Rather than have a controlled zone from 08:30 to 20:30, could we not have 'windows' of 08:30 - 11:00 and 16:30 - 19:00? This would deter commuters and local businesses alike. Also, I feel that the restrictions until 20:30 are not required - 19:00 would be more appropriate.

Finally, my biggest concern is with the restrictions on weekends and bank holidays - these should be lifted entirely as there is not traffic problem on those days - unfortunately having the restrictions means that we have far fewer friends and relatives visiting.

I would be interested to hear your thoughts on this matter and look forward to your reply.

Kind regards,



Rash Patel

68 Welldon Crescent
Harrow
Middlesex
HA1 1QR

To London Borough of Harrow
Environmental Services
P.O.Box 38
HA1 2UZ

Friday 2nd May 2003

Dear Mr Swain,

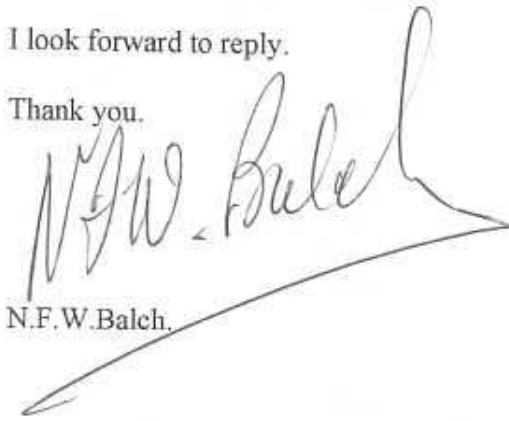
Proposed Alterations to Residential Parking Area

I own and live in the above property. I own a car and hold a current "Parking Permit"
I have recently purchased a small 125cc Motor Scooter mainly because of parking
problems.

Would you please advise me how or where I park this scooter, I have asked your wardens
but unable to get a proper answer. I see now it is proposed that Sundays may get included
in a new scheme. Where do I put my scooter for short periods?. I do not have a side
alleyway and I am not normally at work on a Sunday, so I am in and out during the day.

I look forward to reply.

Thank you.



N.F.W.Balch.

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
06 MAY 2003	
CORRESPONDENCE	
Received	
Acknowledged	

28th April 2003

Your ref:- 92.05/3/1

63 Bessborough Road
Harrow, Middlesex
HA1 3BS

For the attention of Debbie Leeson-Rabie please.

Dear Sirs,

ref:- **Harrow Town Centre - Sunday Operation of Controlled Parking Zones**

I am responding to your recent communiqué in connection with the above and the views expressed in this letter are those of **Mrs K N Ball** and myself who both reside at the above address.

We are obliged to park our car in Roxborough Avenue or any other designated **E Zone** and our experience is that, apart from ongoing problems of people delivering school children in Roxborough Park who illegally park in the allocated Resident's Spaces during weekdays and the Sunday Churchgoers, we have not experienced any increase in parking by shoppers or the workers you mention and there seems little evidence of any congestion problems in Harrow Town Centre on Sundays.

My question to you would be, why do you find it necessary to change the status quo concerning the present arrangements whereby shoppers and workers currently enjoy free parking on Sundays? It would appear that this is another form of stealth income revenue which the Council has decided to introduce and would not appear to be in line with what happens in many other London Boroughs.

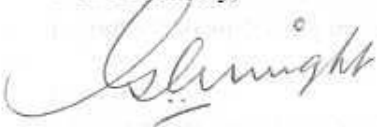
Surely, it would be the Council's wish to encourage more people to support the shopkeepers of Harrow as it is only as a result of the Multi Nationals that Sunday opening has been introduced in the U.K. through constant pressure by them to 'fall in line with our European friends' some of whom do not give a damn about this Country and would not think twice about blockading their roads to achieve their ambitions.

Before we complete and return your questionnaire we would therefore appreciate learning about the historical background to the decision to introduce, what appears to us to be a crazy ill thought through scheme, unless it is purely to generate more income?

We are left to wonder whether that if the scheme does get implemented whether the Council will take steps to replace the four parking spaces which have disappeared in Roxborough Avenue as a consequence of Resident's road crossings being effected? Might the long awaited double yellow line implementation at the juxtaposition of Roxborough Avenue and Roxborough Park also attract some of this increased revenue, after all they are both just a bit of line painting? How about '**Investing in People**' a bit more rather than the Council's coffers?

Your early response would enable us to suitably complete the questionnaire by the due date.

Yours faithfully,



G.C. Wright (Mr)

Copy to:- The Chairman - Roxborough Resident's Association.
The Editor - Harrow Observer

LONDON BOROUGH OF HARROW ENVIRONMENTAL SERVICES	
DATE: 01 MAY 2003	
TRANSPORTATION	
PASSED	
Acknowledged	

Brian J. Parrott
14 Kingsfield Road
Harrow
Middx HA1 3DD

6th May 2003

London Borough of Harrow
Environmental Services
P.O. Box 38
Civic Centre
Harrow
Middx HA1 2UZ

For the attention of Mr. S. Swain, Transportation Manager

Dear Mr. Swain

Re: Harrow Town Centre - Sunday Operation of Controlled Parking Zone

I refer to your April letter regarding extending Control by the Council.

The present arrangement means that many of the residents who do not leave for work before 8.30am have nevertheless to be ready to move their cars off the yellow lines and onto residents bays vacated by residents who do leave before 8.30am (You may recall we have 20 bays for 30 cars). The only respite from this ritual is on a Sunday.

The Council in their constant search new ways to justify their existence just cannot resist the temptation to make life more difficult for central Harrow business and encourage people to stay in their cars and drive somewhere else thereby adding to pollution. During our previous communication regarding Kingsfield Road parking I was told that the general official brief for London was to make life as difficult as possible for motorists (the majority of the population) regardless of who ends up paying for it, the break up of communities, where the pollution is moved to etc etc.

In the case of Kingsfield option 1 & 2 are the same and will mean an end to a "Sunday lie-in" for 30% of the residents. Option 3 will overcome this.

All three options will increase costs for visitor parking.

Since there are not enough bays anyway, having friends around on a Sunday will become difficult (have you noticed how full up Whitmore Road is now - or should not I encourage you!) That only leaves option 4. Who will decide what may be necessary in the future? We did not decide to introduce CPZ, you did; we did not decide to introduce Sunday parking charges, you did.

Whilst writing, may I enquire as to cost of the road widening at the junction of Northolt Road and Eastcote Lane? The only reason this was a bottleneck is because of the minicabs, but you have now provided them with a car park at public expense.

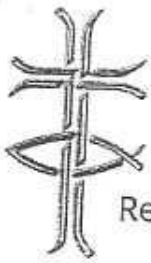
Yours sincerely

A handwritten signature in black ink, appearing to read 'Brian J Parrott', written over a horizontal line.

Brian J Parrott

cc

Councillor Mr. M. Kinsey
Members Room
Civic Centre
Harrow
Middx HA1 2UZ



The
United
Reformed
Church

Copy
Thames North Synod

Ipalo House, 32/34 Great Peter Street, London, SW1P 2DB

Moderator: *The Revd Roberta Rominger, B.A, MDip*
Moderator's Personal Assistant: *Robert A. Allen*

LONDON BOROUGH OF HARROW
CIVIC CENTRE
23 MAY 2003
cc: B Hoeggen

LONDON BOROUGH OF HARROW	DES
ENVIRONMENTAL SERVICES	OPC
	BC
	DC
	FP
	LP
	T

03 JUN 2003

PASSED

Acknowledged

His Worshipful the Mayor
Councillor Mano Dharmarajah
Mayor's Parlour
London Borough of Harrow
Civic Centre
HARROW
Middlesex HA1 2UZ

Monday, May 19, 2003

DLR
Mike Symons

*PLEASE reply directly with
copy to BH @*

Dear Mr Mayor,

Re: Harrow Town Centre - Sunday Operation of Controlled Parking Zone

On behalf of the congregation at Trinity United Reformed and Methodist Church, Hindes Road, Harrow, I wish to register my extreme concern about the proposals to extend on street parking restrictions as outlined in the letter to local residents.

Trinity Church is used not only for Sunday worship but also during the week for both Church and Community purposes. An extension of the weekday restrictions to 8.30pm would effectively prevent the Church premises being used for the church's and the community's evening meetings which form a vital part of the life of this church and the local neighbourhood. The church already suffers from Saturday parking restrictions which cause great difficulty and prevents day time events which the church or the community might wish to hold.

