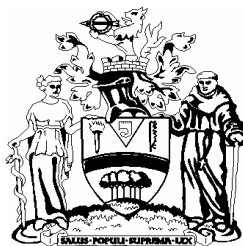


London Borough of Harrow



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 17 SEPTEMBER 2003
7.30 PM

PANEL AGENDA (ADVISORY)

COMMITTEE ROOM 1+2
HARROW CIVIC CENTRE

MEMBERSHIP (Quorum 3)

Chair: Councillor Miles

Councillors:

Burchell
Choudhury
Ismail
Anne Whitehead

Arnold
Harriss
Mrs Kinnear
John Nickolay

(none)

(none)

Reserve Members:

1. Ray
2. Bluston
3. Currie
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

WEDNESDAY 17 SEPTEMBER 2003

AGENDA - PART I

1. **Attendance by Reserve Members:**

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

3. **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.

4. **Appointment of Advisors:**

That the appointment of Mrs R Carratt as representative of Harrow Association of Disabled People for the 2002/03 Municipal Year be noted.

5. **Minutes:** (Pages 1 - 8)

That the minutes of the meeting held on 24 June 2003, having been circulated, be taken as read and signed as a correct record.

6. **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).

7. **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).

8. **Deputations:**

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

- (a) **RE - Controlled Parking Zones - Review of Permits:** (Pages 9 - 10)
(See agenda item 9 (C)): From representatives of a local business

9. **Reports of the Acting Head of Environmental Services:**

- Enc (a) Harrow Town Centre Upgrading of Waiting Restrictions - Objections
(Pages 11 - 30)
- Enc (b) Sudbury Hill Stations Area Controlled Parking Zone - Formal Objections
to the Traffic Order (Pages 31 - 60)

- Enc (c) Controlled Parking Zones - Practical Issues Paper (Pages 61 - 72)
- Enc (d) Crossover Policy Review (Pages 73 - 108)
- To Follow (e) Northolt Station Congestion Study Recommendations
- Enc. (f) Pinner Wood School - Safe Routes to School Consultation Results and Recommendations (Pages 109 - 118)
- Enc (g) West Street - Petition for Bollards (Pages 119 - 126)
- Enc (h) Manor Road and Francis Road Areas Controlled Parking Zone - Consultation Results and Recommendations (Pages 127 - 136)

10. **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 Mrs Kinnear and under the provisions of Committee Procedure Rule 8 (I) (Part 4B of the Constitution)

- (a) The Box junction at the junction of Headstone Lane, George V Avenue and Pinner Road.

AGENDA - PART II

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CABINET

VOL.3 CTRSAP 1

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

24 JUNE 2003

Chair: Councillor Jerry Miles

Councillors: * Currie (3) * Arnold
* Choudhury * Harriss
* Anne Whitehead * Mrs Kinnear
* Ismail * John Nickolay

* Denotes Member present
(3) Denote category of Reserve Member
† Denotes apologies received

RECOMMENDATION 1 - Queensbury CPZ Proposals - Objections to Traffic Orders

Your Panel received the report of the Interim Head of Environment and Transportation which considered formal objections to advertised traffic orders for the reduced Queensbury scheme, and made appropriate recommendations.

The Chair reminded the Panel that they had agreed to the implementation of the minimum scheme at the Panel's March meeting.

Prior to discussing the report, the Panel received a deputation from a representative of the Queensbury Residents' and Traders' Association (QARA). The depute thanked Officers for their co-operation with the residents' association on this scheme, but suggested that three further alterations should be made. He requested that the advertised double yellow line from 252 Mollison Way to the proposed bus clearway be abandoned and the existing single yellow line retained. This proposal was at the request of some residents from Mollison Way. He also requested that the proposed double yellow lines across the front on 120 Turner Road be removed, shortening the yellow line by roughly three metres. His third request was for the reduction of the proposed double yellow lines at the entrances to alleyways on Reynolds Drive to half a house width either side.

In response, officers informed the meeting that they had taken all objections into consideration and, where possible, had accommodated them. Officers commented that the alterations requested on Reynolds Drive and Turner Road were possible. Officers opposed the alterations requested on Mollison Way as the scheme was designed to clear the bend in Mollison Way of cars and the shortening of the yellow line would compromise this. The scheme had already been reduced to the minimum possible and had to comply with the requests of the refuse collectors. An advisor to the Panel commented that the 114 Bus was delayed regularly in this area and welcomed a scheme which would reduce this. Members agreed and acknowledged Mollison Way was a problem.

Resolved to RECOMMEND: (To the Executive)

That (1) 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.

(2) officers be authorised to proceed with the amended traffic order making and implementation in accordance with Appendix D, subject to the shortening of double yellow lines outside 120 Turner Road by three metres and the reduction of double yellow lines where feasible to half a house width either side of alleyway entrances in Reynolds Drive, and advise the objectors accordingly.

REASON: To deter obstructive parking and improve access and road safety.

RECOMMENDATION 2 - Parking Charges, Objections to Traffic Order and Harrow Town Centre Controlled Parking Zone Consultation

Your Panel received the report of the Interim Head of Environment and Transport which considered formal objections to the Traffic Orders relating to borough wide changes to parking charges and presented the results of consultation on extension of the Harrow Town Centre, CPZ

The Chair informed the Panel that Sunday car parking charges had been part of the budget review. He noted that, following objections, the proposals for Chapel Lane car park had been withdrawn. No changes to the Harrow Town Centre CPZ would be made, although it would be reviewed as part of the annual CPZ review next year.

Prior to discussing the report, the Panel received deputations from representatives of Churches Together in Central Harrow and Middlesex New Synagogue. The deputees opposed Sunday car parking charging.

The deputee from Churches Together in Central Harrow informed the meeting that his organisation represented five churches in Central Harrow and all objected to Sunday car park charging. He stated that both the Harrow Baptist Church in College Road and the Church of St John the Baptist, Greenhill in Sheepcote Road would be badly effected by the charges, with parishioners potentially having to pay parking charges of £3 to £4 each Sunday. He objected to the charges on the basis that people would be penalised for attending church and claimed the proposals were religiously insensitive as Sunday was a special day for Christians. He added that there were several objections raised by the Harrow Town Centre Forum and that the charges would have a derogatory effect on the town centre. In response to a question from a Member, the deputee stated that the churches held events throughout the day on Sundays.

The deputee from Middlesex New Synagogue informed the Panel that his organisation opposed the charges because it would have a detrimental effect on people using the synagogue on Sundays. The synagogue's own car park was closed for safety reasons so patrons were either required to use the car park in Vaughan Road or park on the road outside. The synagogue was used for weddings and a religious school on Sundays and patrons of these events would potentially be subject to car park charges. In response to a question from a Member, the deputee stated that the majority of users were not town centre residents.

Officers commented that there were also demands in the Vaughan Road car park from local residents as there was insufficient car parking spaces in Vaughan Road and the surrounding area for residents and that all people's aspirations could not be met. The car parks in Harrow town centre were there to provide vitality and viability for shops and offices and not parking for churches. The proposals did not prevent attendance at church, as there are several alternative methods of transport if church goers did not want to pay. These measures are proposed to increase the turnover of parking spaces.

A Member commented that Sunday charging would encourage shoppers to go elsewhere. In response officers stated that the scheme would attract shoppers to the town centre as finding a parking space would be easier. Shoppers were attracted to a shopping centre by the certainty of finding a parking space. However, without extending the CPZ operating hours parking on side roads could be a problem.

In response to a question from a Member, officers confirmed that measures to protect bus routes into Harrow were included in the scheme. Residents immediately affected would be consulted on these measures at the Traffic Orders stage. The proposals included placing double yellow lines 'under' pay and display bays to allow their suspension for road works etc. Officers assured the meeting that no parking spaces would be lost as a result of this scheme.

In discussion on the parking account, officers confirmed that parking revenue was ring-fenced and was spent on Freedom Passes and that the account was in deficit.

In response to comments from Members, officers assured the meeting that the scheme was designed for traffic management purposes, not revenue raising. Sunday charging would create a better turnover of cars, attracting more people to shop in Harrow town centre.

The Advisor to the Panel from the Harrow Public Transport Users' Association commended that bus use was not free on a Sunday, so why should parking be free. He reiterated that the availability of parking spaces was an important tool in attracting shoppers to Harrow. He noted that both Watford and Uxbridge charge on Sundays and that had not seen a reduction in business. He suggested that a flat charge for parking could be applied, as suggested in the letter from Debenhams.

A Member commented that free parking on Sundays meant that visitors to Harrow town centre on Sundays did not consider alternative means of transport. She added that churches would have to consider car sharing and green travel plans. In response a Member commented that Sunday was traditionally a family day with the family going to

church or shopping together by car and that in his experience he had no problems with the levels of traffic in Harrow town centre on a Sunday.

A Ward Member for Greenhill, present to speak on this item, commented that while he had sympathy for the deputees, he was satisfied that the changes were in the interest of the town centre and that the car park charges were for traffic management purposes.

A Member commented that churches were an important part of Harrow's vitality and the charges would affect the number of worshippers attending church. They suggested that Sunday charging was not inclusive and was penalising Christians. A Member stated that with the current level of car parking provision in Harrow town centre, she saw no reason to implement charging.

The deputy leader of the Council, present to speak on this item, commented that the trend towards increased Sunday trading could not be stopped but needed to be managed effectively. He again reassured the meeting that traffic management issues and not financial gain motivated this scheme. He reminded the Panel that no exceptions to parking charges were made for other religious communities on other days of the week, so to make the exception for churches would be creating inequality between religious groups. All new places of assembly, including religious buildings were required to submit a Green travel plan to obtain planning permission.

Summing up, the Chair thanked the Panel for a positive debate. Harrow would be falling in line with other town centres by introducing Sunday car park charging. It was not a revenue generating exercise but an attempt to improve the vitality and viability of Harrow town centre. In addition the scheme would improve the efficiency of buses, encouraging the use of alternative forms of transport.

Resolved to RECOMMEND (To the Executive)

That

(1) (a) for parking charges, 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 Town Centre Controlled Parking Zone no action be taken as 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) certain on-street waiting restrictions be upgraded under section 6 of the Road Traffic Regulation Act 1984 to implement the proposals as shown in Appendix 7 subject to the consideration of any formal objections received by the advertising of the necessary Traffic Order.

(REASON: To control parking and to allow for the monitoring of potential parking problems after implementation)

(Councillors Arnold, Harriss, Mrs Kinnear and John Nickolay wish to be recorded as having voted against recommendations 1(a) and 3).

RECOMMENDATION 3 - Sudbury Hill Stations Area Controlled Parking Zone and Related Traffic Management Works

Your Panel received the report of the Interim Head of Environment and Transport which outlined proposals for a Sudbury Hill Stations Area controlled parking zone (CPZ), incorporating other traffic management proposals for Greenford Road. The report made appropriate recommendations based on the results of consultation to date.

The Chair informed the Panel that the Traffic Orders for Brent's CPZ in neighboring roads would be released shortly. The Brent zone would operate Monday to Saturday, 8.00am to 6.30pm. The consultation had produced a clear majority for both the CPZ and for the safety and cycle features.

Officers tabled an amended appendix 2 which contained an update on the consultation results and drew the Panel's attention to the second supplemental agenda which contained the withdrawal of the rearrangement of pedestrian refuges in Greenford Road. This revision was made following consultation with a local builders merchant over the size of lorries accessing the premises. This change would require reconsultation of affected residents. Officers confirmed that the Bus stop clearways would operate for 24 hours.

In response to questions regarding the long term plans for a pedestrian and cycle bridge, officers informed the meeting that a bid for a feasibility study would be made next year. If the feasibility report was positive, a bid for funding for the implementation of the scheme would be made the following year. Officers commented the bridge was situated on the proposed route of the 'Capital Ring' strategic walking route.

Members commented that the consultation response favoured CPZ operating hours from 11.00am to 12.00pm while the report proposed operating hours of 8.00am to 6.30pm. Officers explained that this had been proposed as the original appendix 2 showed an even split for the two options and to match Brent's operating hours. The CPZ could operate from 11.00am to 12.00pm, but this would require additional signing and may cause some confusion for motorists. Officers also advised a review of the scheme in the spring may lead to residents preferring the longer hours following experience, resulting in abortive costs and resource implications. Officers recommended that, even if the operating hours were revised, the Pay and Display parking spaces should still operate from 8.00am to 6.30pm.

In response to comments from a Member, Officers explained that the objections from residents' to the new bus stop adjacent to Sudbury Hill Station was because they felt it would restrict their view when making a right turn out of Cavendish Avenue. The installation of pay and display bays instead, officers felt would cause more restriction of vision than a bus which would seldom be there.

In response to further questions from Members, officers confirmed that consultation on the Toucan crossing on Sudbury Hill had not yet commenced and that any objections received would be reported to the Portfolio Holder.

In discussion of the scheme, a Member encouraged the Panel to adopt the 11.00am to 12.00pm CPZ operating hours to assist local businesses, who he suggested would be badly effected by a lack of parking for shoppers with longer operational hours. Another Member endorsed these comments and stated that short term parking spaces were key for long term economic viability of the area. She commented that commuter parking was the main problem in the area, and while the residents of Cavendish Avenue would be pleased with the scheme, there were some concerns that residents of South Vale would have insufficient parking spaces. The Member also stated objections to the cycle lanes and curb build-out and her support for the objection from residents to the new bus stop adjacent to Sudbury Hill Station.

Resolved to RECOMMEND: (To the Executive)

That the following be implemented:

- (1) the Sudbury Hill Stations Controlled Parking Zone incorporating other measures for Greenford Road as shown in Appendix 4, the operational hours to be Mondays to Saturdays 11am to 12pm subject to the advertising of the necessary traffic orders under Sections 6 and 45 of the Road Traffic Regulation Act 1984 and the consideration of any formal objections that may be received as a result.
- (2) the two toucan crossings on the Greenford Road as shown at Appendix 4 under Section 23 of the same Act;
- (3) 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;
- (4) the local safety scheme measures, the bus priority measures, advisory cycle lanes and advance stop lines as shown at Appendix 4; and
- (5) the long-term 'walkway' bridge feasibility study for Sudbury Hill (mainline station) will be subject of a future report be noted.

REASON: In order to control parking, reduce accidents, improve bus services and

encourage the use of more sustainable forms of transport.

(Councillor Mrs Kinnear wishes to be recorded as voting against recommendation 4)

1. **Appointment of Chair:**

RESOLVED: To note the appointment of Councillor Miles as Chair of the Traffic and Road Safety Advisory Panel for the Municipal Year 2003/04.

2. **Attendance by Reserve Members:**

RESOLVED: To note the attendance of the following duly appointed Reserve Members:

<u>Member</u>	<u>Reserve</u>
Councillor Burchill	Councillor Currie

3. **Declarations of Interest:**

RESOLVED: To note the following declarations of interest:

(1) Councillor Mrs Kinnear declared a personal interest in item 11b as she was a resident in the Harrow Town Centre Controlled Parking Zone and a member of a local church.

(2) Councillor Bluston, present to speak on item 11b as an ward Councillor, declared a personal interest as a member of the Town Centre Forum, a trustee of Victoria Hall and a regular attendee at a synagogue.

4. **Arrangement of Agenda:**

RESOLVED: That all items on the agenda be considered with press and public present.

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

Councillors John Nickolay and Ann Whitehead were respectively nominated to the office of Vice Chair. Upon a vote it was,

RESOLVED: That Councillor Ann Whitehead be appointed as Vice-Chair of the Traffic and Road Safety Advisory Panel for the 2003/2004 Municipal Year.

6. **Appointment of Advisors:**

RESOLVED: That the appointment of non-voting advisors to the Panel for the 2003-04 municipal year be noted:

Harrow and District Pedestrians' Association – Mrs R Belinfante
Harrow Public Transport Users' Association – Mr A Wood
North West Area Traffic Management (Met Police) – Mr M Faul

7. **Minutes:**

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

8. **Public Questions:**

RESOLVED: To note that there were no public questions.

9. **Petitions:**

RESOLVED: To note the receipt of the following petition:

(1) Petition regarding a request for a residents' parking bay scheme from the residents of Bruce House, Sovereign Place: Councillor Bluston presented the above petition signed by 37 residents. Officers undertook to investigate the request and

report back to a future meeting.