With regards to Sunday parking, many of the church members would be unable to attend worship if they can no longer come by car. There is no convenient public transport or public car parking, and a number of members travel from as far away as Northwood, Stanmore, Kenton and Northolt, some of whom are physically frail.

I urge that the situation be reconsidered in order that suitable arrangements can be made to enable Christian worship and community work to continue at Trinity Church. Services on a Sunday are held at 9.00am and 10.30am and twice a month in the evening.

LONDON BOROUGH OF HARROW
CIVIC CENTRE
06 JUN 2003

(continued overleaf)

The church have also asked me to register their concern that they were not consulted earlier in these negotiations, given the devastating effect that implementation of proposals 1, 2 or 3 would have on their work and worship, and the life of this community.

I ask that a formal opportunity be given to the church to discuss this matter fully before any decision is made.

Yours sincerely,

Roberta Rominger

Roberta Rominger
Moderator
Thames North Synod, The United Reformed Church

cc Joyce Markham (Chief Executive) ✓
The Revd David Varcoe (Minister of Trinity Church)

GREENHILL MANOR RESIDENTS' ASSOCIATION

Delivered by hand - 12/6

HON. SECRETARY
Brian Lanning
46 Francis Road
Harrow Middlesex
HA1 2QX
020 8427 5940

10 June 2002

Mr B Durke,
Order Maker,
Environmental Services Department,
London Borough of Harrow,
PO Box 38,
Civic Centre,
Harrow,
Middlesex.
HA1 2UZ

Your ref: - BD2003/04/92.05/37

Dear Mr Durke,

Proposed Sunday charging in car parks etc. in central Harrow

Further to our telephone conversation on 27 May 2003 I omitted, when writing to you on 8 June, to repeat my comments about the possible problems with visitor parking permits for residents parking bays should the increased charging regime be implemented.

You will recall that I suggested that should Sunday charging be introduced then there should be an increase in the number of visitor permits allowed to each resident in the course of a year. Many people, particularly the house-bound and infirm, arrange for several visitors to come on a Sunday as this is the only way they can ensure that their supply of permits lasts for the full period. They will be seriously inconvenienced if permits are required on all seven days of the week but no increase in the number of those permits takes place.

I trust that you will be looking into this point when considering whether all or part of central Harrow is to experience a rule change later in the year.

Thank you,

Yours sincerely,

Brian Lanning

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
12 JUN 2003	
TRANSPORTATION	
MAILED	
TELEPHONE	

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LONDON BOROUGH OF HARROW

Agenda item:

Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	24 th June 2003
Subject:	Sudbury Hill Stations Area Controlled Parking Zone and Related Traffic Management Works
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transport
Relevant Portfolio Holder:	Environment and Transport
Status:	Part 1
Ward:	Harrow on the Hill
Enclosures:	Appendix 1: Consultation documents including map of CPZ area 2: Summary of consultation results 3: Sudbury Hill toucan 4: Amended proposals [TO FOLLOW]

1. **Summary**

- 1.1 A consultation has taken place for proposals for a Sudbury Hill Stations Area Controlled Parking Zone (CPZ) incorporating other traffic management proposals for Greenford Road. A consultation is also planned for related proposals connected to the development of Clementine Churchill Hospital in Sudbury Hill. Appropriate recommendations are made based on the results of the consultations that have taken place so far.

2. Recommendations (for decision by the Portfolio Holder)

2.1 That the Panel recommend the following be implemented:

- (a) the Sudbury Hill Stations Controlled Parking Zone incorporating other measures for Greenford Road as shown at Appendix 4, [TO FOLLOW] the operational hours to be Mondays to Saturdays 8am to 6:30pm subject to the advertising of the necessary traffic orders under Section 6 and 45 of the Road Traffic Regulation Act 1984 and consideration of any formal objections that may be received as a result;
- (b) the two toucan crossings on Greenford Road as shown at Appendix 4 under Section 23 of the same Act;
- (c) the Clementine Churchill funded toucan crossing in Sudbury Hill as shown at Appendix 3, subject to consideration of consultation responses, under section 23 of the same Act;
- (d) the local safety scheme measures, the bus priority measures, advisory cycle lanes and advance stop lines as shown at Appendix 4; and
- (e) note the long-term “walkway” bridge feasibility study for Sudbury Hill (mainline) station will be the subject of a future report.

Reason: In order to control parking, reduce accidents, improve bus services and encourage the use of more sustainable forms of transport.

3. Consultation with Ward Councillors

- 3.1 A key stakeholders meeting which included Ward Councillors has been held for the CPZ and the Greenford Road proposals. “Walkabouts” with a Ward Councillor have also taken place to discuss the details. As a result some amendments to the proposals have been made. Draft consultation documents were sent to Ward Councillors

4. Policy Context (including Relevant Previous Decisions)

- 4.1 The Panel have prioritised the Sudbury Hill Stations Area CPZ for consultation because Brent are waiting to implement an adjacent CPZ scheme on their side of the Borough boundary.

5. Relevance to Corporate Priorities

- 5.1 CPZ's enhance residential amenity and provide a turnover of parking spaces in shopping areas which helps support the vitality and viability of shopping centres. CPZ's also encourage the use of more sustainable forms of transport.

- 5.2 Proposals for Greenford Road also incorporate Local Safety Scheme measures, Bus Priority measures and proposals for the London Cycle Network Plus Route which will join up with the cycle network in Ealing. All these programmes have been agreed in principle.
- 5.3 In addition as part of the development proposals agreed by the Planning Committee for Clementine Churchill Hospital in Sudbury Hill, a toucan crossing and advisory cycle lanes are proposed to encourage more use of sustainable forms of transport to and from the hospital. The advisory cycle lanes will link in with the proposals on Greenford Road.

6. **Background Information and options considered**

- 6.1 Key stakeholders were invited to a meeting which included Ward Councillors and Brent and Ealing officers. The stakeholders meeting considered draft detailed plans and agreed the area of consultation and options to be put to the community. Subsequent "walkabouts" with a Ward Councillor took place and as a result some amendments were made to the detailed plans. Draft consultation documents were sent to Ward Councillors, Nominated Members, the Chair of the Panel and the Portfolio Holder. A copy of the final consultation documents sent out are at Appendix 1. This includes an overall map of the proposed CPZ area. [Note: A3 size drawings were sent out but have been reduced to A4 size for the purpose of this report].
- 6.2 There was a 24% response rate to approximately 700 consultation documents sent out. A summary of the results are at Appendix 2.
- 6.3 The siting of the toucan crossing in Sudbury Hill is on the same site as a school crossing patrol for St. George's RC First and Middle School as shown at Appendix 3. The developer and the school are to be consulted on the details of the scheme. Should there be any adverse comments that cannot be overcome, these will be reported to the Portfolio Holder in the form of a report which will also be copied to Ward Councillors and the Chair of the Panel.
- 6.4 Based on the results of the consultation for the CPZ and for Greenford Road proposals it is proposed to advertise the necessary traffic orders with the following amendments as shown at Appendix 4: [TO FOLLOW]
- (a) The operational hours to be Mondays to Saturdays, 8 am to 6:30 pm. Although the consultation responses showed a slight majority in favour of Mondays to Friday, 11 am to 12 noon, the Brent scheme is Mondays to Saturdays, 8 am to 6:30 pm. Overall there is likely to be less confusion to the motoring public if the two CPZs' which adjoin have the same operational hours. Additionally there will also be less confusion over the operational period for the pay and display/shared use bays as these need to operate all day in order to be effective.
- (b) Re-arrangement of the Greenford Road pedestrian refuge outside the builders merchant at 92-96 Greenford Road;

- (c) Exclusion of the following roads or sections of road due to lack of support (or no majority response) from the residents:
 - (i) Southall Grove
 - (ii) South West of 8/10 Wood End Road
 - (iii) Tyrell Close;
- (d) Removal of the pay and display bay on the southside of Cavendish Avenue near Greenford Road as a number of residents believe that the road is not wide enough for parking both sides and the trader at 161 Greenford Road has requested a loading facility. The pay and display bay will be replaced by a yellow line allowing the easier passage of traffic which will also allow for loading/unloading when required;
- (e) The provision of double yellow lines in Hartington Close opposite Thomas Hewlett House and opposite numbers 1-24 at the request of residents;
- (f) Removal of residents parking spaces on the inside bend of Cavendish Avenue from Wood End Road to house number 111 as comments received considered these to be dangerous;
- (g) Additional disabled parking space in Greenford Road north of Cavendish Avenue as a result of a consultation response; and
- (h) The provision of double yellow lines in South Vale on the north side from the Pavillion entrance westwards to Orley Farm Road junction.
- (i) A number of other minor alterations to the length of waiting restrictions and parking spaces as a result of comments received

7. **Consultation**

7.1 See Section 6 above.

8. **Finance Observations**

8.1 Transport for London (TfL) has provided funding for this financial year as follows:

- CPZ - £10,000 (consultation only)
- Greenford Road Local Safety Scheme - £10,000 (contribution from a larger budget)
- Greenford Road London Cycle Network Plus - £20,000
- Greenford Road Bus Priority - £ Nil
- Greenford Road resurfacing - £100,000

8.2 TfL have also agreed in principle to fund implementation of the CPZ the following financial year (2004-05) estimated at £20,000. However in order to meet Brent's programme, officers will be requesting advance funding for this financial year subject to the Portfolio Holder's decision on the Panel's recommendation, order making procedures and continued advancement of the scheme.

- 8.3 In addition a £20,000 bid to TfL will also be made for a feasibility study into a proposed "walkway" bridge on Greenford Road. (See Appendix 1 for details).
- 8.4 The matter is further complicated by the fact that the resurfacing of Greenford Road is programmed for this summer. In order to minimise disruption and avoid excavating into the newly laid surface at a later date, officers intend to carry out any necessary civil works for this scheme in the summer, in advance of the order making process.
- 8.5 It is proposed that the traffic signal equipment required for the two proposed toucans in Greenford Road will be paid for by TfL out of their London Cycle Network Plus budget. Approval for this is currently being sought.
- 8.6 The cost of traffic signal equipment for the Clementine Churchill Hospital toucan in Sudbury Hill will be met by the developers contribution of £35,000. The remaining civil engineering costs and the advisory cycle lanes will be met either from TfL or the Council's traffic management budget. A bid is being made to TfL. The total estimated cost of the scheme is £20,000. The development contribution must be spent before December 2004.

9. Legal Observations

- 9.1 The CPZ proposals can be introduced under Section 6 and 45 of the Road Traffic Regulation Act 1984. No traffic orders are now required for bus stop clearways as advised to the last Panel meeting.

10. Conclusion

- 10.1 A consultation has been carried out for a CPZ incorporating other proposals for Greenford Road and a consultation is to be carried out for proposals linked to the development of Clementine Churchill Hospital in Sudbury Hill. Based on the results of these consultations, it is proposed to proceed with the scheme subject to the amendments indicated in the recommendations and order making procedures.

11. Background Papers

- 11.1
- CPZ priority list – Traffic and Road Safety Advisory Panel: 10th March 2003
 - Notes of key stakeholders meeting held on 24th March 2003
 - Clementine Churchill Development – Planning Committee 18th December 2000
 - Correspondence with Brent on Brent's CPZ scheme.
 - Letters received in addition to consultation responses.

12. Author

- 12.1 Mike Symons, Principal Engineer, Traffic Management (West).
Tel No.: 020 8424 1535
Email: mike.symons@harrow.gov.uk

LONDON BOROUGH OF HARROW
ENVIRONMENTAL SERVICES

Proposed Sudbury Hill Stations Area

Controlled Parking Zone

**and Traffic Management Proposals for
Greenford Road**

Public Consultation



- ◆ What do you think about on-street parking problems in your road and the locality?
- ◆ What do you think about road safety on Greenford Road?
- ◆ This is your opportunity to have your say

Please Read This Document – It Affects You and Your Views Matter

WHAT IS THIS ABOUT?

The demand for on street parking in residential streets and the shopping area around the Sudbury Hill Stations Area has increased in recent years. You may be aware that the London Borough of Brent intend to introduce a residents parking scheme in Rosebank Avenue and Fernbank Avenue. The parking controls in Brent will take the form of a Controlled Parking Zone (CPZ) and will operate 8am to 6.30pm Monday to Saturday.

Residents living in roads near the Borough boundary with Brent are likely to experience displaced parking when the Brent scheme is implemented in the near future. To complement the Brent scheme the Council is considering a CPZ around the Sudbury Hill Stations Area within the London Borough of Harrow. This would better manage the existing parking and protect residents from displaced parking as a result of the Brent scheme. Valuable shopper parking spaces continue to be lost to commuters or long stay parkers i.e. local workers, affecting the vitality and viability of the shops themselves.

It is recommended that residents do not adopt a 'wait and see' attitude because of the long lead in time needed to introduce such schemes. You need to act now. The Council is keen to obtain residents and businesses views on whether a CPZ should be introduced in the area. Should the proposals not receive a favourable response from this consultation, it is unlikely that the Council would proceed. However, it may be some time before the area receives priority to be assessed again.

At the same time the Council is proposing other traffic management proposals for Greenford Road. These include improved pedestrian facilities, bus priority measures such as bus stop clearways and kerb build outs and advisory cycle lanes. See enclosed drawing for details.

CONSULTATION PROCESS

The purpose of the proposed scheme is to control the existing parking problems and to tackle the probable displaced parking from Brent Council's parking scheme and to "traffic manage" Greenford Road.

To assist you in making your decision, the following information is enclosed:

- Information on controlled parking zones and how they operate (this does not form part of the consultation process)
- Controlled parking zone boundary plan
- Detailed plan showing the bay layout for your road
- Schematic plan on the traffic management proposals for Greenford Road
- Questionnaire

A full set of detailed plans will be exhibited in the Environmental Information Centre on the 3rd floor at the Civic Centre for the duration of the consultation period. You can also ask to speak to an officer if you want to discuss anything or need clarification about the scheme if you choose to visit the Civic Centre.

The Council wishes to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let the Council know what they think.

Please complete the enclosed questionnaire and return it in the freepost envelope provided, to reach us by 6 June 2003.

WHAT HAPPENS NEXT?

The returned questionnaires will be analysed, and where appropriate changes would be incorporated in the proposed zone layout and a final scheme prepared, if the majority of respondents want the Council to proceed.

The final scheme would be publicly advertised and at this stage notices will be placed on street and in the local press (Harrow Observer) with details of where plans can be seen. This would present a further opportunity for people to comment on the scheme or object if they wish.

Legal procedures, which the Council must follow, and funding constraints mean that the scheme is unlikely to be implemented before Spring 2004.

Should the Council decide to proceed with the scheme, permit application forms will be sent to every residential property in the approved zone, before it is introduced.

Further information and guidance notes relating to the zone would be circulated in due course, if the scheme proceeds.

FURTHER INFORMATION

If you have any further questions about how the scheme would operate or wish to know the outcome of the consultation in due course, please contact Debbie Leeson-Rabie in Transportation (mornings only) on 020 8424 1540. Alternatively if you are unable to make contact in the mornings, please telephone Stephen Freeman, also in Transportation on 020 8424 1437 or write in to the address below or e-mail debbie.leeson-rabie@harrow.gov.uk.

Transportation Section
London Borough of Harrow
P.O. Box 38
Civic Centre
Harrow
Middlesex
HA1 2UZ

INFORMATION ON CONTROLLED PARKING ZONES AND HOW THEY OPERATE

WHAT IS A CONTROLLED PARKING ZONE?

A Controlled Parking Zone (CPZ) is an area where all kerbside space in an area is marked out with parking spaces where it is safe to park. Waiting restrictions (yellow lines) would be placed everywhere else where parking would not be allowed during the CPZ hours or such longer period as shown on signs.

CPZs are used to provide protected parking facilities for residents and their visitors as well as short-term parking for shoppers and visitors to other commercial premises.

CPZs are usually located in town centres and areas surrounding underground and rail stations where extraneous parking most affects residents and businesses.

CPZs ease congestion caused by illegal and obstructive parking and makes it easier for residents, shoppers and visitors to park.

HOW DO CPZs WORK?

CPZs work by ensuring that vehicles park in designated bays during the hours the CPZ operates. At other times parking is unrestricted except where yellow lines operate for longer periods. Any vehicles that are parked illegally during the controlled times are liable to receive a Penalty Charge Notice (parking ticket).

Service/delivery vehicles can load or unload for up to 20 minutes on the single yellow line where there are no loading restrictions and also in residents' bays. However, someone must be in attendance at all times to avoid a parking ticket.

WHAT ARE THE ADVANTAGES OF A CPZ?