10. **Deputations:**

RESOLVED: To note the receipt of the following deputations:

- (1) Re – Queensbury CPZ proposals – Objections to traffic orders: From a representative of the Queensbury Residents' and Traders Association. (See recommendation 1)
- (2) Re – Parking charges, objections to traffic orders and Harrow town centre controlled parking zone consultation: From a representative of the Churches Together in Central Harrow. (See recommendation 2)
- (3) Re – Parking charges, objections to traffic orders and Harrow town centre controlled parking zone consultation: From a representative of Middlesex New Synagogue. (See recommendation 2)

11. **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 10.00pm to continue until 10.10pm

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

(i) Rowlands Avenue Closure:

A Member informed the Panel that the Panel had agreed to the closure of Rowlands Avenue on 5 December 2001. At the last meeting the Panel, had been informed that work would begin in June, with work now due to start on 30 June. Gareth Thomas MP had raised the closure of Rowlands Avenue in Parliament and accused TfL of delaying the implementation of the scheme through failure to provide funding. The Member expressed his regret that a motorcyclist had died prior to the implementation of the scheme.

A Member commented that perhaps the implementation of the Rowlands Avenue closure could have been speeded up at the expense of other schemes. He added that he was alarmed at the number of rat-running drivers he saw. The Chair expressed his regret on behalf of the Panel at the accident. He assured the Panel a report would be presented to the Panel once the Coroner's investigation had been completed. He added that the implementation of the Rowlands Avenue closure was subject to objections to the experimental Traffic Orders. A Member commented that the local residents' association had campaigned for the closure of Rowlands Avenue for several years.

RESOLVED: That a report on the accident at the junction of Oxhey Lane and Rowlands Avenue be submitted to a future meeting.

(ii) Policy on Crossovers:

A Member had raised this issue as local residents had contacted him regarding the policy for permitting crossovers. A Member commented that he had been informed that permission for a crossover fell into the following categories, corners, trees, size of garden and number of crossovers permitted. A Member added that previous changes to policy on crossovers had led to some inconsistencies in the granting of permission for crossovers.

RESOLVED: That a report on crossover policy be submitted to the next meeting

13. **Portfolio Holder Decisions:**

RESOLVED: To note the report submitted.

(Note: The meeting having commenced at 7.30 pm, closed at 10.01 pm)

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(Signed) COUNCILLOR JERRY MILES
Chair

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12th September 2003

Mr Ben Jones
Harrow Council

Dear Mr Jones,

Further to my conversation with you today, I write to formally confirm that my colleague & I will be attending the Traffic Committee meeting on Wednesday 17th September at 7.30pm.

From our conversation, it became clear that we need the support of at least another 8 people that share our views on the traffic scheme imposed on us all recently. Below are the signatures from the appropriate number of local business people. I trust that this means that we will be afforded the 10 minutes that we are entitled to express our views and question policy.

You asked me to briefly outline the areas that we are concerned about, a short but by no means exhaustive list is shown below:

What is the scheme designed to do, raise revenue or control commuter parking?

Why are there two periods during the day with restricted parking?

Why are there no permits available for business users at "reasonable rates", does the council believe that £40.00 per year for residents and £500.00 per year for business users is fair and reasonable?

Why are there time limits on parking in un-restricted zones :car parks, meters etc? This means business users have to continually move vehicles throughout the day?

Does the fact that the side streets around Wealdstone are bereft of cars all day, prove that commuters are not parking in the morning, making the afternoon restriction unnecessary?

We all feel strongly about this issue, some of us are giving serious consideration to relocating to a different borough, one with an understanding of how businesses benefit the local community.

We look forward to hearing the views of the Traffic Planning Committee next week.

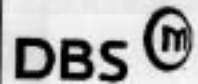
Yours Sincerely

S. Shanahan & B. Goodman

Others:



A MEMBER OF
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LONDON BOROUGH OF HARROW

Agenda item:
Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	17 September 2003
Subject:	Harrow Town Centre - Upgrading Waiting Restrictions – Objections
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transportation
Relevant Portfolio Holder:	Environment and Transport
Status:	Part 1
Ward:	Greenhill
Enclosures:	Appendix A – Copies of formal objections to the traffic orders Appendix B – Summary of objections and officer comments Appendix C – Revised proposals Appendix D – Unrevised proposals for St. John's Road, Lyon Road, Gayton Road and College Road.

1. Summary

- 1.1 Upgraded waiting restrictions for various roads in Harrow Town Centre have been statutorily advertised. As a result, five formal objections to the traffic order have been received.
- 1.2 This report considers the formal objections to the traffic order and recommends that a modified scheme be implemented.

2. Recommendations (for decision by the Environment and Transport Portfolio Holder)

2.1 That the Panel recommends:

- (a) that the objections be set aside for reasons given in Appendix B except for (b) below and that the objectors be advised accordingly;
- (b) The proposed no waiting at any time restriction not be implemented between the boundaries of 87/89 and 119/121 on the south-eastern side of Headstone Road, as shown at Appendix C; and
- (c) That officers take all necessary steps under Section 6 of the Road Traffic Regulation Act 1984 to implement the proposals previously advertised subject to the amendment as shown at Appendix C.
- (d) Note that the request to convert the resident bay in Headstone Road immediately north of Oakley Road be considered again at the next controlled parking zone review for this area.

**REASON:
To control parking.**

3. Consultation with Ward Councillors

- 3.1 Ward Councillors were sent copies of the letters advising residents and traders of the proposal.

4. Policy Context (including Relevant Previous Decisions)

- 4.1 The Traffic and Road Safety Advisory Panel (24 June 2003) recommended charges be introduced in Harrow Town Centre's on-street and off-street parking spaces on Sundays. In addition some upgraded waiting restrictions were considered necessary to protect bus routes and other sensitive streets near off-street car parks from potential on-street parking problems, particularly on Sundays. Officers were authorised to statutorily advertise proposals to upgrade waiting restrictions to "no waiting at any time" in parts of Headstone Road, Oakley Road, Hindes Road, College Road, Station Road, Gayton Road, Lowlands Road, Grove Hill Road, Peterborough Road, St. John's Road, Lyon Road and Kenton Road. Also the north side of College Road where the proposal is for additional restrictions to operate on Sundays 10am – 6pm. (Portfolio Holder for Environment and Transportation - Decision 008/03).
- 4.2 The parking bay in Headstone Road immediately north of Oakley Road was converted from pay and display bays to the existing resident bays in 1996 following consultation with the residents who front this bay.

Recent daytime parking surveys show that daytime use of the resident bays is heavy with all spaces being occupied by residents. Parking surveys will be undertaken again at the CPZ review stage to see if there is any change in parking patterns. The decision was made by the Traffic, Transport and Road Safety Sub-Committee 5 June 1995 (Resolution 13).

5. Relevance to Corporate Priorities

- 5.1 Enhancement of the environment in Harrow by bringing about more sustainable transport activity.

6. Background Information and options considered

- 6.1 The traffic orders were advertised on 24 July 2003. As a result five formal objections have been received, copies of which are at Appendix A. In some cases, other issues are raised not related to the advertising of this order. These matters are being dealt with separately. A summary of the objections together with officer comments are at Appendix B. The revised proposals having taken into account these objections where appropriate are at Appendix C.
- 6.2 Listed below are details of bus services, which use routes that are included in the proposal where objections have been received:

Bus No.	Route	Road Used	Mon-Fri day time frequency	Sunday day time frequency	First and last bus Mon-Fri	First and last bus Sunday
H14	Northwick Park Hospital to Hatch End	Headstone Road	10-12 minutes	15 minutes	06.22 & 23.42	07.02 & 23.02
114	Mill Hill Broadway to Ruislip Station	Gayton Road	12 minutes	20 minutes	05.00 & 00.45	06.45 & 00.45
183	Golders Green to Pinner	Gayton Road	12 minutes	20 minutes	05.25 & 24.00	07.10 & 24.00

7. Consultation

- 7.1 Traffic Orders were advertised in the Harrow Observer and the London Gazette on 24 July 2003 inviting objections over a 21 day period.
- 7.2 Notification letters sent to frontagers affected in Harrow Town Centre were sent on 24 July 2003.
- 7.3 Street notices were displayed inviting objections.

8. **Finance Observations**

- 8.1 The estimated cost of these proposals including order making is £6,500 which can be contained within the car parking budget.

9. **Legal Observations**

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

10. **Conclusion**

- 10.1 As a result of the Council's decision to introduce Sunday Charging for parking in Harrow Town Centre, it was considered that a number of main roads into the Town Centre and other sensitive roads near car parks required further protection. The necessary traffic orders have been advertised and this report addresses those objections. Where appropriate the proposals have been amended. It is now recommended that the amended proposals proceed to implementation.

11. **Background Papers**

- Traffic, Transport and Road Safety Sub-Committee; 5 June 1995; Res (13)
- Traffic and Road Safety Advisory Panel minutes 24 June 2003.
- Portfolio Holder for Environment and Transportation (Decision 008/03).
- Traffic Orders advertised on 24 July 2003.
- Street Notices.
- Letter sent to frontagers affected dated 24 July 2003.
- Parking surveys in St John's Road, Lyon Road, Gayton Road and Headstone Road – August 2003.

12. **Author**

- 12.1 Debbie Leeson-Rabie, Project Engineer, Transportation (West).
Tel No.: 020 8424 1540
Email: debbie.leeson-rabie@harrow.gov.uk

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AND

TAPP BLACKMORE & WESTON

E.R. SEGALL, LL.B. (LEEDS.)

*Suite 216**Signal House**16 Lyon Road**Harrow**Middx.*

HA1 2EG

Our Ref: ERS/FB

25 July 2003

Ms Debbie Leeson-Rabie
Project Engineer
London Borough of Harrow
Environment and Transportation
P.O. Box 38
Civic Centre
Harrow HA1 2UZ



Dear Ms Leeson-Rabie,

Re: Harrow Town Centre - Proposed Double Yellow Lines

I refer to Steve Swain's letter to my Firm dated 24 July, and our telephone conversation this morning, when I raised certain objections to the new waiting restrictions that it is proposed should be added in Gayton Road, Lyon Road and St. John's Road.

I note that the proposal is that all existing single yellow lines should become double yellow lines, thus preventing parking at any time of the day or night anywhere except in the existing "pay and display" parking bays.

As I pointed out to you, the affect of this is likely to significantly reduce the space which is currently available for people to park in all three roads after 6.30 pm in the evening. As I am sure you are aware, the opening of several new Public Houses, Wine Bars and Restaurants in the last few years has resulted in a much larger number of people visiting the Town Centre on weekday evenings, and of course many of the larger shops are now staying open longer, particularly on Thursday evenings.

Whilst the introduction of 24 hour restricted parking in these three roads should not have any adverse effect on my own practice (since we are only open on weekdays, between 9.30 a.m. and 5.30 p.m.) I suspect that a significant number of people who regularly visit Harrow in the evening and who park, particularly in Lyon Road and St. John's Road, may be discouraged from doing so if these proposed restrictions are introduced, which could obviously have an adverse effect on the eating and drinking establishments in the Town Centre, not to mention those retail outlets with extended opening hours.

I would also point out that, although Gayton Road is on a bus route, the buses travel in one direction only and congestion caused by parked cars is therefore less likely to be a problem so far as the buses are concerned.

Cont/.....

Whilst writing, may I also take the opportunity of drawing to your attention, two matters of general road safety in relation to Lyon Road which have been concerning me for some time. As you may know, for some years Lyon Road has been a one-way Street from Gayton Road down to St. John's Road, and most people are aware of this. However, I do from time to time see vehicles going up Lyon Road in the wrong direction, having presumably driven out of one of the several car parks in that road (some of the worst offenders are people coming out of Iceland's car park, who whether inadvertently or otherwise, turn right in order to get back into Gayton Road, rather than turning left and going round the one way system as they ought to do.) I fear that, sooner or later, a nasty accident is going to be caused by one of these drivers colliding with an unsuspecting pedestrian stepping out from the pavement with their back towards the vehicle being driven in the wrong direction, or with a car turning into the top of Lyon Road from Gayton Road and not expecting anything to be coming in the opposite direction.

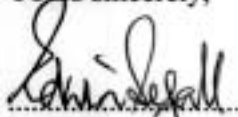
The one-way street sign opposite the exit to Iceland's car park was frequently vandalised, and now seems to have disappeared completely. The signs further down Lyon Road should also be checked to make sure that they are in the most effective positions. May I suggest that, as an added safety measure, white arrows should be painted on the ground at the exits of Iceland and all of the other car parks along Lyon Road, to warn drivers that they must leave in one direction only.

The other safety aspect which concerns me relates to people who drive up from the bottom of St. John's Road, not realising that when they reach the junction with Lyon Road they have to give way to vehicles coming from their right. Twice recently, whilst driving down Lyon Road, I have only narrowly managed to avoid cars being driven up St. John's Road, which failed to give way. On both occasions it was dark, and the drivers of the other vehicles probably did not even realise that they were meant to give way. May I suggest that the road markings at that junction are reviewed and the position made clearer, particular at night time.

Incidentally, it is not unusual to see vehicles entering into St. John's Road from Gayton Road, in the wrong direction. I think the reason for this is that the No Entry signs at the junction with Gayton Road are not that effective, whilst the road markings which were painted on the entrance to St. John's Road when the revised one-way system was introduced have now worn away to such an extent that they are virtually illegible.

I would be most grateful if you could kindly bring my views and observations to the attention of those responsible in your department.

Yours sincerely,



E.R. SEGALL

P.S. Can nothing be done to enforce the 10 mph speed limit in the pedestrianized area of Station Road between College Road and Debenhams? Bus drivers seem to be amongst the worst offenders. If ever there was a case for introducing speed cameras or humps, this must surely be it!



August 2003

LONDON	7
F1	2
11 AUG 2003	
PAF	MRS 12/8
Acknowledged	

Webbers Chemist
105 Headstone Road
HARROW
Middx. HA1 1PG

Dear STGVB SWAN

I am writing to you as the owner/pharmacist of Webbers Chemist, 105 Headstone Road, in reply to your letter: ref: 92 - 05 - /3/1 "Harrow Town Centre Proposed Double Yellow Lines".

I object vehemently to this proposal, which, if implemented would mean the collapse of this pharmacy and the parade, as viable small businesses, for the following reasons:-

- 1 - Double yellow lines are frightening to all motorists and would stop people letting their elderly or infirmed passengers off, to go to the surgery next door and to pick up their medication from us.
- 2 - Waiting restrictions would not be necessary in the evening when the shops are shut.
- 3 - The proposal was to stop people parking free of charge near the town centre on a Sunday. Why destroy the rest of the week's trading for the few remaining traders that Harrow possesses, for a few hours on Sunday?
- 4 - Double Yellow Lines only cause excess parking in other near-by streets, e.g. Harrow View, Hindes Road, etc.
- 5 - All the parade, including the Medical Centre, next door, will be adversely affected by this proposal.

I am sure that Harrow Council does not intentionally mean to destroy small businesses.

A solution to this problem could be single yellow lines on our parade, operational seven days a week 8.30a.m. - 6.30p.m.

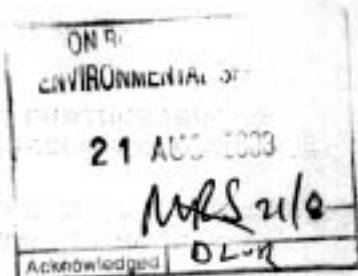
This would have the same effect that you require for Sundays, without destroying the small business trade for the rest of the week. All that would be required would be a change in the signposts.

In the last couple of years, there has been a reduction in PAY and DISPLAY BAYS in favour of spaces for Residents Parking holders. During the day, these bays are empty. It would be beneficial to all and sundry if these bays could be utilised as Pay and Display during working hours and for permit holders, at other times.

I am certain that common sense will prevail on these issues, especially concerning Double Yellow Lines and the suggestions listed taken on board for any final decision.

Yours sincerely,

Dr S J Joshi
Dr K Gandhi



107 Headstone Road
Harrow HA1 1PG
Tel: 0208 863 8923
Fax: 0208 424 9370

19th August 2003

Mr S Swain
Transportation Manager
London Borough of Harrow
Environmental Services
P O Box 38
Civic Centre
Harrow

Dear Mr. Swain,

Re: Harrow Town Centre - Proposed Double Yellow Lines

We are a General Practice based at the above address and would refer to your letter 92.05/3/1.