Residents and their visitors are given priority when parking in residential roads.

Short stay pay and display parking bays are located in or near the shopping areas, which will increase the turnover of parking spaces and therefore help shoppers to find a parking space.

Shared use bays (pay & display and resident permits) may be used on the margins adjacent to residential areas, shops, businesses or for special cases.

Yellow lines will prevent obstructive parking on junctions, across driveways, on bends and in narrow roads.

Accessibility will be improved for pedestrians, wheelchair users and the disabled, bus and emergency services and refuse collection.

CPZs HAVE SOME DISADVANTAGES

The layout of parking bays may appear to reduce the amount of parking spaces available, but much of this "parking" may be obstructive or dangerous. However, every attempt will be made to optimise the amount of on street parking bays, without compromising safety and access requirements.

It is possible that parking will be displaced into uncontrolled roads close to the CPZ boundary. These problems will be considered at the review stage.

The signs and road markings that must be used may be perceived as being visually obtrusive, although every effort will be made to keep signs and lines to a minimum.

The scheme does not permit residents parking across driveways. This is because practical enforcement difficulties arise from such a scheme and they can create tension between neighbours (e.g. A neighbour may choose to park partly across your driveway even though he/she should not). Some local authorities are allowing residents to park across their driveways for some schemes. Harrow has a one road pilot scheme, which is being monitored. If successful, Harrow may change its policy in this regard. You can give your views on this in the questionnaire.

Local businesses and workers are not eligible to purchase permits to park on-street within a controlled parking zone.

HOURS OF OPERATION

CPZs operate at different times of the day depending on the parking demands and each zone is designed to deal with the type of problem in that area.

Two options are put forward for your consideration: -

Longer hours of operation – 'all day' zone (8am to 6.30pm, Mondays to Saturdays, same as the Brent scheme)

Advantages

- Addresses all day parking problem caused by people such as commuters and workers in the area.
- Reserves parking within bays in residential roads for residents and their visitors for a longer period which may make it easier to find on street parking close to their home, including Saturdays.
- Short stay pay and display parking bays located in or near the shopping areas, increase the turnover of parking spaces for a longer period, including Saturdays.
- Protects driveways and other areas with yellow lines from obstructive parking for a longer period, including Saturdays.
- Operating the scheme for the same hours as the Brent CPZ protects Harrow residents for the same period.
- Consistency with Brent scheme.

Disadvantages

- More residents may find they need to buy permits.
- Residents' visitors will have to avoid the additional period unless they buy a visitor permit, making visits more inconvenient or costly.
- Visitor permit booklets cost more in an 'all day' zone. (see later)
- Residents with driveways will not be able to park across their own driveways for a longer period if they wish to do this.

Shorter hours of operation – 'one hour' zone (11am to 12 noon Mondays to Fridays)

Advantages

- Addresses most (but not all) of the parking problems in the area.
- Some residents may find that they do not need to buy a resident permit.
- Some residents may need to buy fewer visitor permits (greater flexibility for visitors including tradesmen).
- Residents can park across their own driveways except during the restricted one hour.
- Effectively controls most of the parking problems without inconveniencing residents with 'all day' restrictions.
- Provides some flexibility to accommodate visitors to residents, shops and businesses in the area outside the hour of control (although some pay and display parking would still be provided).
- Visitor permits are cheaper. (see later)

Disadvantages

- Does not control parking except for one hour in the morning, and not at the weekends. Shoppers and part-time workers may take advantage of this.
- Residents' driveways may be obstructed by inconsiderate parking, which the Council's Parking Attendants cannot deal with outside of the one-hour operational period. (The Police will have to be called).

TYPES OF PARKING BAYS AND WHO IS ELIGEABLE TO PARK IN THEM

Resident permit parking

Bays would be marked for the use of vehicles displaying a valid parking permit during the hours of control. Residents of the zone would be eligible for parking permits. One permit is needed for each vehicle parked on street during the hours the zone operates.

Visitor parking

Residents' visitors could park in private driveways where this is possible or arrange their visits outside the restricted time, if this is convenient. Alternatively, they may use "Visitor Permits" if they wish to park on street during the operational hours of the scheme. It should be noted that accommodation of visitors within the zone could reduce on street parking provision for residents themselves since they would occupy the same parking bays.

Visitors can park in a resident permit bay during the hours of control provided a valid visitor permit is displayed in their vehicle. Outside the hours of control visitors do not need to display a permit.

Shared use bays

Shared use bays may be used for parking by residents of the zone and their visitors in the same way as residents bays (except that they are marked as individual spaces) or by short term visitors to the area who buy a pay and display ticket at an on-street machine. Residents and their visitors should display a valid permit whilst parked in these bays. Visitors are permitted to park in these bays for the duration of the displayed visitor permit.

Short stay pay and display bays

These bays accommodate the short-term parking needs for shoppers and or visitors to the area. It is proposed the tariff structure will be (same as Brent):

10p for 20 minutes

20p for 40 minutes

60p for 1 hour

£1.20 for 2 hours

£2.40 for 4 hours

Maximum stay 4 hours, no return for 2 hours.

Business parking

The Council does not provide business permits for on-street parking. Provision of parking for staff is a matter for the businesses to provide as it sees fit. Pay and display or shared use parking is provided for visitors to businesses to use.

Parking for disabled badge holders

Residents who have Blue Badges may not need to apply for a resident permit. Blue badge holders are exempt for up to 3 hours on yellow lines where there are no loading restrictions and provided their vehicle does not cause safety or congestion problems. Alternatively they can park in any residents' or pay and display or shared use bays free. To qualify they must properly display their blue badge.

FREQUENTLY ASKED QUESTIONS ON RESIDENT PARKING PERMITS

Who qualifies for a resident permit and can purchase visitor permits?

You must have your main place of residence (where you live) within the zone boundary. Additionally, to qualify for a resident's permit, the vehicle must either be registered at that address or specifically allocated to you in the case of a company vehicle.

Do I have to buy a resident permit?

Residents who wish to make use of a resident permit bay or shared use bay on street during the operational hours of the CPZ would need to buy a permit. (The times the zone would operate would be dependant on the outcome of the consultation results).

How do I apply for a resident permit?

If the scheme is implemented, permit application forms will be sent to every residential property in the approved zone before it is introduced, alternatively you can get a permit from the Council by telephoning on 020 8424 1674 or in person at the Civic Centre. You will have to show you are a full time resident and provide information on your vehicle. An application form will be sent to you for this purpose.

What is the cost of resident permits?

The cost is currently £40.00 per annum if only one permit is required. The cost of further permits is:

2 nd permit in household	£50 per annum
3 rd permit in household	£70 per annum
4 th and subsequent permits in household	£115 per annum

The cost of permits is reviewed annually, but does not necessarily increase.

A 50% reduction on these charges is available for vehicles classed as "environmentally friendly", such as those powered by liquid petroleum gas (LPG), compressed natural gas, electricity, hydrogen, methanol, ethanol or hybrid vehicles using a combination of petrol/diesel with electricity or LPG.

What is the cost of visitor permits?

Visitor permits come in the form of "scratch cards" and are sold in books of 10. The current cost is detailed below (times the proposed zone would operate for depends on the outcome of this consultation):

'all day' zone	=	£15 (£7.50 for senior citizens)
'dual one hour' zone	=	£10 (£5 for senior citizens)

Each visitors permit would be valid for either the morning or afternoon and two need to be used for all day parking.

It should be noted that only residents are eligible for visitors' permits and a maximum of 10 books per household is issued per year (only two can be purchased at any one time).

The cost of permits is reviewed annually, but does not necessarily increase.

Who would enforce the scheme?

Enforcement is carried out by the Council's Parking Attendants who place Penalty Charge Notices (parking fines) on vehicles parked in contravention of the restrictions.

More than one vehicle per household?

You will need a permit for each vehicle if you wish to park them on street during the restricted time.

Will permits be interchangeable?

No, each vehicle parked on street during the restricted hours will require a permit which bears its registration number. Therefore permits are not interchangeable between vehicles.

Can a residents parking space outside or near my house be reserved for me?

No. A private parking space cannot be reserved on the public highway. This does of course mean you too can park in a resident bay elsewhere in the same zone. Each zone is given an identification letter that will be shown on the signs for parking spaces. The proposed area for the Sudbury Hill Stations Area CPZ is shown on the enclosed plan.

Will enough residents parking spaces be provided for permit holders?

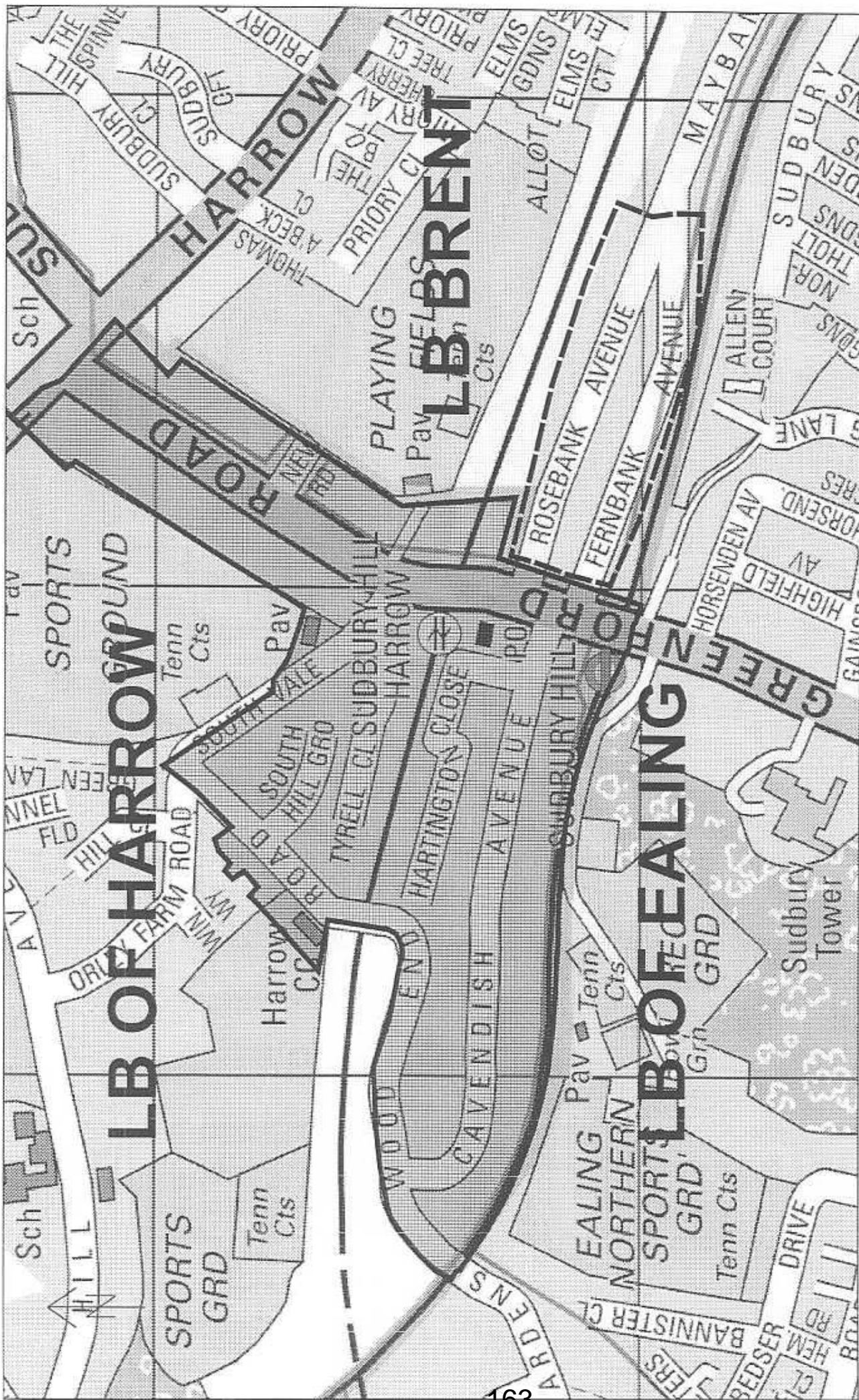
Not necessarily, the number of parking bays will be limited as they can only be provided where it is safe to do so and where they do not cause an obstruction. The number of permits likely to be issued is unknown at the moment, but the Council would not refuse to issue a permit or permits to any resident within the zone except under special circumstances linked to planning conditions. Further, the Council has no control over how many visitor permits are in use at any one time. Hence it is possible that the number of permits issued could exceed the number of spaces available. **Therefore, it should be noted that purchasing a permit does not guarantee a space will be available.** Almost all space in residential roads would be reserved for residents and their visitors, with a small number of shared use and pay & display bays.

Will the zone create a fringe-parking problem?

Initially, it is likely that some parking will be displaced to roads on the edge of the zone but some will go elsewhere or people will use other modes of transport. The zone will be extended or modified accordingly when it is reviewed and further reviews will also be needed as travel patterns change over time.

Will I be able to park in the roads in Brent's CPZ?

No, your residents permit would only be valid for use in bays within Harrow's zone. Conversely Brent residents will not be eligible to park in Harrow's resident bays during the operational hours.