We object strongly to this proposal, which, if implemented would be detrimental to the small businesses and cause a great deal of inconvenience to patients registered at this Practice.

Double yellow lines frighten off motorists and would stop people letting off their elderly or infirm passengers to visit the surgery and pharmacy.

Waiting restrictions would not be necessary in the evening when shops are shut.

The proposal was to stop people parking free of charge near the town centre on a Sunday so why destroy the rest of the week's trading for the few remaining traders in Harrow for a few hours on a Sunday when an alternative is possible?

Double yellow lines only cause excess parking in other nearby streets, such as Harrow view and Hindes Road.

All the businesses in addition to our Practice will be adversely affected by this proposal.

I am sure that Harrow Council does not intentionally mean to destroy small businesses.

A solution to this problem could be single yellow lines on our parade, operational seven days a week 8.30 am - 6.30 pm.

This would have the same effect that you require for Sundays, without destroying the small business trade for the rest of the week. All that would be required would be a change in the signposts.

In the last couple of years there has been a reduction in Pay and Display Days in favour of spaces for Residents Parking holders. During the day, these bays are empty. It would be beneficial to all and sundry if these bays could be utilised as Pay and Display during working hours and for permit holders, at other times.

I am certain that common sense will prevail on these issues, especially concerning Double Yellow lines and the suggestions listed, taken on board for any final decision.

Yours sincerely,



Dr S Joshi & Dr K Gandhi

Anne Francis 93 Roxborough Road Harrow HA1 1NT

August 21, 2003

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



Dear Sir,

I am aware that my residents' association may be addressing this issue, but I would like to express my personal concerns about proposals to alter yellow lines along Headstone Road.

I am a frequent H14 user down this road at various times, both within rush hour and without and have been for some years. It is exceptional in my experience, and I wish to emphasise this, for there to be any delay because of parking outside rush hour. Whereas in rush hour when there should be no parking, because of the particular difficulties of heavy traffic flow during this period, a narrow road and a lot of housing with building and rebuilding activity and very limited off road parking there is not infrequent delay from temporary parking despite any yellow lines, so that I can't see how any amount of yellow lines are going to solve this particular problem.

I feel it is pertinent to add that the parking spaces outside my much used doctor's practice with the late opening chemists next door are barely adequate. I was aware in the past that the practice nurse on occasions had to find a space in a neighbouring street. The chemist in particular, offering a late opening facility for this area, would be greatly affected by such a proposal to the detriment of a wide-reaching community, and also it would be impossible to drop communications into the doctor as is often needed, let alone visit the excellent general grocery store which keeps open until very late. Also there is a late-opening launderette.

The planning committee is doing its best not to add to the traffic flow problem by not allowing developments with parking spaces so more dwellings but not necessarily more cars in this area. More dwellings means a greater need for more local shopping. I consider the small shops here as well as elsewhere in Harrow are an underrated asset. They are convenient, they open late and they very much cater for the disadvantaged; for instance local shops will often pop round an order for the sick and/or elderly. Not everybody can afford the internet and £5 delivery charge for Tesco's. Nothing should be done to at all take from the trade of alternative small shops. The only way round this might be to make as many free parking spaces as possible, but as there are snags with this I hope you will leave things as they are.

Yours sincerely

Anne Francis

L.B Harrow Environmental Services,
P.O. Box 28
 Civic Centre
 Harrow HA1 2UZ

3 Bonnersfield Close,
 Harrow HA1 2LQ

13/08/03

LONDON
ENVIRONMENTAL SERVICES
14 AUG 2003
DL-TRANS
MS1918

→ Ref to Steve Ewan.

Proposed Central Harrow
No Parking proposals

HIGHWAY ENFORCEMENT
12 AUG 2003
REF:

Dear Sir or Madam

I am horrified at the idea of not being able to park anywhere in Central Harrow, except car parks, which are useless for frail elderly.

I regularly attend worship at Harrow Baptist Church, College Road, and use the single yellow lines in Station Road on Sunday mornings to park my car so I can be prepared to transport frail elderly worshippers who are unable to access public transport from their homes, & are not eligible for disabled stickers.

I myself am 84, - though a member of the residents panel I was not asked for an opinion about double yellow lines.

There are too many Sunday morning worshippers for the church car park to accommodate all who need it.

I consider that parking should be allowed, as now, particularly between 10 am & 1 pm on Sundays, - a double yellow line would however be acceptable for the few car spaces where Station Road narrows.

Buses etc. are not being delayed by legal parking in Station Road, but by the lack of a Box Junction where Sheepcote Rd meets it. Please no Double Yellow Lines!

Yours sincerely.

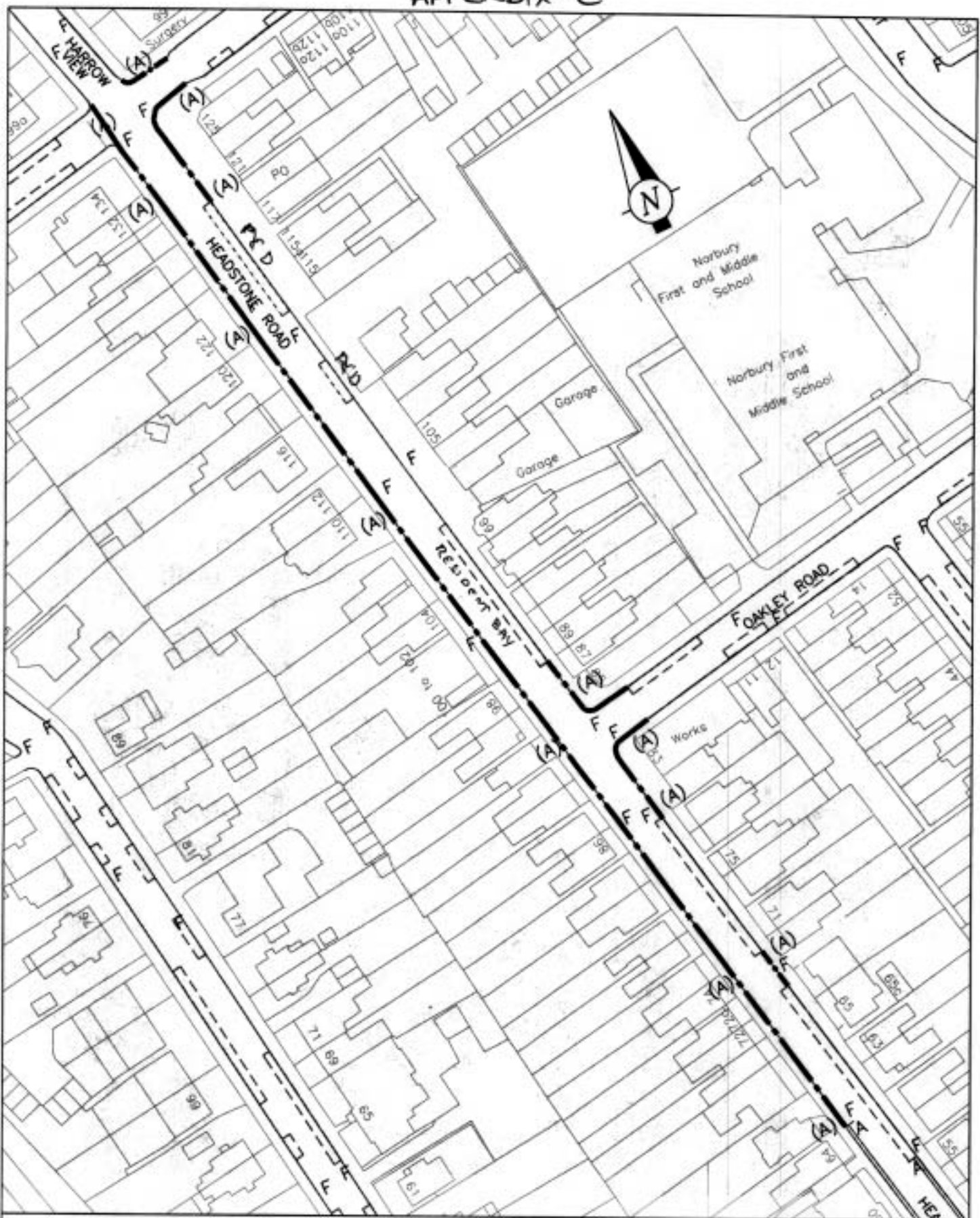
W.M Neal (Mrs)

APPENDIX B

	Summary of Objections	Officer Comments
St John's Road, Lyon Road and Gayton Road (1 letter received)		
1.	Proposals reduce parking space which is available for parking after 6.30pm.	Recent parking surveys carried out on Thursday evenings at 7pm and 9pm show there is sufficient available parking to accommodate evening visitors to the Town Centre without the need to park in the area proposed to have double yellow lines. (See Appendix D for plans).
2.	Evening visitors to the Public Houses, Wine Bars and Restaurants in the Town Centre may be discouraged, resulting in an adverse effect on these businesses, particularly on Thursday evenings when the shops open later.	See item 1 above.
3.	Gayton Road is used by buses in one direction only, therefore parked cars are less likely to obstruct buses.	Gayton Road is a main traffic route in the Town Centre and needs to be kept clear for all traffic, not only buses. Gayton Road car park is free after 6.30pm and ample spaces are available after this time.
Headstone Road (3 letters received)		
4.	Double yellow lines will deter motorists from dropping off passengers to the doctor's surgery or to collect medication from the pharmacy.	Although double yellow lines do not legally prevent passengers being dropped off or picked up, see item 6 below.
5.	Evening restrictions would not be needed when the shops are shut.	See item 6 below.
6.	The proposal was intended to deter obstructive parking on Sundays, the 'at any time' restrictions will destroy weekday trading. Suggest Monday – Sunday 8.30am-6.30pm restrictions nearby the parade of shops.	It is recommended to retain the existing restrictions on the east side (8.30am-6.30pm Mondays to Saturdays), except at the junctions of Hindes Road and Oakley Road where the proposal for double yellow lines should be retained. (See Appendix C)
7.	Double yellow lines will cause excess parking in nearby streets.	The proposal is to prevent obstructive parking on main traffic routes. Residents living in nearby streets could be consulted again on extending the controlled parking zone operational hours at the next review if a problem materialises.

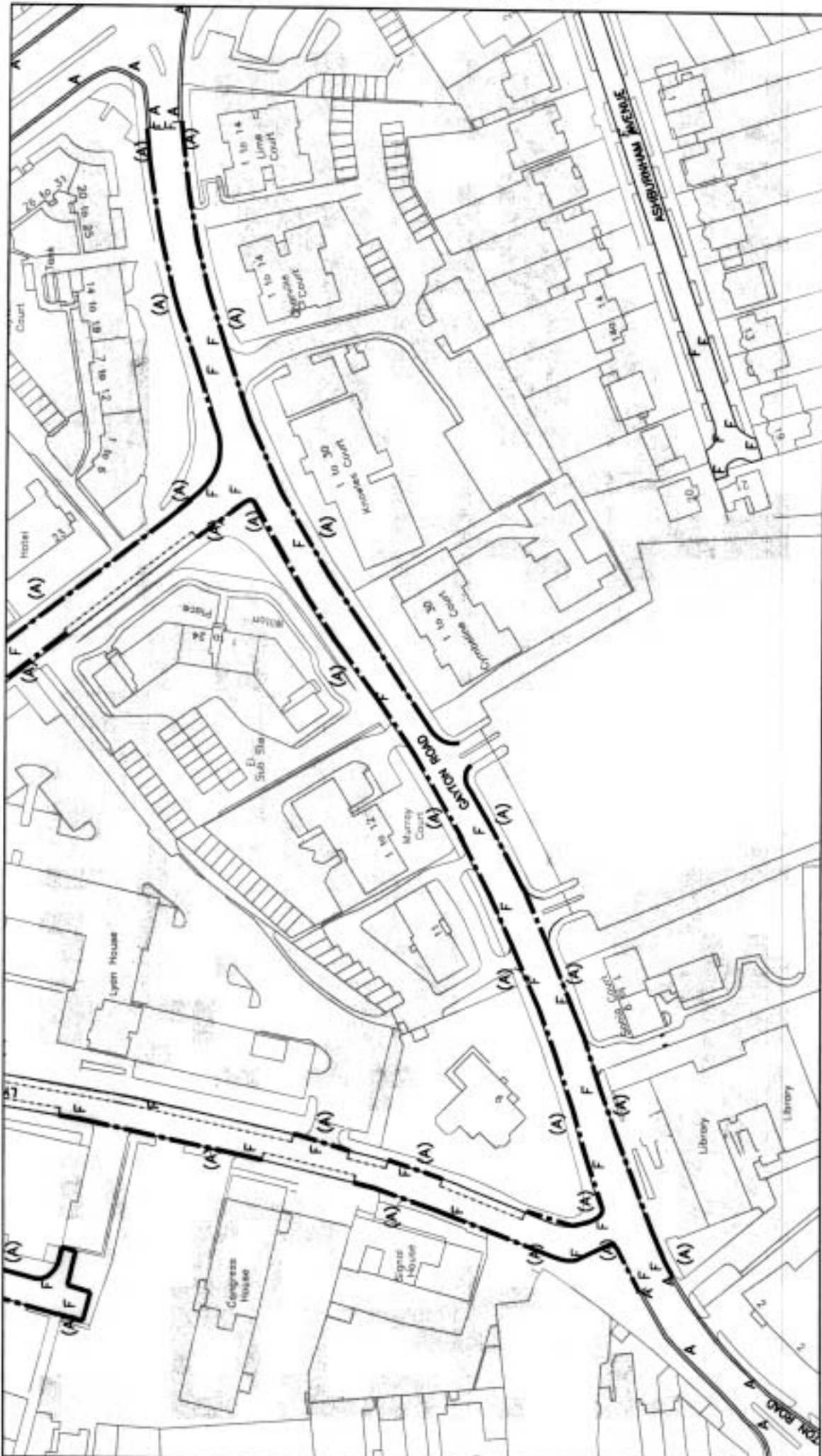
8.	Businesses will be adversely affected by the introduction of double yellow lines.	See item 6 above. (Most businesses are closed after 6.30pm) with the exception of those mentioned under item 10.
9.	Provision of more pay and display bays near parade of shops is needed. (It is understood from the objector that this is particularly directed at the residents bay outside 89 to 99 Headstone Road).	This suggestion is not part of the advertised traffic order and as such is not an objection to the current proposals. Consequently this suggestion will be considered as part of the controlled parking zone review when this next takes place. (See also paragraph 4.2 of report).
10.	The grocery store, pharmacy and launderette are open in the evenings and additional restrictions will greatly affect these businesses.	See item 6 above.
11.	Buses are not delayed outside of peak hours.	Metroline the H14 bus operator comments that due to the width of the road, if parking were permitted on both sides the carriageway would be reduced to become single lane working. This situation often happens with the present parking restrictions, making it very difficult for buses to pass other approaching vehicles. This leads to delays as the buses wait for a safe passage.
College Road area (1 letter received)		
12.	The proposals will not allow parking near the Harrow Baptist Church in College Road to aid the transportation of frail elderly worshippers who are unable to use public transport and who do not have disabled badges.	The proposals will not prevent elderly worshippers from being transported to and from church services. However, the able-bodied driver will need to park in the nearby car parks or on street pay and display bays. Frail and elderly worshippers can apply for disabled badges.
13.	Parking should be allowed on Sundays between 10am and 1pm, particularly in the wide section in Station Road.	Double yellow lines in this section of Station Road will allow parking for blue badge holders for up to 4 hours and loading facilities for local shops. All other drivers will need to park in the nearby car parks or on street pay and display bays. College Road is part of the pedestrian priority zone and it's objective is to reduce vehicular traffic within the area.