Key to symbols

Brent CPZ

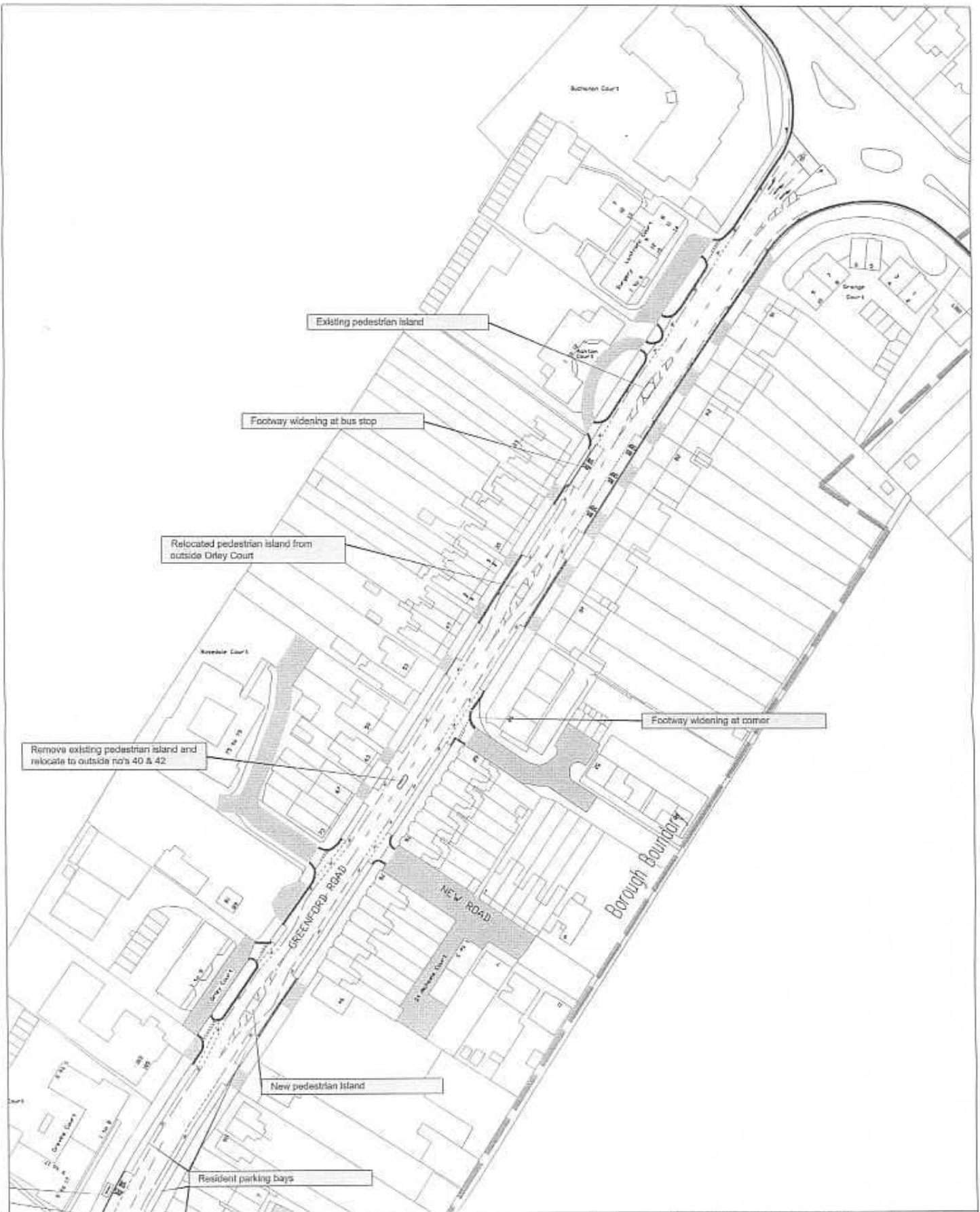
Subbury CPZ Proposed

Subbury Hill stations area - Controlled Parking Zone

Date 20/05/2003

Scale 1:5000

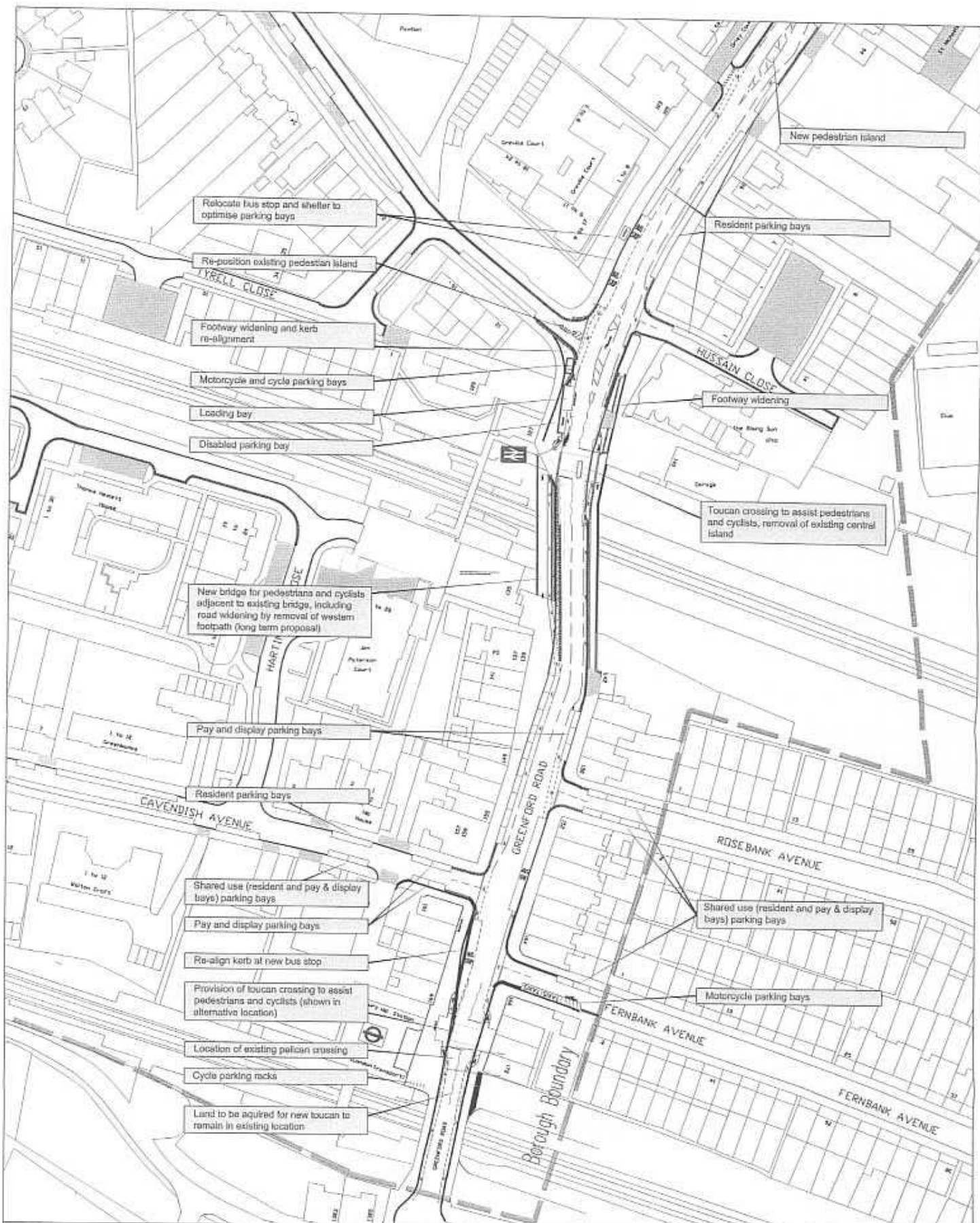
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- Key:-
- 'at any time' waiting restrictions.
 - Waiting restriction to operate zone times
 - Vehicle cross over
 - Private land
 - Cycle lane with cycle symbol



		HARROW ENVIRONMENTAL SERVICES - DESIGN AND CONSULTING Acting Director of Environmental Services : BRUCE WOODSON FRICS CWS Acting Head of Environment & Transportation : TERRY BERRY P.O. Box 38, Civic Centre, Harrow, Middlesex, HA1 2UJ Tel: 0208 853 5611 Fax: 0208 436 1251		Project SUDBURY HILL STATIONS AREA CPZ	
		Title GREENFORD ROAD PROPOSALS (North)			
REV	DATE	DESCRIPTION	Scale	Drawn	Inset
			1:1000	D.W.-R	
				Date MAY 03	Checked MRS
Reproduced from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction without Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA 086418.			Drawing No 9205-3-10-1 File name		



- Key:-
- 'at any time' waiting restrictions
 - Waiting restriction to operate zone times
 - Vehicle cross over
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 - Cycle lane with cycle symbol



		HARROW ENVIRONMENTAL SERVICES - ENVIRONMENT & TRANSPORTATION Acting Director of Environment Services : SIMON HICKLING (MSc) EMS Acting Head of Environment & Transportation : TERRY ANGELL P.O. Box 25, Civic Centre, HARROW, MIDDLESEX, HA1 2UJ Tel: 0208 853 5611 Fax: 0208 424 1251		Project SUDBURY HILL STATIONS AREA CPZ Title GREENFORD ROAD PROPOSALS (South)
REV	DATE	DESCRIPTION	Scale 1:1000 Date MAY 03 Checked MRS	
Drawing no 9205-3-10-2 File name		Reprinted from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. LONDON: Survey of Harrow LA 2004/2		



Notes:-

Key:-

- Resident Parking Bay
- Vehicle Cross Over
- Private
- 'at any time' waiting restrictions
- waiting restriction to operate zone times

HARROW ENVIRONMENTAL SERVICES
 - Planning & Transportation
 - Traffic Management Services
 - Traffic Signal Services
 - Access Management Services
 - Road Safety Audits
 - Road Works Management
 - Road Safety Inspections
 - Road Safety Education
 - Road Safety Campaigns
 - Road Safety Audits
 - Road Safety Inspections
 - Road Safety Education
 - Road Safety Campaigns

Project: Sudbury Hill Stations Area CPZ Proposals
Title: South Vale and Tyrell Close
Scale: 1:1000
Date: 03/04/03
Checked: MRS
Drawing no: 9205-2-10-3
File name:

REV DATE DESCRIPTION

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 - Civil Engineering & Surveying
 - Consulting & Transportation
 - Planning & Design Services
 - Civil Engineering & Surveying
 - Consulting & Transportation

Project: Sudbury Hill Stations Area CPZ Proposals
Site: South Hill Grove

Scale: 1:750
Drawn: J. D. [unclear]
Checked: J. M. [unclear]
Date: 03 Apr 03
Drawn no: 9209-3-10-4
File name:

REV	DATE	DESCRIPTION

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- Notes: -**
- Key: -**
- Resident Parking Bay
 - Vehicle Cross Over
 - Private
 - 'at any time' waiting restrictions
 - waiting restriction to operate zone times