APPENDIX C



- Key:**
- F Existing waiting restrictions B.30am-6.30pm Mon-Sat
 - A Existing 'at any time' restrictions
 - Proposed 'at any time' restrictions
 - Existing pay and display parking bay
 - Existing resident permit holders parking bay

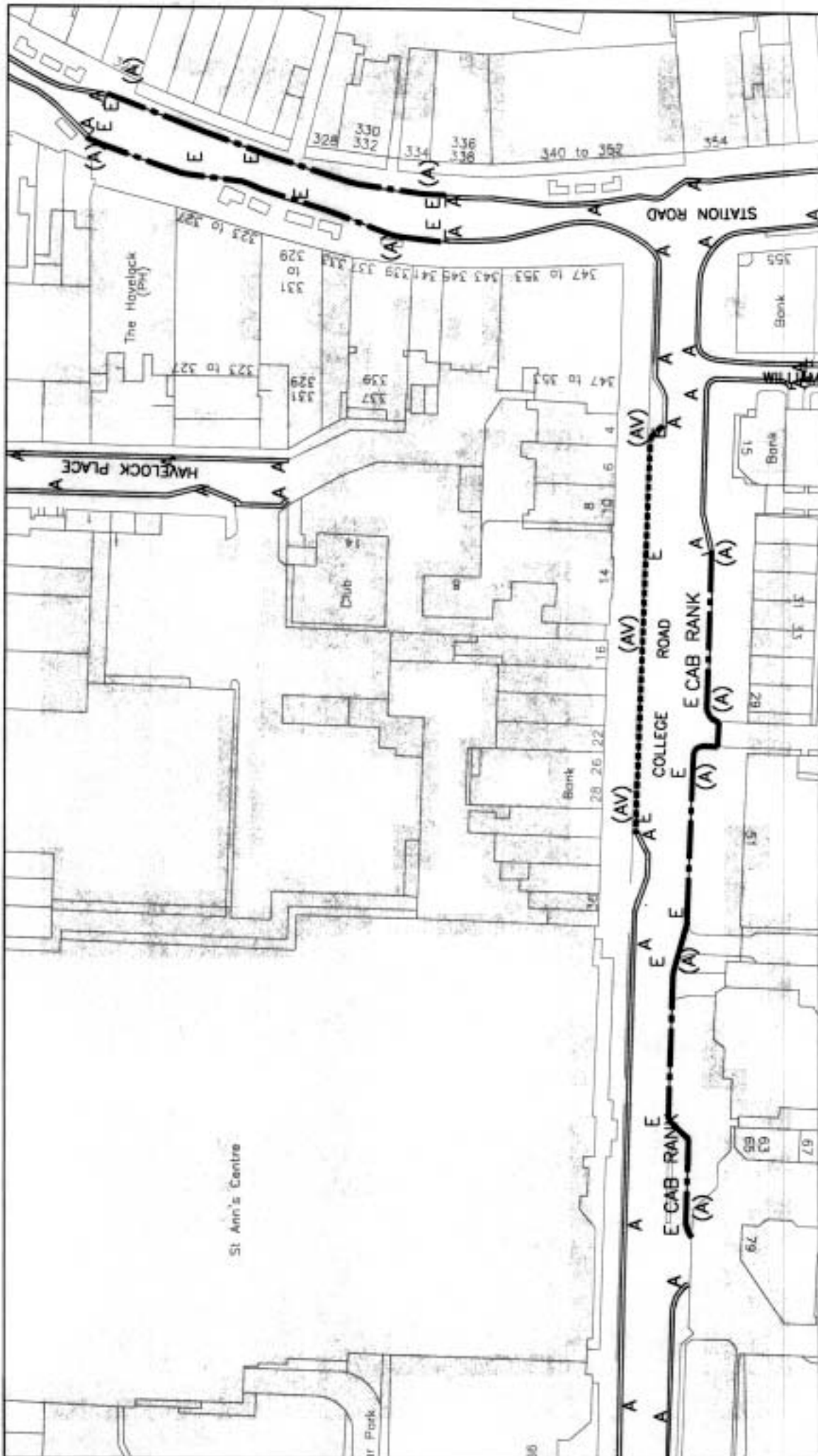
		HARROW ENVIRONMENTAL SERVICES - ENVIRONMENT, PLANNING & TRANSPORTATION Division of Environmental Services - Transport Unit Dept of Environment, Planning & Transportation 15th Floor, 15th Floor, 15th Floor P.O. Box 27, Old Lane, Harrow, Middlesex, HA1 1ST Tel: 0208 863 8611 Fax: 0208 426 1001		Project Harrow Town Centre Waiting Restrictions Title Headstone Road Proposed 'at any time'	
REV	DATE	DESCRIPTION		Scale	Drawing JUL-01 Date July 2001 Checked MRS Drawing No 02.05/3/1/1 Rev A File name
A	06/03	Proposed all at any time restrictions on east side between the boundaries of 87/89 and 118/121 Headstone Road		1:1000	
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HARROW ENVIRONMENTAL SERVICES HARBOROUGH ROAD HARROW, MIDDLESEX HA1 1UH TEL: 0181 871 2000 FAX: 0181 871 2001 E-MAIL: HES@HARROW.GOV.UK		Project Harrow Town Centre Waiting Restrictions Proposed 'at any time' Gayton Road Scale 1:1250 Date JULY 03 Drawing no 92.05/3/1/3
REV	DATE	DESCRIPTION

Key:

- F Existing waiting restrictions 8.30am - 6.30pm Mon - Sat
- A Existing 'at any time' restrictions
- (A) Proposed 'at any time' restrictions
- Existing pay and display parking bay



HARROW ENVIRONMENTAL SERVICES Environmental Planning & Transportation Planning & Transportation Services 10, The Quadrant, Harrow, Middlesex, HA1 1AA Tel: 0181 871 2700 Fax: 0181 871 2701		Project: Harrow Town Centre Waiting Restrictions College Road and Station Road Proposed restrictions
REV	DATE	DESCRIPTION
Scale	1:1000	Sheet No. 1
Drawn by	July 03	MSB
Checked by		
Approved by		
Authorisation for the proposed waiting restrictions is granted on the condition that the applicant will ensure that the proposed waiting restrictions do not conflict with any other existing or proposed waiting restrictions in the area.		Date: 02.05/01/2



- Key:
- E Existing waiting restrictions 8am-6.30pm Mon-Sat
 - A Existing 'at any time' restrictions
 - (AV) Proposed waiting restrictions 8.00am-6.30pm Mon-Sat and 10am-6pm Sunday
 - (A) Proposed 'at any time' restrictions

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ROXBOROUGH ROAD RESIDENTS' ASSOCIATION

Neil Francis
93 Roxborough Road
Harrow
HA1 1NT

020 8427 9543

Your ref: BD2003-08/92.05/37

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

4RS
Patricia Burman
64 Roxborough Road
Harrow
HA1 1PA

020 8933 2403

6 September 2003

09 SEP 2003	
PASSET	DL-K.
Acknowledged	

Dear Sir

Proposed 'No waiting at Any Time' in Headstone Road

We are very concerned at the proposal to impose additional parking restrictions in front of the row of shops from the junction of Headstone Road with Hindes Road (nos. 125 - 101 Headstone Road).

This parade of shops comprises an off licence, a denture repair shop, post office, grocer/newsagent, hairdresser, launderette, grocers, entrance to Blackby and Pearce car parking, hearing aid shop, doctor's surgery, chemist with the best pharmacy I know for the speed with which prescriptions are dispensed, Blackby and Pearce's car show room and finally the entrance to their service department. Dropped kerbs have just been installed outside 3 premises where there is already a single yellow line. This is quite sufficient as it is an offence to park across an obvious access point (i.e. driveways, or in this instance dropped kerbs).

Our main concern is for the viability of these shops; increasing the no-parking hours could be seen as making these shops off-limits to the passing trade. We have great concern that introducing 'No Waiting At Any Time' parking regulations will cause these shops lose trade, become insolvent, with a loss of facility to everybody, particularly to those who depend on these shops because of limited mobility.

We ask the Council to consider ways in which access to these shops could be eased. One way would be to leave the single yellow line in front of some of these shops etc., but to introduce the much needed double yellow line at the junction Headstone Road/Harrow View/Hindes Road and at Headstone Road/Oakley Road. Another way would be to provide more 'Pay and display' parking bays or to have one only of very short stay free parking space for customers who are in and out of a shop very quickly.

Traffic flow will not be impeded because of the commencement of the CPZ outside no. 99 Headstone Road down to no. 83. Trade for these shops includes local residents who walk but also the passing trade in cars or buses. Some of this traffic is essential, such as patients visiting the Doctor's Surgery and having prescriptions dispensed at the chemist next door.

Yours sincerely

Pat Burman

Patricia Burman, Chairman

Neil Francis

Neil Francis, Secretary

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LONDON BOROUGH OF HARROW

Agenda item:
Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	17 September 2003
Subject:	Sudbury Hill Stations Area Controlled Parking Zone – Formal Objections to the Advertised Traffic Order
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transportation
Relevant Portfolio Holder:	Environment and Transport
Status:	Part 1
Ward:	Harrow on the Hill
Enclosures:	Appendix A – Copies formal objections to the traffic orders Appendix B – Summary of objections and officer comments Appendix C – Drawing 9205-3-10-13 Option not recommended Drawing 9205-3-10-14 Recommended proposal Appendix D - Copy of e-mail's from an Ealing Ward Councillor Copy of letter from Ealing Council Appendix E - Sketch showing turning circles required by large vehicles near Orley Court Copy of letters received from W Hanson and their representatives

1. Summary

- 1.1 The report considers 28 formal objections to the advertised traffic order to introduce a Controlled Parking Zone (CPZ) in the roads near the Sudbury Hill Underground and Overground Stations. In addition Ealing Council and an Ealing Councillor whilst not objecting to the scheme per se, object to the proposed timing of implementation. The report concludes that objections should be set aside and the scheme implemented.

2. Recommendations (for decision by the Environment and Transport Portfolio Holder)

2.1 That the Panel recommends:

- (a) that the objections be set aside for reasons given in Appendix B and that the objectors be advised accordingly;**
- (b) that all necessary steps be taken to complete the order making so that the controlled parking scheme can be implemented; and**
- (c) that officers be requested to seek advance funding to enable the scheme to be implemented within the current financial year in conjunction with the LB Brent scheme.**

REASON:

In order to control parking, improve bus services, improve safety and encourage the use of more sustainable forms of transport.

3. Consultation with Ward Councillors

- 3.1 Previous consultation was reported to the last Panel meeting. Ward Councillors were consulted on the draft letters advising residents and traders in the northern section of Greenford Road of the amended proposals as statutorily advertised, following the last Panel meeting.

4. Policy Context (including Relevant Previous Decisions)

- 4.1 Traffic and Road Safety Advisory Panel on 24 June 2003, recommended to proceed with the advertising of the necessary traffic orders, which was subsequently endorsed by the Environment and Transport Portfolio Holder, subject to 4.2 below.
- 4.2 Portfolio Holder for Environment and Transport - Decision 014/03 agreed to amend the zone operation hours to Monday to Friday 11am – 12pm.
- 4.3 The Panel has prioritised the Sudbury Hill Stations Area CPZ because Brent is proposing to implement an adjacent CPZ scheme on their side of the Borough boundary this financial year.

5. Relevance to Corporate Priorities

- 5.1 The proposal enhances the environment in Harrow by managing parking and encouraging more sustainable transport activity.

6. **Background Information and options considered**

- 6.1 The traffic orders for the Sudbury Hill Stations Area Controlled Parking Zone have been advertised. As a result a number of formal objections have been received, copies of which are at Appendix A. In the case of the 22 standard slip replies received, only a sample page is provided in line with normal practice. All standard slip replies have been placed in the Members Library. A summary of these objections together with officer comments is at Appendix B.
- 6.2 22 objections (4 from residents who previously supported the scheme) have been received by way of a standard format circulated to residents requesting the provision of more parking spaces in Greenford Road. It is understood from the organiser of this standard format that this request is particularly directed at the lack of parking outside 62-76 Greenford Road.
- 6.3 Drawing 9205-3-10-13 at Appendix C shows the layout if two further parking bays are provided. This layout compromises the normal 10m waiting restriction safety margin at junctions and results in a substandard width cycle lane - making cyclist vulnerable whilst passing the pedestrian island. Also the northern parking bay outside 64&66 Greenford Road is considered too close to the pedestrian island and will also impede motorist's visibility of pedestrians at the crossing. Therefore, this option is not recommended.
- 6.4 **It is recommended that the proposals as previously agreed by the Panel be approved for implementation. Drawing 9205-3-10-14 at Appendix C shows an enlarged view of area outside 62-76 Greenford Road. This is considered the safest option for all road users.**
- 6.5 All other drawings included in 24 June 2003 Panel report remain unchanged.
- 6.6 In addition, whilst not being objections, two e-mail's from an adjacent Ward Councillor in Ealing has requested, firstly that Harrow delay making a final decision on its scheme until Ealing Council have had a chance to consider the matter. Secondly, he requests that the full length of Wood End Road be included in the Harrow CPZ on road safety grounds to restrict obstructive parking by commuters especially on the approach to the width restriction in Ealing close to the Harrow borough boundary. The majority of responses from residents' within this area of Wood End Road opposed inclusion in the scheme, so should be excluded in accordance with the Panel's previous decision and be re-considered at the scheme review stage. The e-mails are reproduced at Appendix D. The Panel is advised that Ealing officers were invited by Harrow to two initial meetings with Brent Officers to discuss the possibility of a joint CPZ scheme for the 3 London Boroughs, only one of which they attended. The Ealing officer advised that they were unable to prioritise a scheme on their side of the boundary due to other commitments. A letter has been received from Ealing Council's Service Director for Transport and Planning Policy objecting to Harrow introducing parking controls in advance of Ealing carrying out consultation on similar proposals on their side of the borough boundary. A copy of the letter is included in Appendix D.

- 6.7 Harrow has informally and formally consulted Ealing and a copy of the advertised traffic order was sent to Ealing on 31 July 2003. A delay in making a final decision or implementation is therefore not considered appropriate.
- 6.8 Brent Council note that they have consulted and kept Ealing Council informed on the progress of their CPZ proposals for Sudbury Hill, including residents support for the scheme and Brent's intention to prepare the relevant traffic management orders. Brent considers Ealing's request to delay implementation unrealistic and will publish their traffic orders on 4 September 2003. Subject to there being no unresolved objections, implementation of the Brent scheme is programmed for October 2003.

7. **Consultation**

- 7.1 Traffic Orders were advertised in the Harrow Observer and London Gazette on 7 August 2003 inviting objections over a 21 day period.
- 7.2 Notification letters were sent to residents and traders in Greenford Road, north of Hussain Close and South Vale, detailing the revised proposals.
- 7.3 Street notices were placed at various locations in the roads included in the proposed scheme informing residents, traders and visitors to the area of the proposals and inviting objections.

8. **Finance Observations**

- 8.1 The cost of implementing the resident parking scheme is estimated at £30,000, a bid to Transport for London (TfL) for this amount has been included in the Borough Spending Plan bid for 2004/5-2006/7. Transport for London (TfL) have agreed in principle to fund implementation of the CPZ in financial year 2004/05 previously. However in order to meet Brent's programme, officers will be requesting advance funding for implementation this financial year subject to the Portfolio Holder's decision on the Panel's recommendation. In addition, the estimated costs of the cycle and bus facilities which form an integral part of the scheme will be met by respective TfL budgets controlled by Borough Sector Leaders for these London wide schemes as reported to the previous Panel meeting. A contribution from the TfL funded Local Safety Scheme budget is also available.

9. **Legal Observations**

- 9.1 The CPZ proposals can be introduced under Section 6 and 45 of the Road Traffic Regulation Act 1984.

10. **Conclusion**

- 10.1 A consultation for a Sudbury Hill Stations Area CPZ has been carried out which showed that the majority of residents of the area who responded were in favour (61%). As a result of advertising the necessary traffic orders, 28 objections have been received and are addressed in this report. It is recommended that the proposals now proceed to implementation subject to funding.

11. **Background Papers**

- Traffic and Road Safety Advisory Panel minutes 24 June 2003.
- Portfolio Holder for Environment and Transportation (Decision 009/03).
- Portfolio Holder for Environment and Transportation (Decision 014/03).
- Traffic orders advertised on 7 August 2003.
- Street notice.
- Letter sent to frontagers affected, advising them of a change in the proposals dated August 2003.

12. **Author**

- 12.1 Debbie Leeson-Rabie, Project Engineer, Transportation (West).
Tel No.: 020 8424 1540
Email: debbie.leeson-rabie@harrow.gov.uk

26 AUG 2003	
TRANSPORTATION	
PASSED	
Acknowledged	

63 Greenford Road
Harrow
Middx
HA1.3QF

19th August 2003

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

Your reference 92.05/3/10

Dear Mr. Swain,

Re: Sudbury Hill Stations Area Controlled Parking Zone

I refer to your letter dated August 2003 and would advise you that we, residents of Greenford Road, are very unhappy with the recent changes to Drawing 9205-3-10-1. The revised Drawing rev A. indicates that there will be no parking allowed from numbers 62 to 76 Greenford Road. This was not indicated on the first drawing which was initially sent to the residents.

We felt that there was not much we could do to prevent the resident parking bays which you wished to place on our road. However it was observed from the original drawing that these parking bays were insufficient, now the revised drawing restricts the parking even more.

I attach herewith ¹³ ~~nine~~ completed forms in protest to this new parking restriction and myself and a few residents would like the opportunity of meeting with you and your team to discuss this issue. I have emailed Debbie four times and only had one reply and as I understand the date for complaints ends the 28th August, it does not leave us much time to voice our opinions.

I would also like to add that after the Council have implemented these parking restrictions all our properties will devalue and older residents will have fewer visitors due to the costs involved.

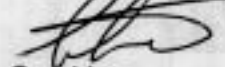
There are numerous other reasons and issues we would like to bring to your notice, including the private clamping company employed by Rosedale Court, which we understand is part of the National Health, and New Road where residents could park if some sort of re-surfacing was effected.

1. Original drawing showed that the pedestrian island would be removed from outside 63 Greenford Road and relocated to Orley Court (a good idea) now the revised drawing leaves the island where it is.
2. Original drawing shows resident parking bays opposite Orley Court: now revised drawing shows some as resident and some as pay and display bays.
3. The cycle lane starting and stopping along the Greenford Road, what benefit would this be to a cyclist who would have to keep going in and out of the main flow of traffic?

I know the Council feel that they are implementing advantageous improvements along this road. But the changes must benefit the residents. We still have to live our lives on a major road and by altering the first drawing we feel that you are making things more difficult.

I look forward to receiving your early reply.

Yours faithfully,



Carol Lee

For herself and on behalf of the sub-joined residents of Greenford Road

STOP LB HARROW FROM PREVENTING RESIDENTS OF GREENFORD ROAD

FROM PARKING. MORE SUPPORT IS NEEDED TO STOP LONDON BOROUGH OF HARROW FROM LIMITING PARKING SPACES ON THE GREENFORD ROAD. IF THEIR REVISED SCHEME DOES NOT AFFECT YOU, IF YOU HAVE YOUR OWN DRIVE OR PARKING SPACE (IT COULD, AS IT COULD AFFECT THE SALE OF YOUR HOUSE NO ONE WANTS TO BUY A HOUSE OR RENT ON A ROAD WITH LIMITED PARKING, FRIENDS, FAMILY, DELIVERY DRIVERS, CONGESTION ON OTHER PRIVATE ROADS AND AREAS, MISERY FOR ALL RESIDENTS, FUTURE RESIDENTS FROM PARKING ETC). WE REALLY DID MAKE A DIFFERENCE LAST TIME SO PLEASE SPARE A FEW MINUTES TO EITHER WRITE OR SIGN BELOW AND **POST TO NO 63 GREENFORD ROAD. YOUR SUPPORT IS REALLY NEEDED.** THANK YOU FOR YOUR TIME. (unfortunately due to holiday commitments lack of time prevents starting a petition if you have time please set one up). **THE CLOSING DATE FOR COMPLAINTS IS 28.8.03.**

More residents parking spaces are needed.

I DO NOT AGREE TO REVISED PLANS ON THE GREENFORD ROAD. SIGNED *Alexandra Rockland*

ADDRESS: 67 GREENFORD ROAD, HA1 3GF NAME: ALEXANDRA ROCKLAND

STOP LB HARROW FROM PREVENTING RESIDENTS OF GREENFORD ROAD

FROM PARKING. MORE SUPPORT IS NEEDED TO STOP LONDON BOROUGH OF HARROW FROM LIMITING PARKING SPACES ON THE GREENFORD ROAD. IF THEIR REVISED SCHEME DOES NOT AFFECT YOU, IF YOU HAVE YOUR OWN DRIVE OR PARKING SPACE (IT COULD, AS IT COULD AFFECT THE SALE OF YOUR HOUSE NO ONE WANTS TO BUY A HOUSE OR RENT ON A ROAD WITH LIMITED PARKING, FRIENDS, FAMILY, DELIVERY DRIVERS, CONGESTION ON OTHER PRIVATE ROADS AND AREAS, MISERY FOR ALL RESIDENTS, FUTURE RESIDENTS FROM PARKING ETC). WE REALLY DID MAKE A DIFFERENCE LAST TIME SO PLEASE SPARE A FEW MINUTES TO EITHER WRITE OR SIGN BELOW AND **POST TO NO 63 GREENFORD ROAD. YOUR SUPPORT IS REALLY NEEDED.** THANK YOU FOR YOUR TIME. (unfortunately due to holiday commitments lack of time prevents starting a petition if you have time please set one up). **THE CLOSING DATE FOR COMPLAINTS IS 28.8.03.**

More residents parking spaces are needed.

I DO NOT AGREE TO REVISED PLANS ON THE GREENFORD ROAD. SIGNED *K. P. Sankhi*

ADDRESS: 68 GREENFORD ROAD, HARROW, HA1 3GF NAME: MR. KIRITKUMAR P. SANKHI

STOP LB HARROW FROM PREVENTING RESIDENTS OF GREENFORD ROAD

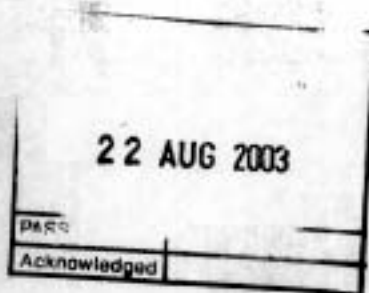
FROM PARKING. MORE SUPPORT IS NEEDED TO STOP LONDON BOROUGH OF HARROW FROM LIMITING PARKING SPACES ON THE GREENFORD ROAD. IF THEIR REVISED SCHEME DOES NOT AFFECT YOU, IF YOU HAVE YOUR OWN DRIVE OR PARKING SPACE (IT COULD, AS IT COULD AFFECT THE SALE OF YOUR HOUSE NO ONE WANTS TO BUY A HOUSE OR RENT ON A ROAD WITH LIMITED PARKING, FRIENDS, FAMILY, DELIVERY DRIVERS, CONGESTION ON OTHER PRIVATE ROADS AND AREAS, MISERY FOR ALL RESIDENTS, FUTURE RESIDENTS FROM PARKING ETC). WE REALLY DID MAKE A DIFFERENCE LAST TIME SO PLEASE SPARE A FEW MINUTES TO EITHER WRITE OR SIGN BELOW AND **POST TO NO 63 GREENFORD ROAD. YOUR SUPPORT IS REALLY NEEDED.** THANK YOU FOR YOUR TIME. (unfortunately due to holiday commitments lack of time prevents starting a petition if you have time please set one up). **THE CLOSING DATE FOR COMPLAINTS IS 28.8.03.**

More resident parking spaces are needed.

I DO NOT AGREE TO REVISED PLANS ON THE GREENFORD ROAD. SIGNED *Martha*

ADDRESS: *Martha* NAME: 71, Green Ford Rd.
Wd. Sudbury Hill.
HA1-3GF

Aileta/Oualison please sign & post to No 63. Thanks Martha.



63 Greenford Road
Harrow
Middx
HA1.3QF

21st August 2003

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

Your reference 92.05/3/10

Dear Mr. Swain,

Re: Sudbury Hill Station Area Controlled Parking Zone

I refer to previous letters and emails and confirm my telephone conversation yesterday with Debbie, during which several issues were discussed.

I understand that the revised parking restriction for 62 to 76 Greenford Road is due to:

Cycle Lane

There is a foot path from Sudbury Hill Road which goes right down to meet South Vale, this could be made into a cycle path and would be much safer for any cyclist. Also, what is the point of a cycle lane which goes in and out the main flow of traffic.

Central Island

It is understood that it is inappropriate to move the central island outside 63 to the anticipated place on the original drawing due to comments given to the Council by our Commercial neighbours, (who incidentally park their vehicles in the Greenford Road for periods where they wait for the gates to open or for periods where they have their lunch etc.,) making the congestion even worse along this part of the road.

Surely the residents' opinions living in the affected part of the Greenford Road should be your main concern. As explained to Debbie we are having immense troubles with the clamping company hired by Rosedale Court. I understand this aspect is not within your jurisdiction, but this problem together with the revised drawing our lives will become intolerable.

I have already sent you thirteen complaints and enclose a few more and just wonder what else we can do to get ourselves heard.

I understand from a copy of the letter sent to you by Mr. and Mrs. P. Gonzales-Proctor of 66 that they are thinking of leaving the area if this revised drawing is put into affect, which will mean two more teachers leaving the London area.

We do not want to be difficult, but would just like to be able to park near our houses. It is very difficult to get your children, your shopping or your old folk out of the car when your vehicle is parked some way up or down the road.

It is understood that we can park on these lines for unloading purposes, but you cannot unload your child then go park your car as it is illegal to leave an infant in the house alone.

Please give this Drawing 9205-3-10-1 Rev.A another scrutiny to see if there is any alternative, either moving the island a little so giving us back the residents parking bays between 62 and 76 or removing the cycle lane which will also have the same affect.

Also is there anyone else we could write to or speak to who may be able to voice our opinions.

I would appreciate your assistance and advices as this matter is becoming urgent due to the final date being the 28th August.

Your faithfully,



Carol Lee

For herself and on behalf of the sub-joined residents of Greenford Road.

From: <Carol.Lee@mwkl.co.uk>
To: <jerry.miles@harrow.gov.uk>
Date: Tue, Sep 2, 2003 2:28 pm -
Subject: Sudbury Hill Stations Area Controlled Parking Zone

Dear Mr. Miles,

As you are no doubt aware, there have been very many objections to the new revised Drawing in which about nine of the resident's parking places have been taken away, due to the central island staying outside 63 Greenford Road. (The original drawing showed the island being moved to outside Orley Court.

When the original drawing was sent out it had a note asking for our input. The revised drawing however was sent out with out a note attached.

The reason the island has not been moved in the revised Drawing is due (I understand from Debbie) to the commercial businesses in our part of the Greenford Road objecting, as it would make it difficult for their drivers to manipulate trucks in and out of their yards. It appears that their opinion far outweighs the resident's opinions and this is somewhat upsetting for the average owner of property in the Greenford Road.

Most of the residents have lived in this particular part of the Greenford Road for many years i.e. 16 or more and have lived together amicably, in fact got together to oppose the double yellow lines some time in 2001. However, it appears to have started all again and no one is listening to us.

We agreed to resident's parking even though this will cost each individual resident and our visitors. However felt that this was a way out of the congested road parking.

Unfortunately now, losing these 9 parking places, each house will not have a residential parking place.

We understood that we would not necessarily be able to park outside our own houses, but accepted this as a matter of course.

Now if there is a shortage of spaces there will be difficulties and even arguing and fighting between residents. This is something heard about and read about every day in the Newspapers, do you want it to happen in a fairly happy part of your borough?

Please look into this matter on our behalf and let me please have your advices.

Regards

Carol Lee

PS Incidentally there is a letter attached from the Environmental Services explaining that Harrow Fencing were issued with a proviso that they provide adequate parking for their customers and their vehicles. Unfortunately this is not the case, their lorries are often parked in the Greenford Road, whilst waiting to enter their premises or to have lunch etc. Taking up valuable resident's parking spaces.

53A GREENFORD ROAD
HARROW
MIDDX

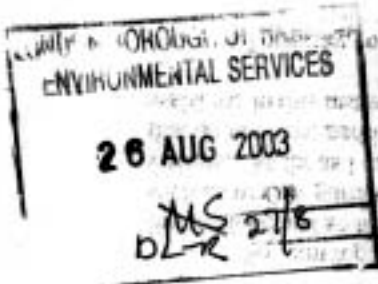
TO WHOM IT MAY CONCERN,

I would like to know why the plans have changed from the original. The new plans shows that there will be no parking between 62 to 76 Greenford Road.

Where will these residents park their vehicles? There will be insufficient parking for all the residents as it is, without now restricting the parking even more.

We, the residents, ~~do~~ object strongly & want these yellow lines not to be part of the new plans

Yours sincerely
T. Mannan



Mrs. D.S. Farquhar
18, Greenford Road
Harrow, HA1 3QG
23rd August, 2003

Mr. Steve Swain
Transportation Manager,
Environment & Transportation,
London Borough of Harrow,
PO Box 38,
Civic Centre,
Harrow, Middlesex
HA1 2UZ

Dear Mr. Swain,

**SUDBURY HILL STATIONS AREA CONTROLLED PARKING ZONE
GREENFORD ROAD PROPOSALS (NORTH)**

I have already written a letter addressed to you on 7th August objecting to the latest proposals regarding the lack of resident parking outside the front of my house. I received a letter today from Debbie Leeson-Rabie stating that my request cannot be considered and I should again formally object to the proposals to you.

So I am repeating what I wrote in my first letter. I am an old age pensioner aged 78 living alone and so have need of resident parking for the services I require from time to time such as weekly gardeners, decorators, electricians etc. and most importantly space for my visitors. As far as I can see on the plan Nos. 16 to 28 Greenford Road are the only numbers that do not have parking bays. Would you please reconsider in view of my circumstances and assist me in this instance - it is causing me a lot of stress.

Thanking you for your kind consideration,

Yours faithfully

(D.S. FARQUHAR)

From: <Gonzshh@aol.com>
To: <info@harrow.gov.uk>
Date: Fri, Aug 29, 2003 12:23 am
Subject: Parking Proposals Attn : Ms Debbie Leeson-Rabie

Mr & Mrs P. Gonzalez-Proctor
66 Greenford Road
Harrow
HA1 3QH

Wednesday, 13 August 2003

Dear Mr S. Swain,

We are writing to set out our objections to the proposals dated August 2003 Reference 92.05/3/10. While we are in agreement with Resident Only parking in principal, we find these proposals, having been amended, are radically different from that previously detailed back in June 2003! We are now left with no resident bays outside our property, the traffic island still in place and a cycle lane being introduced. Indeed this issue must be discussed in far greater detail with all residents of the area, as it will have great implications for the development of Sudbury Hill. Already we have a number of boarded up council controlled properties, irregular pavements, a large volume of commercial and commuter traffic and also a huge litter problem which needs to be addressed so that a strategy could be devised as it was in South Harrow and Wealdstone. For many, Sudbury Hill is the first place within Harrow that people see and at the moment it is not a welcoming or attractive area.

These proposals, if implemented, will have a dramatic effect on the resale value and desirability of our properties. We would also like to point out that as teachers we may be forced to move thereby losing more London teachers, which we are sure would not help the already desperate shortage within the area. We are not allowed to park on the Greenford Road Estate nor in New Road so where would we be expected to park? Residents north and south of our property will need these bays too, so we will be left with no parking at all. It is our belief that when looking at the area on the Greenford Road Estate there should still be access to this area from the rear of our properties and also the bye-laws governing parking on the estate are not applied correctly. It would indeed help if dedicated parking bays for the effected residents were provided here or in New Road and we are sure that we would be willing to help with maintenance of New Road were that to be possible, as at the moment it is full of pot-holes and is not effectively maintained at all.

We agreed to Resident and Visitor Permits but not pay and display as has now been included on the proposal. Already many residents spend between 15-20 minutes parking due to the large volume of parking spaces occupied by users of the Sudbury Hill stations. The relocation of the Traffic Island near Orley Court would, we believe, help traffic flow, as this area of the Greenford Road is much wider and this would therefore allow much greater development potential.