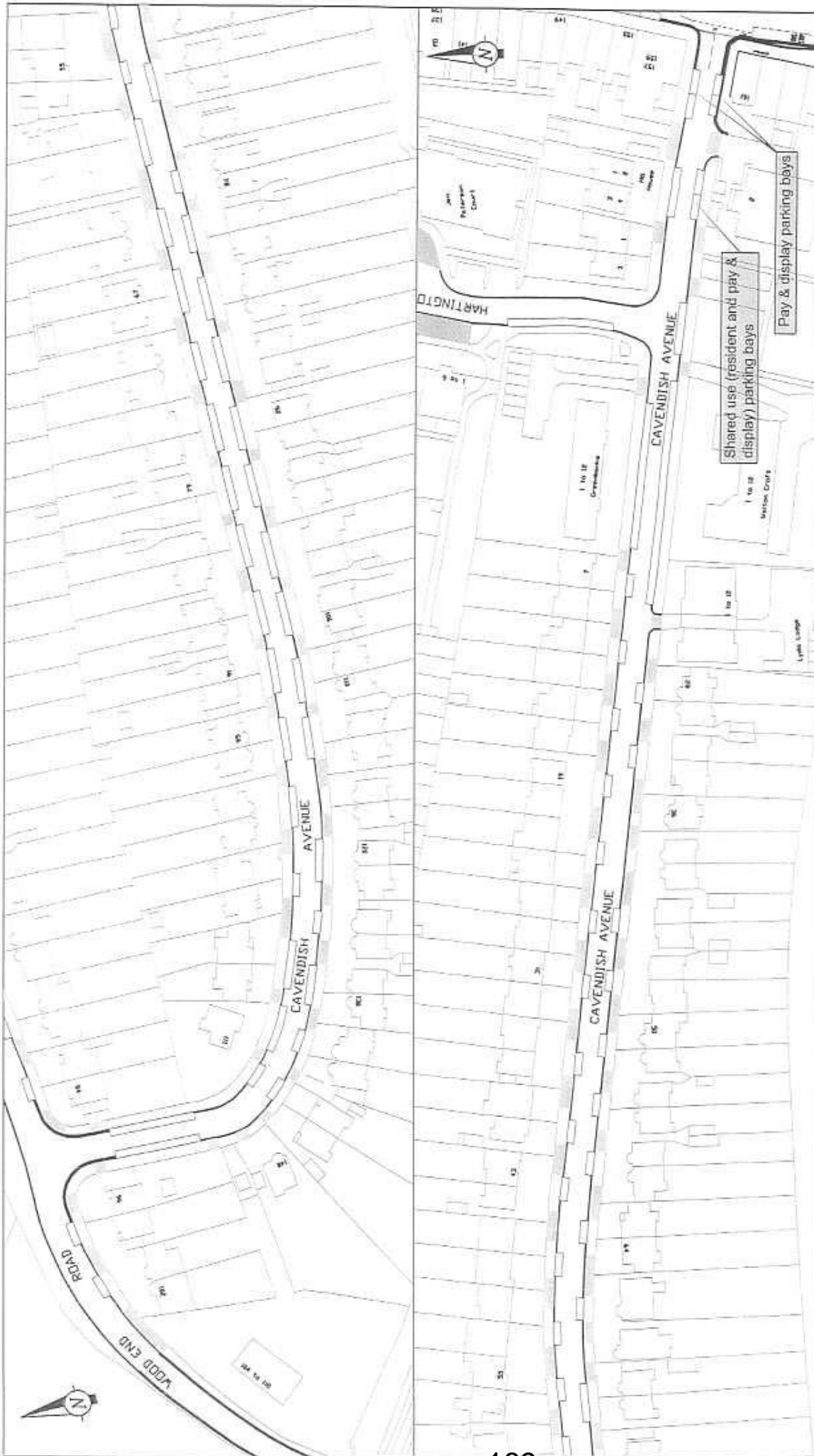


		HARROW ENVIRONMENTAL SERVICES - Drainage & Transportation - Survey & Mapping Services - Planning & Design Services - Environmental & Construction Services - Asset Management Services - Planning & Design Services - Survey & Mapping Services - Drainage & Transportation Services - Environmental & Construction Services - Asset Management Services	
REV	DATE	DESCRIPTION	
HARROW 15th Floor 1000 West Beaver Creek Richmond Hill, Ontario L4B 1N2 Tel: 905.882.3811 Fax: 905.882.4318		Project: Sudbury Hill Stations Area CPZ Proposals Title: Wood End Road Scale: 1:1250 Date: April 03 Drawn by: 9205-3-10-5 File name: MRS	

Notes: -

Key: -

- Resident Parking Bay
- Vehicle Cross Over
- Private
- 'at any time' waiting restrictions
- waiting restriction to operate zone times



Project: Sudbury Hill Stations Area CPZ Proposals
 Title: Cavendish Avenue
 Scale: Drawn to: 1:1250
 Date: April 03
 Drawing No: 9203-3-10-B
 File Name: The centre

REV	DATE	DESCRIPTION

HARRON ENVIRONMENTAL SERVICES
 CONSULTANTS & ENGINEERS
 100, Victoria Road, Sudbury
 Essex, UK
 Tel: 0203 853 5811 Fax: 0203 853 5812
 www.harron.co.uk

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Notes:—
 Key:—

- Resident Parking Bay
- Vehicle Cross Over
- Private
- 'at any time' waiting restrictions
- waiting restriction to operate zone times



		Historic Environmental Services • Landmarks & Transportation Arts, Design & Environmental Services 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025 P.O. Box 30, Oak City, ON 905 883 3811 Fax: 905 883 3812	
Project	Sudbury Hill Stations Area CPZ Proposals	Scale	1:1000
File	Hartington Close	Drawn	J.L. - H
		Checked	MRS
		Drawing no.	9203-3-10-7
		File name	

REV	DATE	DESCRIPTION

Notes:—

Key:—

- Resident Parking Bay
- Vehicle Cross Over
- Private
- 'at any time' waiting restrictions
- waiting restriction to operate zone times

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**PUBLIC CONSULTATION QUESTIONNAIRE FOR SUDBURY HILL STATIONS AREA
CONTROLLED PARKING ZONE (CPZ)**

It is recommended that you read the enclosed explanatory notes before completing the questions below. Please complete the questionnaire and return it in the freepost envelope to reach us by **6 June 2003**. If you require additional copies of the questionnaire, please telephone **Debbie Leeson-Rabie on 020 8424 1540** or **Stephen Freeman on 020 8424 1437**.

Name : _____

Business (if appropriate): _____

Address: _____

Post Code _____

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of parking requirements in the area and for no other purpose.

Part 1

Please tick (✓) the appropriate box

- Do you experience difficulty finding a parking space in your road?
 Yes No Don't Know / No Opinion

- If a scheme is agreed, which of these times would you prefer? *(tick only one box)*
 Mon-Sat, 8 am – 6.30pm Mon-Fri, 11am – 12 noon
 Other, please state _____

- Do you support in principle the introduction of a residents' parking scheme in your road?
 Yes No Don't Know / No Opinion

- Do you support the layout of parking bays in your road as shown on the enclosed plan(s)?
 Yes No Don't Know / No Opinion
If no, please state (in the space provided at the back of the questionnaire) how you would like the layout altered.

- How many cars do you normally park on street during the day (i.e. 8am-6.30pm)?
 0 1 2 3 Other, please state _____

- Do you have off street parking facilities? Yes No

- Do you think residents' bays should be extended across driveways? Yes No

- Is this address
 Your home Retail premises Offices Other, please state _____

Part 2

Do you support the measures as shown on the plans of Greenford Road:

PARKING

- | | Yes | No | Undecided |
|---|--------------------------|--------------------------|--------------------------|
| • The resident bays? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The pay and display bays? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The shared use bays in the side roads near the shops? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The disabled bay and the loading bay near Sudbury Hill, Harrow Railway Station? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The motorcycle bays? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The pedal cycle racks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ROAD SAFETY, BUS AND PEDAL CYCLE FACILITIES

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| • The provision of a new pedestrian refuge (outside Orley Court) and the relocation of the existing one (from outside no. 70 to outside no's 40/42)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The provision of a new toucan (outside Sudbury Railway Station) and the conversion of the pelican to a toucan crossing (outside Sudbury Hill Underground Station)? <i>(A toucan crossing is a combined signalled pedestrian and cycle crossing)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The bus stop clearways including bus borders? <i>(A bus border is a widening of the existing kerb to deter parking at the bus stop. It also optimises the available parking space on the approach to the bus stop.)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The advisory cycle lanes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The junction modification at Greenford Road / South Vale, including a wider pedestrian footway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The junction modification at the private access road to 52-60 Greenford Road (road north of New Road)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • The new bridge (no steps or ramps) alongside the existing vehicle Sudbury Hill Railway Station bridge for pedestrians and pedal cyclists?
<i>(Note: this a long term proposal due to the cost)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Thank you for taking the time to complete this questionnaire. Please note that at this stage it will not be possible to reply individually, but all comments will be considered. If you have any comments, please use the space provided overleaf. If you do not want your response to be available for public inspection please tick here .

Appendix 2 - Consultation Results

Note: Actual figures shown in ().

Part 1

Do you experience difficulty finding a parking space in your road?