There are also issues regarding the access road to Rosedale Court that need to be addressed. While we appreciate the need to have the road accessible for emergency vehicles we were assured during the consultation meeting and the resident introductory meeting that the establishment wanted to be part of the community and indeed residents do mingle with the community however we feel that the heavy handedness of the current "clampers" is disgraceful. While it stated that where clamps are applied there is one cost, their employees are taking the vehicles immediately to a pound. This is revenue creation gone mad. An AA van was clamped and also a young mother who had simply parked there to drop her child off before moving the vehicle to a new space was clamped within

a few minutes. She not only suffered financially but also was verbally abused by their employees.

It would, we feel, be beneficial if residents were invited to an open forum again with members of the Transport Planning Committee and relevant councillors so that all sides can present their cases and an informed decision reached.

I would appreciate a speedy response to this letter.

Yours sincerely

Mr & Mrs N. Gonzalez-Proctor

Cc Ms. Debbie Leeson-Rabie
Mr Stephen Freeman
Mr Trevor Pugh
Mr Geoff Easton
Mr Bryan Hodgson
Mr Andrew Trehern
Mr Graham Jones

Harrow -On - The Hill Councillors

CEO Harrow Council

MPs for Harrow East & West

mes

HARROW
28 AUG 2003
Acknowledged

Mrs L. Hodgson
3, Tyrell Close
Harrow
Middx.
HA1 3UX
Tel: 020 8248 5093
26th August 2003

Dear Sir or Madam,

The proposed plans for controlled parking seem to be reasonable for the area. I am glad that Tyrell Close has been omitted from these plans, as they would do nothing to help our situation. The only problem for our road will be the yellow line extending ten metres into it. With yellow lines in place on both corners, safety will be greatly improved and I don't think that this would be compromised if the line were to be shorter. We already lose half of our parking spaces to residents of Greville Court (who have no parking area of their own) and South Vale, some of whom will continue to park in our road even when residents' parking bays are in place. Tyrell Close is in a 'no win' situation but any extra space will help.

Yours Sincerely

L. Hodgson

APPENDIX B

	Summary of Objections	Officer Comments
22 Objection slips and 5 letters (of which 3 letters are from one individual):		
1.	More resident parking spaces are needed and objectors do not support the revised proposals to prohibit parking outside 62-76 Greenford Road.	Drawing 9205-3-10-13 in Appendix C, shows an option considered, however due to safety concerns, the provision of additional parking bays at this location is not recommended. (See paragraph 6.2 to 6.4 of report)
5 Letters (of which 3 letters are from one individual):		
2.	Property values will devalue.	No evidence to support this statement from other CPZs' introduced in the Borough.
3.	Older residents will have fewer visitors due to cost involved.	The zone will only operate for one hour Monday-Friday. Outside this time visitors are able to park for free within the residents' bays. Visitor permits for use by Senior Citizens are sold at a 50% discount.
4.	Residents would like to park in New Road if it were re-surfaced or Greenford Road Estate.	These are private roads.
5.	The original proposal showed the pedestrian island outside 63 Greenford Road relocated to outside Orley Court. The revised proposal shows the island remaining following comments from Commercial businesses. Resident's opinions should be the Council's main concern.	As reported to the previous Panel, the rearrangement of the pedestrian refuges has been withdrawn because of lorry access problems to sites on Greenford Road. See Appendix E for details.
6.	Previous proposal showed resident bays opposite Orley Court, now they are shown as shared use (resident and pay and display) bays.	As reported to the previous Panel, these bays have been changed to shared use (resident and pay & display) so as to serve local businesses. Residents are still able to utilise these bays.
7.	The cycle lane stops and starts along Greenford Road. This will not benefit cyclists.	The cycle lane is continuous along Greenford Road, except at bus stop clearways within which cyclists are permitted to travel.
8.	Cycle lane should be placed on the continuous footpath between Sudbury Hill Road and South Vale.	The footway is not wide enough to accommodate a cycle track.
9.	A private firm is enforcing parking in Rosedale Court. In view of this and the current CPZ proposals local residents' lives will become intolerable.	Rosedale Court is a private road. The proposals will improve residents' opportunity to park near their homes, by restricting all day parking by workers and commuters.
10.	Residents' want to be able to park near their houses, particularly families with young children, elderly residents and for loading purposes.	See Item 9. above.

11.	Object to yellow lines outside 62-76 Greenford Road.	See Item 1. above.
12.	Shortage of spaces will cause arguing and fighting between residents.	No evidence from other CPZs' introduced to support this statement.
13.	Harrow Fencing often park lorries in Greenford Road whilst waiting to enter their premises or to have lunch etc.	Complaint passed to Parking and Enforcement Manager for his attention.
1 Letter:		
13.	Request for resident parking bay outside 18 Greenford Road, for use by visitors and tradesmen.	This property is near the exit of the junction of Sudbury Hill, Harrow Road and Greenford Road and therefore this request is not recommended for safety and capacity reasons. The restrictions do not however prevent loading / unloading for short periods if this is necessary. In addition, the property has a garage and off street parking that could be used for visitors or tradesmen for longer periods.
1 Letter:		
14.	Request for yellow line at the junction of Tyrell Close and South Vale to be shortened to allow more parking.	The access to Tyrell Close is narrow and to allow parking nearer the junction would prohibit large vehicles from accessing the road, such as refuse collection and emergency service vehicles.



- Key:-**
- Resident Parking Bay
 - Vehicle Cross Over
 - Private Land
 - 'at any time' waiting restrictions
 - waiting restriction to operate zone times
 - Cycle Lane with cycle symbol



HARROW ENVIRONMENTAL SERVICES
 - ENVIRONMENT, PLANNING & TRANSPORTATION
 Division of Environmental Services
 Harrow Council
 Head of Customer Services & Transportation
 Office: 0208 862 5000 Fax: 0208 862 5001
 P.O. Box 27, Oak Grove
 Harrow, Middlesex HA1 2UJ
 Tel: 0208 862 5011 Fax: 0208 426 1861

REV	DATE	DESCRIPTION

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Project: **Sudbury Hill Stations Area CPZ**
 Title: **Provision of parking bays outside 62-76 Greenford Road**
 Scale: **1:500**
 Date: **08/03** M/S
 Drawing no: **9205-3-10-13**
 File name:



- Key:-
- Resident Parking Bay
 - Vehicle Cross Over
 - Private Land
 - 'at any time' waiting restrictions
 - waiting restriction to operate zone times
 - Cycle Lane with cycle symbol



		HARROW ENVIRONMENTAL SERVICES - Development, Planning & Restoration Division of Environmental Services 10000 Pkwy P.O. Box 27, Oak Grove Harrow, Middlesex, HA1 2JY Tel: 0208 863 1011 Fax: 0208 434 1281		Project Sudbury Hill Stations Area CPZ
		Title Recommended waiting restrictions outside 62-76 Greenford Road		
REV 	DATE 	DESCRIPTION 	Scale 1:500	
Representation 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. © Crown Copyright, © Harrow J.C. 2003		Drawing no 9205-3-10-14	Date 08/03 Checked MRS	

APPENDIX D

From: Richard Porter <richard.porter@ealing.gov.uk>
To: <Mike.Symons@Harrow.gov.uk>
Date: 28/08/03 15:21
Subject: Sudbury Hill CPZ Proposals
CC: <Alex.Williams@ealing.gov.uk>, <varleyf@ealing.gov.uk>

I should like to make the following representations about the proposal to institute a Controlled Parking Zone and other parking restrictions on the area around Sudbury Hill Station within the London Borough of Harrow.

1. This action would have a dramatic effect on the already dire parking problems we have in the Ealing parts of the area - more pavements obstructed by the cars of commuters and local office workers, more residential roads effectively blocked to service and delivery vehicles during the working day, further obstruction to the heavy traffic in our area etc. etc. - unless there is a properly co-ordinated plan for the whole locality.

2. What consultation has there been with local residents on the Ealing side of the Borough Boundary. ? Have notices been sent out ? I personally live within 50 metres of the boundary and have received no letter - nor was I consulted as one of the local Councillors for the ward that adjoins Harrow.

In view of the above, I would ask that no final decision be made about this scheme until matters are properly discussed with Ealing Council and further opportunities for consultation given. I do note that attempts were made to involve Ealing earlier in the year but Councillors were unaware of this.

As I have only just found out about this scheme, I am not in a position to offer any comment at this late stage about any of the detailed proposals. I would add that I am in - in principle at least - supportive to any scheme to reduce commuter parking and improve vehicular access in the Sudbury Hill area.

I have been asked by my fellow Councillor, Fred Varley, to say that he wishes to be associated with my representations.

RICHARD PORTER
Cllr North Greenford Ward
Tel: (020) 8422 8645 Fax: (020) 8422 6837
e-mail: Richard.Porter@ealing.gov.uk

From: "Richard Porter" <r_a_o_porter@hotmail.com>
To: <mike.symons@harrow.gov.uk>
Date: Thu, Sep 4, 2003 8:32 am
Subject: Re: Fwd: Re: Sudbury Hill CPZ Proposals

Mike Symons
Principal Engineer, Traffic Management (West Area)
4 September 2003

Dear Mike

I thank you for your e-mail and apologise for the somewhat delayed response but, as I mentioned to you, there have been major problems with Ealing Council's system which I normally use for my Councillor and community work.

I note that since receiving your e-mail, Alex Williams, our Director of Transport and Planning, has written to Steve Swain, putting in no objection regarding the principle of your standing orders, but objecting to their implementation prior to consultation and (hopefully) implementation of a complementary scheme on the Ealing side of the boundary. It is matter of semantics as to whether the latter is merely a request for delay or a full-blown objection. If a delay is not agreeable, then it is an objection, which would have already been overruled. I would fully concur with Alex's overall views.

As I said in my earlier e-mail to you, I have not had an opportunity to see the details of the scheme other than those on your public notice and the annotated Ordnance Survey map kindly sent to me by Debbie Leeson-Rabie. I do note that the area in your scheme is for the full length of Cavendish Avenue up to its junction with Wood End Road. I also note that a small section of the latter is included in your scheme.

As I mentioned to you, Wood End Road crosses the Ealing/Harrow boundary on the bridge over the Piccadilly Line. For historical reasons there is a two-metre width restriction close to the bridge on the Ealing side (this was originally put up by Harrow Council). Due to a major development scheme on Wood End Road, this restriction has had to be sited closer to the bridge which has raised great concerns with local residents, myself and fellow Councillors for the area about road safety and the need for traffic calming on the Harrow side of the bridge. We have had considerable contact with your former colleague, Trevor Pugh, about this matter. My concern is that some of the residual die-hard commuter parkers displaced by your scheme might still wish to park on Wood End Road between the Cavendish Avenue junction and the bridge. This would congest the road at this point and add a further hazard to what is the most dangerous point on the rat-run formed by South Vale and the various Wood End Roads, Gardens etc. and increase the possibility of a head-on collision. In particular, this could cause an extremely awkward situation where a van or lorry travelling south ignores the warning notices about the width restriction, goes over the bridge, obviously cannot make it through the pinch point, has difficulty in making a turn in the mall area provided and then has to reverse back across the bridge into the Harrow part of Wood End Road further narrowed by commuter parking. I should therefore like to suggest that, on the grounds of road safety, this further stretch of Wood End Road be included within your scheme.

RICHARD PORTER
Cllr for North Greenford Ward
Tel.: (020) 8422 8645
E-mail (on good days) Richard.Porter@Ealing.gov.uk

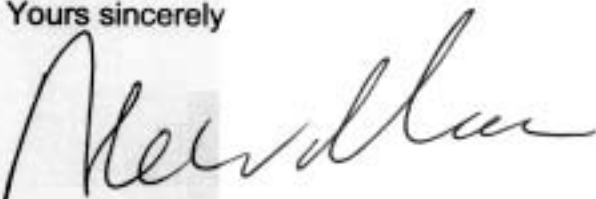
We request that you defer any decision on an implementation date until that time so that we can assess if we can introduce parking controls on both sides of the borough boundary at the same time or at least within a reasonably short time gap.

I would appreciate it if you could make your councillors aware of the contents of this letter at their meeting on the 17th September. I suggest that we also discuss this issue, also with colleagues from Brent, at the West London Transport Strategy meeting the following day.

I do appreciate that it is very difficult to co-ordinate the introduction of parking controls across three boroughs. However we would like the implementation timescale for your zone to be extended to reduce the potential displacement effects on our roads.

If you require any additional information please contact me.

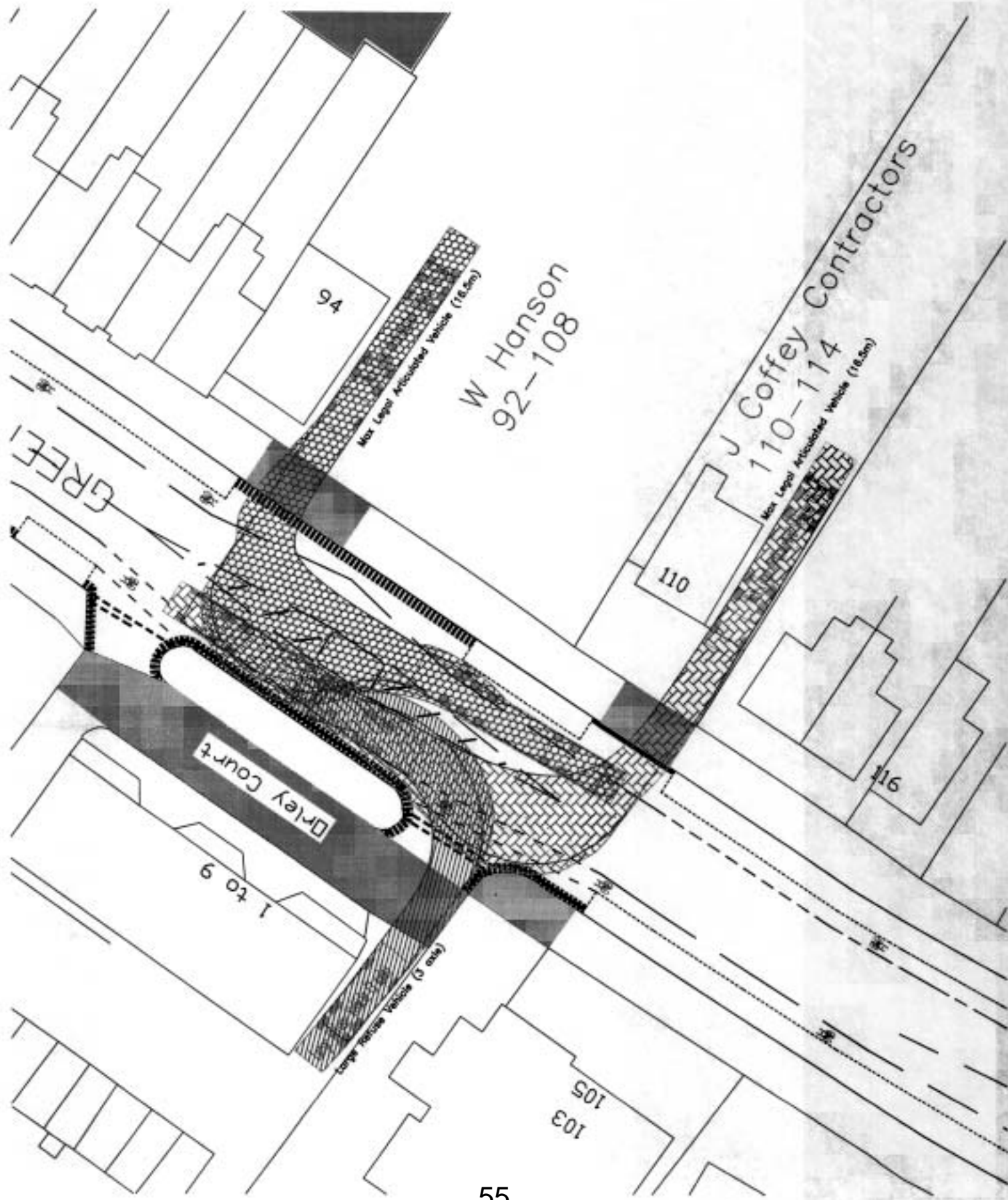
Yours sincerely

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

Alex Williams
Service Director, Transport & Planning Policy

cc Cllr Niwal, Porter, Varley, Sears

APPENDIX E



Head of Environment
Planning & transportation
Room 404
London Borough of Harrow
Civic Centre
PO Box 38
Harrow
Middlesex HA1 2BR

Our Ref : 1387C1/JPH/AJ

Your Ref:

28 May 2003

Dear Sir,

Sudbury Hill Stations Area Controlled Parking Zone (CPZ)
W Hanson (Harrow) Limited – 92-96 Greenford Road, Harrow

My clients, W Hanson (Harrow) Limited have forwarded me the paperwork they have received in respect of the proposed Controlled Parking Zones.

Following a telephone conversation with a member of your staff, I have completed the Public Consultation Questionnaire on their behalf as best as can be done for a business but it is, I believe, very important to expand on the difficulties this will cause for W Hanson and I would be extremely grateful if, when reaching your conclusions with regard to the CPZ, you take into consideration these comments.

Firstly, I would emphasise that, in principle, my clients have no objection to the CPZ and very much appreciate that if the scheme in neighbouring Brent is introduced, it will cause great difficulties in the vicinity of Sudbury Hill Stations unless similar action is taken within the London Borough of Harrow.

My client's concerns are with regard to the particular changes in the vicinity of their premises. For your assistance I have edged their property in red on a copy of the Proposals Plan.

You may be aware that my client's business is that of a timber and builders merchant and they have operated from this site for the last 25 years and more providing a valuable facility for both trade and retail customers in the area.

NOT
ATTACHED

Valuers & Agents of Commercial Property Rating Landlord & Tenant Valuation Investment Management
60 Gloucester Place London W1U 8HN Tel: 020 7486 9597 Fax: 020 72 24 22 08 Email: info@evanspayne.com

Directors: Roger Evans FRICS John Hoskins FRICS Alan Watson FRICS Victor Ktori MRICS
Evans & Payne Limited. Registered in England No 2368735

Financial Controller: Marc Lewis

My clients objections to the scheme are:-

1. **New Pedestrian Island** – will impede access for delivery lorries into the site.
2. **"At any time" waiting restrictions** – whilst the waiting restriction across the access to my client's site will ensure free access this has not, in practice, been a problem in the years they have operated from the property. However, the extension of this restriction along the frontage to my client's property will mean that customers can no longer park close to the premises even though some of the goods being purchased are bulky or heavy.
3. **Waiting Restriction/Resident Parking Bays** – it would seem that this entire section of Greenford Road would be either waiting restriction or resident parking bays with no facilities for customers to park outside or close to the premises.
4. **Cycle Lane** – the imposition of the cycle lane within the main carriageway would seem to create a hazard for both cyclists and motorists alike, particularly with the narrowing of the traffic and cycles lanes around the proposed pedestrian island.

In summary, the proposals would seem to be potentially disastrous for my client's business and, whilst supporting the CPZ in principle, we must request the following changes:-

1. Re-siting of proposed new pedestrian island
2. Extension of parking bays to cover the whole of the area from the private road adjoining 62 Greenford Road through to Hussain Close. Parking bays to be a mixture of 1 hour limited parking or residents parking (except to crossovers where there should be no waiting "at any time").
3. The parking bays should not be limited to cars but should also allow for the mix of trade vehicles which use my client's premises.

If you have any queries please do not hesitate to contact me. Both my client and I would be more than happy to meet with your representative on site should this be of assistance.

Yours faithfully



John Hoskins
Evans & Payne
johnhoskins@evanspayne.com



W. HANSON

TIMBER & BUILDERS MERCHANTS



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Please Reply to:

Our Ref:

Your Ref:

Debbie Leeson-Rabie
Transport Section
London Borough of Harrow
P.O.Box. 38
Civic Centre
Harrow
Middlesex.
HA1 2UZ.

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
23 JUN 2003	
TRANSPORTATION	
PARSED	
UNRECOGNISED	

19th June, 2003.

Dear Madam,

I would like to thank you for your prompt visit to our premises yesterday and I am pleased that you were fortunate to see first hand a vehicle reversing into the yard.

I understand from our conversation that you will investigate the possibility of moving the proposed traffic island adjacent to Orley Court further south in order to accommodate vehicles entering and leaving the yard. I also understand that you will look at the proposed resident parking bay currently shown as being on the corner of our entrance be sited further north, again to facilitate movement of vehicles in and out of the yard.

With regard to your request for information concerning maximum lengths of units and trailers I am happy to provide it. Currently the maximum length of a trailer is 13.6mt and the overall length of the tractor unit and trailer is 16.5mt. There are however a number of points to bear in mind, under current legislation an overhang of between 2.0 and 3.05mt is permissible (C&U Regulation 82 (7) there is also a reference to overhang in the highway code) providing end markers are attached. Please find attached page from the Department of Transport web site.

I am mindful of the changes within this industry particular the use of what are known as "I" beams designed to replace traditional joisting. The specification for each house being designed on computer and a cutting list is produced as the beams are produced in lengths of around 50'. My point is that if in the future we decide to enter this market then we can expect deliveries much longer than we currently receive.

I am aware that there exists a trailer called a "trombone" this is a variable length trailer that is able to be opened out to 60' so with the tractor unit could give an overall length exceeding 21mt. and assume that "T" beam deliveries would be made on something like it. I hasten to add that we have no plans at moment to be in this market and I only give the information for your edification.

On a separate point and I fully understand it has nothing to do with the proposals we are discussing that the Council are considering some form of business parking, if it is possible I would like any details that you may have or a contact name and department address of who is dealing with this issue.

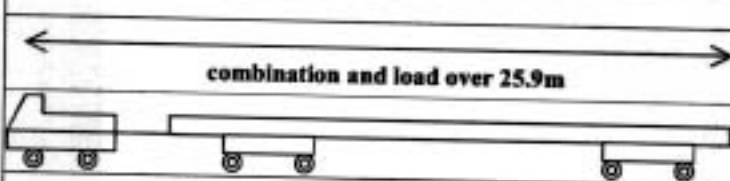
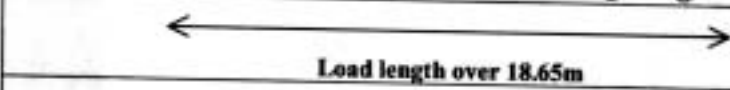
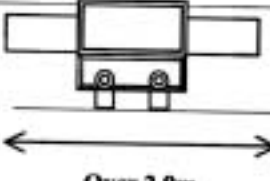
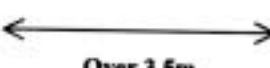
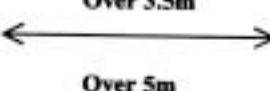
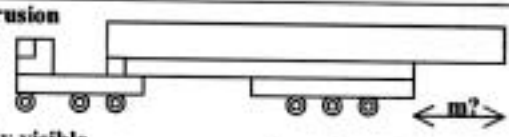

Yours faithfully,



G.F. Hurren.
Manager.

Enc.

c.c Evans & Payne.

Police mates and marker requirements at a glance		
Police Notice	Attendant or Mate	Vehicle or Load and Vehicle Configuration Length or Width
YES (Length)	YES (Length)	 <p>combination and load over 25.9m</p>
YES (Length)	YES (Length)	 <p>Load length over 18.65m</p>
		Width of vehicle or Load
YES (Width)	NO (Width)	 <p>Over 2.9m</p>
YES (Width)	YES (Width)	 <p>Over 3.5m</p>
YES (Width)	YES (Width)	+ VRI (To DETR VSE)  <p>Over 5m</p>
		<p>Load Protrusion (Markers)</p>  <p>Markers to be clearly visible</p> <p>Rear Protrusion of Load C&U Regulation 82(7)</p>
NO	NO	Flag or Paint over 1m
NO	NO	End Marker over 2m but not over 3.05m
YES	YES	End & Side Markers over 3.05m
		<p>Front Protrusion of Load C&U Regulation 82(7)</p> 
NO	NO	Flag or Paint over 1m
NO	YES	End & Side Markers over 2m but not over 3.05m
YES	YES	End & Side Markers over 3.05m

Agenda item:

Page no:

Meeting: Traffic and Road Safety Advisory Panel

Date: 17 September 2003

Subject: Controlled Parking Zones – Review of Permits.
Key decision: No

Responsible Chief Officer: Interim Head of Environment and Transportation

Relevant Portfolio Holder: Environment and Transport

Status: Part 1

Wards: All

Enclosures: Appendix A - Summary of London boroughs permit survey by Harrow.
Appendix B – Summary of London boroughs Carers survey by Camden.

1. Summary

- 1.1 The provision of "business permits", "special care" and "school" parking permits within Controlled Parking Zones are considered, as is the current charge for environmentally friendly vehicles. Appropriate recommendations are made to address these issues.

2. Recommendations (for decision by the Environment and Transport Portfolio Holder)

2.1 That the Panel recommends: -

- (a) The introduction of Business Parking Permits within the Borough's Controlled Parking Zones (CPZs) as described in paragraph 6.12 and authorise officers to make provision for business permits under the powers provided by Section 45 of the Road Traffic Regulation Act 1984.
- (b) The introduction of a) above be carried out for each zone at their next review;
- (c) The introduction of Carers parking permits as described in paragraph 6.19;
- (d) The provision of up to two permits to schools within a CPZ as described in paragraph 6.22;
- (e) The existing 50% discount on residents' permits, offered to drivers of environmentally friendly vehicles, as defined in the traffic order, be made free of charge, as described in paragraph 6.24.

3. Consultation with Ward Councillors

3.1 Not appropriate.

4. Policy Context (including Relevant Previous Decisions)

4.1 Where Controlled Parking Zones (CPZs) incorporate a Residents Parking Scheme, permits are issued to residents and their visitors to park in resident parking spaces. Only residents who live within the CPZ boundary are entitled to permits. Disabled blue badge holders may park for free in all designated spaces whether resident or not. The Director of Social Services and Housing is also authorised to purchase "visitor's" permits for Council employed "carers" where the Director considers there to be sufficient justification. At present there is a take up of only one issue of 10 books of permits on this basis. In addition the Panel also agreed that workers at the Samaritans in Station Road, Harrow were a special case and would qualify for "resident" permits, although this offer has not been take up yet. Transport for London also issue 'Health Emergency Badges', which are valid within a CPZ.

4.2 Visitors are catered for by the issuing of visitor permits to residents. Each household within the zone is entitled to 10 books of 10 permits a year. Each permit is valid for half a day.

4.3 Non residents on street parking is normally catered for outside of the operational hours of the CPZ or by the provision of Pay and Display (P&D) parking spaces within a CPZ where the hours of operation are relatively long. The provision of P&D can take the form of dedicated bays with P & D or Shared Use, which is shared with residents and their visitors displaying the required permit. All on street P&D has restricted hours or a relatively expensive long stay tariff designed to discourage long term parkers.

5. Relevance to Corporate Priorities

5.1 The environment in Harrow is enhanced by managing parking and by encouraging more sustainable transport activity.

6. Background Information and options considered

6.1 As part of a Best Value Review a consultation was recently undertaken with a wide range of stakeholders, including the Residents' Panel. The problems that CPZs cause to businesses and carers were identified as particular areas for attention.

6.2 Other than the three special interest groups mentioned in paragraph 4.1 there are currently no other special interest groups entitled to permits within CPZs.

6.3 From time to time, however the Council is requested to provide "resident" permits for other special interest groups. These are: -

(a) Businesses/traders

(b) Non Social Services "Carers" including other family members, friends, volunteers, visiting doctors and midwives.

- (c) Schools (private and public)
- (d) Doctors surgeries
- (e) Dentist surgeries
- (f) NHS outbuildings (e.g. recuperation centres)
- (g) Hospitals (private and public)
- (h) Voluntary organisations (e.g. Scouts)
- (i) Social Services units based throughout the Borough.

- 6.4 To date, apart from 3 doctor's bays, the Panel has only agreed to one exception, The Samaritans. In the case of one NHS outbuilding in Gayton Road, a Shared Use bay has been installed for trial purposes. This may be used elsewhere for special interest groups (b) to (i) if successful and warranted. There are two main issues with such a provision. The first is that whilst the provision is made for visitors to the premises and for staff operational needs of the premises (where there is insufficient or no off-street parking available) the facility may be used by staff for long stay / commuting purposes. This can be discouraged by applying a suitable tariff structure to the Pay and Display. The second issue is that such a facility is relatively expensive to install (approximately £2500 per machine) and may run at a revenue loss because of the lack of demand.
- 6.5 Generally speaking, businesses should provide their own off-street car parking to meet their own operational needs and additional car parking for their staff if they wish to.
- 6.6 **Businesses**
Business and visitor parking can be catered for by the provision of Pay and Display and on-street Shared Use bays. Again there is no control over use of the parking provision by staff of those businesses / traders or by other commuters but long stay is discouraged by having an appropriate tariff structure.
- 6.7 In areas with off-street car parks with spare capacity, business permits are available for staff and operational needs. The annual cost of a business permit is currently £400 to £700 depending on location and the permits are vehicle specific. It is therefore probable that these permits are used for staff commuting as well as business operational purposes. Businesses/traders would like to see this facility extended to on-street as well. This can only be done at the expense of existing residents, pay and display or shared use bays. Business permit bays could be dedicated or "shared" with any of these categories mentioned. In the case of business permits "sharing" with other categories it should be noted that the on-street signing becomes more complicated and cumbersome particularly where permitted hours vary. Due to their size, such signs can have an adverse impact on the environment and may cause confusion amongst drivers leading to increased enforcement problems.
- 6.8 A survey of other London boroughs' policy, criteria and charging structure towards Business permits has taken place. Information from 26 boroughs has been received either directly or from their web sites and this is summarised in Appendix A. The replies did not always fully address the queries, some only resulting in an application form for example. The replies do, however give a reasonable indication of how other boroughs are addressing this issue.
- 6.9 With the exception of Westminster and the City of London, all boroughs for which information is available provide some form of on-street business permit parking. The

form this takes varies widely between boroughs but in all cases permits are only issued to vehicles that are essential to the running of the business and not for commuting purposes. The permit is usually issued to a specific vehicle and can only be used in the CPZ where the business is based. In some cases, however, the permit relates to the business and can therefore be transferred to any company related vehicle. In some boroughs permits covering all zones are also available, usually at extra cost. A limit is usually placed on the number of permits a business can purchase, generally varying between 2 and 8 (see Appendix A) and a limit on the maximum size of vehicle that can be given a permit. This varies from borough to borough but is in the region of 2.1 to 3.0 metres high and 5.2 to 5.5 metres long.

6.10 The justification for consideration of on-street business spaces only arises in practical terms (ignoring the policy considerations for a moment) where:

- (a) No, or insufficient, off-street business spaces are available; and
- (b) Pay and Display and Shared Use bays are fully used during the zone operational times and a review of such increased provision and/or change to the tariff structure is not considered appropriate. (A tariff structure could be changed to allow all day parking if this was considered appropriate and a "season" ticket could be purchased for these spaces, although a space could not be guaranteed).

6.11 Alternatively business spaces can be provided by dedicated business spaces but even then a space could not be "guaranteed" for a particular business permit even with very tight control on their issue. This would inevitably mean stringent rationing with criteria to match. Dedicating parking spaces to a particular company would be illegal.