Yes = **47% (74)**
No = 44% (69)
Don't Know / No Opinion = 9% (14)

If a scheme is agreed, which of these times would you prefer?

Mon–Sat, 8 am – 6.30pm = 36% (53)
Mon–Fri, 11am – 12 noon = **42% (62)**
Other = 22% (33)

Do you support in principle the introduction of a residents' parking scheme in your road?

Yes = **63% (101)**
No = 33% (52)
Don't Know / No Opinion = 4% (7)

Do you support the layout of parking bays in your road as shown on the enclosed plan(s)?

Yes = **56% (89)**
No = 35% (57)
Don't Know / No Opinion = 9% (14)

How many cars do you normally park on street during the day (i.e. 8am-6.30pm)?

0 = **47% (76)**
1 = 41% (67)
2 = 8% (13)
3 = 1% (2)
Other = 3% (5)

Do you have off street parking facilities?

Yes = **74% (118)**
No = 26% (42)

Do you think residents' bays should be extended across driveways?

Yes = 20% (31)
No = **80% (121)**

Is this address:

Your home = **93% (148)**
Retail premises = 4% (7)
Offices = 3% (4)
Other = 0% (0)

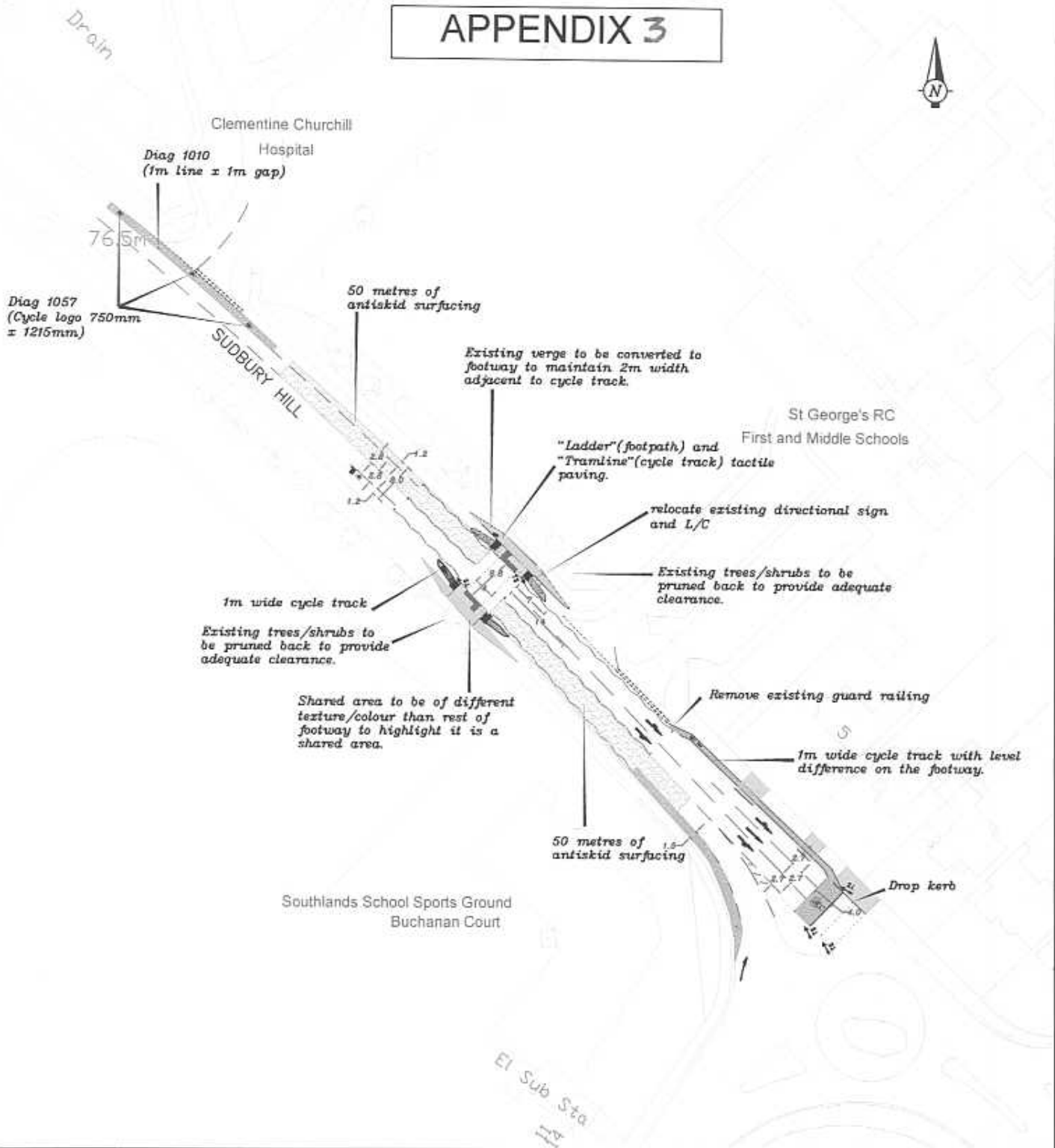
Part 2/....

Part 2

Do you support the measures as shown on the plans of Greenford Road:

<u>PARKING</u>	Yes	No	Undecided
The resident bays?	59% (89)	29% (43)	12% (18)
The pay and display bays?	62% (90)	31% (45)	7% (11)
The shared use bays in the side roads near the shops?	59% (86)	31% (46)	10% (15)
The disabled bay and the loading bay near Sudbury Hill, Harrow Railway Station?	70% (105)	21% (32)	9% (14)
The motorcycle bays?	62% (92)	28% (41)	10% (15)
The pedal cycle racks?	68% (101)	22% (33)	10% (14)
<u>ROAD SAFETY, BUS AND PEDAL CYCLE FACILITIES</u>			
The provision of a new pedestrian refuge (outside Orley Court) and the relocation of the existing one (from outside no. 70 to outside no's 40/42)?	59% (85)	19% (28)	22% (31)
The provision of a new toucan (outside Sudbury Railway Station) and the conversion of the pelican to a toucan crossing (outside Sudbury Hill Underground Station)? <i>(A toucan crossing is a combined signalled pedestrian and cycle crossing)</i>	60% (90)	28% (42)	12% (19)
The bus stop clearways including bus borders? <i>(A bus border is a widening of the existing kerb to deter parking at the bus stop. It also optimises the available parking space on the approach to the bus stop.)</i>	67% (101)	26% (40)	7% (11)
The advisory cycle lanes?	45% (66)	38% (57)	17% (25)
The junction modification at Greenford Road / South Vale, including a wider pedestrian footway?	66% (98)	20% (30)	14% (21)
The junction modification at the private access road to 52-60 Greenford Road (road north of New Road)?	56% (82)	17% (24)	27% (40)
The new bridge (no steps or ramps) alongside the existing vehicle Sudbury Hill Railway Station bridge for pedestrians and pedal cyclists? <i>(Note: this a long term proposal due to the cost)</i>	58% (88)	25% (38)	17% (26)

APPENDIX 3



HARROW

HARROW ENVIRONMENTAL SERVICES
- ENVIRONMENT, PLANNING & TRANSPORTATION



Interim Head of Environmental Services
WYNNE HODGSON - TRCS DMS
P.O. Box 36, Civic Centre,
Harrow, Middlesex HA1 2UJ
Tel: 020 8583 5611 Fax: 020 8424 7882

REV	DATE	DESCRIPTION
-	-	

Project Cycle Route to Clementine Hospital		
Title Layout Plan		
Scale 1:1000	Drawn SF	Traced SAF
	Date 09/06/03	Checked MRS
Drawing no. -		
AutoCAD file O:\TRAFFIC\SAF\toucon-ttf.dwg		

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL

24 JUNE 2003

FOR INFORMATION

Decisions taken by the Environment and Transportation Portfolio Holder on the basis of recommendations received from the Traffic and Road Safety Advisory Panel following the last meeting, held on 5 April 2003

The following recommendations were endorsed by the Portfolio Holder on 10 March 2003:

- (1) Queensbury Station Area Parking Review – Results of Consultation
- (2) Controlled Parking Zones/Residents Parking Schemes – Annual Review and Related Petitions
- (3) Kenton Road – Banned Right Turn into Kenton Lane
- (4) The Traffic Signs Regulations and General Directions 2002
- (5) Walton Road/Harley Road – Petition for Yellow Lines
- (6) Lowlands Road Local Safety Scheme and Harrow on the Hill Station Interchange Proposals – Consultation Results

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