6.12 **It is therefore recommended that single-zone business permits should be introduced for vehicles essential to the business as follows: -**

- a) **Business parking should be in shared use (Business/P&D) bays converted from existing parking spaces**
- b) **The hours during which business parking is allowed shall not exceed that of the associated Pay & Display parking.**
- c) **The maximum stay should be limited to 3 hours or that of the associated P&D, whichever is less.**
- d) **The maximum size of vehicle shall be 2.3 metres high and 5.5 metres long.**
- e) **The maximum number of permits per business shall be two.**
- f) **The fee for a permit shall be £500 a year**

6.13 In order to justify the provision of business permit bays, parking surveys will have to be undertaken for reasons described in para. 6.4 and in para. 6.13 (a) and (b). The task for this is considerable and time consuming and other issues may arise as a result. **It is therefore recommended that investigation and provision of business bays, if warranted, be carried out for existing zones at their next review.**

6.14 **Carers**

As mentioned in paragraph 4.1, Council employed "carers" are catered for. However there are many other types of carers who are not. For example: -

- (a) Family caring for an elderly and/or disabled relative but not living at the same address. (The family may take it in turns to carry out this task, so a number of people and their cars may be involved);

- (b) As for (a) above but voluntary workers or friends; and
 - (c) People temporarily needing help and home visits from doctors, nurses, midwives, family and friends.
- 6.15 There are likely to be other deserving cases because of special circumstances that will arise from time to time and which will need to be considered on their merit.
- 6.16 Although not part of this Council's recent survey of other London boroughs, 2 boroughs mentioned 'carer' permits in the information they sent. Both boroughs issue permits to the resident rather than the carer, for use on the visiting vehicle. Greenwich provide a free 'Residents' permit while Lewisham have a 'Carers' permit costing £30 a year (the same cost as a Lewisham residents permit).
- 6.17 The result of a recent survey carried out by Camden Council is given in Appendix B. Of the 18 replies shown, 13 make some provision for carers although the means vary with each borough.
- 6.18 Most carers are not professionals but family and friends and without their input Social Services would find it difficult to meet the demands placed on it. There is therefore merit in providing permits to the care recipient for use on a visiting carer's vehicle. The problem arises in deciding the degree of incapacity that justifies the need for a carer. Islington Council issues carers 'visitors' permits to residents in receipt of a disability benefit or an attendance allowance, and this would seem to be a good indicator of need. Islington double the number of permits that can be purchased and halve the cost of the permits.
- 6.19 **It is therefore recommended that, in order to minimise abuse, a 'carer's' permit bearing the resident's road name, is issued to the resident in question in receipt of Disability Benefit or Attendance Allowance for use on any visiting vehicle. The permit to be free of charge and renewable annually.**
- 6.20 **Schools**
A review of the impact on schools in or near CPZs has been made for the following reasons:-
- a) Head teachers and Education officers have expressed concern that state schools within a CPZ will experience problems in recruiting and retaining staff. Education is a statutory requirement and schools do not usually have the option to re-locate, as may be the case with businesses. Education officers advise that there is a 6% teacher shortfall in Harrow at state schools.
 - b) Schools are often in locations not well served by public transport.
 - c) Staff often need to transport students work home.
 - d) Parents and others need to visit schools.
- 6.21 No survey has been carried out to discover how other London boroughs deal with this issue, but it is thought that some boroughs consider providing one or two spaces where space is not available on school grounds. This is usually achieved by the school purchasing 'Residents' permits. Amendments to the traffic order are not then needed.
- 6.22 **In order to address these concerns it is recommended that, for schools:-**

a) When designing future zones, and when reviewing existing ones, a small number of free, or Pay and Display bays be introduced near school entrances, where this will not unreasonably disadvantage residents, and where off-street parking is not available. These would be intended for school visitors. Where it is not possible to introduce these bays, a Head Teacher be allowed to purchase visitors permits provided the school is within a CPZ and has a Green Travel Plan.

b) Where the Head Teacher believes it is essential, for school operational reasons, for staff vehicles to park near to the school, the Head Teacher may apply for up to two "resident's" permits, subject to the following;

- c) i) There is no, or insufficient, on-site parking available.
ii) The school has a Green Travel Plan.
iii) Such provision will not unreasonably detract from residents parking space.

These permits to be charged at the 'first vehicle' rate and to be endorsed with the school name for use by any vehicle authorised by the Head Teacher.

6.23 Other special interest groups mentioned in para. 6.3 (d) to (l) can be mainly addressed in the design of a scheme, if warranted, and future reviews will seek to do this. From time to time there may be exceptional cases that warrant special consideration. These will be referred to the Environment and Transport Portfolio Holder, with an appropriate recommendation.

6.24 Environmentally Friendly Vehicles

A 50% discount is offered on residents parking permits to any resident who owns an environmentally friendly vehicle. This is defined within the traffic management order as a vehicle propelled by electricity, natural gas, methane gas, liquefied petroleum gas, hydrogen, methanol, ethanol or a hybrid using petrol or diesel with electricity or l.p.g. To date none of these have been taken up. **To further encourage their use, it is recommended that these permits be free of charge.**

6.25 The survey of London Boroughs did not raise this issue although Wandsworth Council mentioned that a 50% discount is offered. The London Congestion Charge scheme allows free access to the zone for these vehicles.

7. Consultation

7.1 Not appropriate.

8. Finance Observations

8.1 The revenue implications of these recommendations are difficult to assess but it is expected that they will have a minimal effect on the overall parking revenue budget.

9. Legal Observations

9.1 The introduction of business and carer's permits would require a revision to the Parking Places Order and the introduction of business parking bays, both of which can be made under Section 45 of the Road Traffic Regulation Act 1984

10. Conclusion

10.1 Whilst controlled parking zones are essential for comprehensively managing parking in an area, it is recognised that they are a rather 'blunt tool'. Up until recently there has

been relatively little pressure for exemptions / special permits, but as larger zones are provided, and operational hours become longer, this pressure is increasing.

- 10.2 The above proposals for business, carers and schools offer some relief for these special cases, without undermining the basic principles of managing parking, limiting long – stay commuter parking and promoting more sustainable transport.
- 10.3 The take-up of all 3 permits is likely to be low and numbers will be greatly influenced by the fee charged, however all will offer a facility which some people will find of considerable benefit.

11. **Background Papers**

- 11.1 Previous CPZ policy reports including annual CPZ reports

12. **Author**

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

Appendix A
 Business Parking in
 Other London Boroughs
 Controlled Parking Zones

Borough	Annual Fee	Designated bays	Pay & Display	Residents bays	Shared use bays	Any non-resident	Vehicle specific	Max. permits	Notes
Barnet	125 or 250	✓					?	?	Fee depends on location Business parking is also allowed in some long stay P&D bays
Brent	250 + 6 admin. 125 + 6 admin.	✓ ✓				✓ ✓	? ?	? ?	Reduced fee for liveried vehicles
Bromley	70 + daily fee	✓					Yes	4	Minimum of 2 employees. Daily permit £20 for 15, max. 150 Outer zone only Business permits are offered to employees of residents offering care facilities in outer zone.(Employed for 20 hours a week min.) Single zone only
Camden	180				✓		No	?	Can be used on up to 3 specified vehicles Business must be in the zone Vehicle must be essential for business
Croydon	200		✓			✓	?	2	No permits in Central CPZ Single zone only Car park permit £840 / year
Ealing	250			✓			Yes	*	* Equal to number of vehicles less any off-street parking spaces at premises. Single zone only Visitor vouchers £1 an hour Also 'Service Voucher' allowing use by businesses outside a CPZ (£1 / hour) Business parking is available in 8 car parks -quarterly or annual permits cost £250 - £400 depending on location.
Enfield	Not specified	✓					?	8	Single zone only
Greenwich	See Notes						Y/N	5	10 in some zones Fee varies depending on zone and number of permits e.g. first £30 others £110 Permits are available to named business (transferable) or vehicle specific.

Appendix A
 Business Parking in
 Other London Boroughs
 Controlled Parking Zones

Borough	Annual Fee	Designated bays	Pay & Display	Residents bays	Shared use bays	Any non-resident	Vehicle specific	Max. permits	Notes
									Residents needing a carer may apply for a free residents permit for them to use
Hackney	320	✓			✓	No	3	Fee for any zones except 'A' & 'B'	
	800	✓			✓	No	3	Fee for zones 'A' or 'B'	
	1350	✓			✓	no	3	Fee for all zones	
Hammersmith & Fulham	600					Yes	2		
	1000					Yes	2	Larger vehicles	
Haringey	250	✓				Yes	?		
Havering	45					?	2	Businesses can apply for season tickets for car parks	
Hillingdon	120	✓				no	1	Businesses can apply for season tickets for car parks	
Islington	560 or £10+80p / hour							(From Camden survey)	
Kingston	90 / 150					Y/N	2+	£90 for first permit, £150 for the second Not available in 2 zones Business vehicles may use car parks subject to space availability. No season tickets	
Lambeth	255					Yes	any	Also Teacher's Parking Permit subject to 'proof of vehicle business use'	
Lewisham	300	✓			✓			Carers permits are also issued to qualifying residents without a car. £30pa	
Newham	200					Yes	?		

Appendix A
Business Parking in
Other London Boroughs
Controlled Parking Zones

Borough	Annual Fee	Designated bays	Pay & Display	Residents bays	Shared use bays	Any non-resident	Vehicle specific	Max. permits	Notes
Redbridge	78	✓				Yes	?	?	Number may be limited by demand Can also be used in off street car parks
Richmond	Varies					Yes			4x residents rate for first (£140-£240) with second 50% extra. Rises to £225 for 3 months
Southwark	£255								
Sutton	320 750					?	2	?	Fee for specific zone Fee for all zones Business visitor's card available £60 for 100 hours (all zone use)
Tower Hamlets	350	✓				✓	?	?	All day parking in specified zone + 3 hours in any zone
Waltham Forest	225					?	?	?	Visitors permits 10x 5 hour £5.00 for businesses outside the CPZ Season ticket for car parks is £400
Wandsworth	300 150 75 150 150					✓	Yes	1	All zones Fee for liveried <u>or</u> 'green' vehicles Fee for liveried <u>and</u> 'green' vehicles Fee for Putney outer zone only All zone peripatetic nurse permit Requests for further permits will be considered
Westminster									Off-street only at present . Experimental scheme later this year £250 p.a.
City of London									Off-street only

Note: Information generally relates to financial year 2002-2003

Appendix B
Carer Parking in
London Boroughs
Controlled Parking Zones.

Based on a survey by Camden Council spring 2003

Barnet	Yes	Family & friends	Look for evidence of need for care
Brent	No		
Bromley	No		
Corp. of London	No		
Croydon	Yes	Neighbourhood Care Association	No charge. Allows parking in P&D bays in CPZs and car parks. Also on single yellow lines.
Ealing	No		Use visitors permit, 40p for 3 hours
Greenwich	Yes	Assumed to include family & friends	Free residents permit Written confirmation from doctor & carers association
Hammersmith & Fulham	No		
Havering	Yes	Registered companies only	
Hillingdon	Yes	Family & friends	No charge. Must register as a nominated carer
Islington	Yes	Assumed to include family & friends	For carer of person in receipt of disability benefit or attendance allowance.
Kingston	Yes	Assumed to include family & friends	Blank residents permit given out. Very few issued
Redbridge	No*		Free visitors permits given to disabled persons
Richmond	Yes	Family & friends	On merit. Also sold to Soc. Services & Health Trusts for staff use.
Southwark	Yes	Social Services and their contractors.	
Tower Hamlets	No*		Additional scratch cards, GP or Medical authority approval needed.
Waltham Forest	Yes	?	Free permit on Letter from GP, Hospital or Social Services. Friends/relatives delivering shopping, meals etc. can get residents permit at £25
Westminster	No*		A Westminster disabled badge holder may register carer's vehicle on his permit.

* Indicates alternative provision.

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LONDON BOROUGH OF HARROW

Agenda item: **8b**

Page no:

Meeting: Traffic and Road Safety Advisory Panel

Date: 17 September 2003

Subject: Crossover Policy Review

Key decision: No

Responsible Chief Officer: Interim Head of Environment and Transportation

Relevant Portfolio Holder: Environment and Transportation

Status: Part 1

Ward: All

Enclosures: Appendix 1 - Report to Traffic & Transport sub-committee 9 March 1988

Appendix 2 - Report to Traffic, Transport and Road Safety sub-committee 27 November 1995

Appendix 3 - Report to Traffic, Transport and Road Safety sub-committee 20 November 1996

Appendix 4 - Report to Cabinet 20 June 2000

Appendix 5- Report to Cabinet 13 March 2001

1. **Summary**

At the Panel's last meeting on 24 June 2003, it was requested that a report on crossover policy be submitted to the next meeting.

This report appends previous policy decisions relating to the determination of applications for vehicle crossovers, it reviews especially considerations of highway safety upon recent applications, identifies possible inconsistencies in the treatment of corner properties and recommends some new criteria. Appropriate recommendations are made.

2. Recommendations (for decision by the Portfolio Holder)

The Panel recommends that;

- 2.1 existing policies for vehicle crossings be re-affirmed, but**
- 2.2 having reviewed the safety criteria to be applied for new vehicle crossings to corner properties, they should be formally adopted as :**
- (i) access should only be taken from the less busy road (defined as the road of lower status according to the Harrow Unitary Development Plan).**
 - (ii) where access is required to the side of the front garden it should preferably be located as far from the junction corner as possible, but in any event the tapered kerb must not start less than 6 metres from the channel of the main road, or 1.8 metres from an existing dropped kerb for pedestrians.**
 - (iii) the existing policy and practice of charging the costs of re-siting street furniture (to allow the construction of a vehicle crossing) to the applicant, be extended to include costs of relocating such pedestrian dropped kerbs.**
- and**
- 2.3 the likely provisions of the new London Local Authority & Transport for London Bill be noted.**

REASON

To enable consistency in the determination of applications for vehicle crossings.

3. Consultation with Ward Councillors

Not appropriate as policies apply Boroughwide.

4. Policy Context (including Relevant Previous Decisions)

4.1 Under Section 184 of the Highways Act 1980, the following are the statutory criteria to which the Council shall have regard in determining whether to agree a request for a crossover:-

- a) The need to prevent damage to a footway or verge.
- b) The need to ensure, as far as practicable, safe access and egress from premises.
- c) The need to facilitate, as far as practicable, the passage of vehicular traffic in Highways.

The Council can approve a request for a crossover with or without modification, or may propose alternative works or may reject the request. The Council is bound to exercise its power under section 184 in accordance with normal Wednesbury rules of reasonableness. The practice, for as long as anyone can remember, is to grant those requests which meet the criteria of locally determined policies (recited below).

4.2 The Council's planning objectives, as enshrined in the Unitary Development Plan (Policy D9) include the protection and positive enhancement of streetside greenery and forecourt greenery. In most instances planning permission is not required for a crossover and hardstanding, and this objective can be achieved only through advice (e.g. advice guide leaflet provided to all applicants). However, planning permission is required to form a vehicle access point onto a classified road or where the relevant permitted development rights have been removed by Article 4 Direction. Consent is also required where preserved trees might be affected.

4.3 In addition, the following reviews of crossings policy have been undertaken over the last 15 years. Those earlier reports are appended now for information.

Appendix 1 - Report to Traffic & Transport sub-committee 9 March 1988

Appendix 2 - Report to Traffic, Transport and Road Safety sub-committee 27 November 1995

Appendix 3 - Report to Traffic, Transport and Road Safety sub-committee 20 November 1996

Appendix 4 - Report to Cabinet 20 June 2000

Appendix 5- Report to Cabinet 13 March 2001

4.4 Separately, Section 16 of the new London Local Authority and Transport for London Bill, expected to be implemented later this year, gives the Local Authority the power to prevent the use of kerbs and verges as vehicle crossovers. In deciding whether to exercise this power the Local Authority should consider these factors listed in s.16(3) :

(a) the need to prevent damage to a footway or verge;

(b) the need to ensure so far as practicable, safe access to and egress from premises;

(c) the need to facilitate, so far as practicable, the passage of vehicular traffic in and parking of vehicles on highways; and

(d) the need to prevent obstruction of the footway or verge

s.3(1)(a) The Bill will come into operation subject to a resolution by the Local Authority and not before two months have elapsed since the Bill was passed.

5. Relevance to Corporate Priorities

5.1 This matter relates to the Corporate priority to enhance the environment in Harrow.

6. Background Information and options considered

In 2002/03, the Council received over 900 applications for crossings and only 8% were refused. In detail;

Applications received	=	933
granted	=	855
refused	=	78

Analysis of reasons for refusal

- Front garden too small = 16 (less than 4m depth)
- Crossing beyond max width = 9 (3.6m max width)
- Frontage too narrow for second crossing = 1
- Would remove/prejudice significant street trees = 39
[N.B. Street trees removed to allow crossings = 57]
- Highway safety = 10
- Would prejudice large areas of Housing amenity land = 3

Total 78

6.1 Size of front garden

Policy introduced in 1988 and revised in 1995. For an application to be approved, the property must have sufficient front garden dimensions to accommodate a car clear of the highway. The minimum depth of garden should be 4 metres, in order to permit a medium size car to park without manoeuvring over the footway, or obstructing it when parked.

It is recommended that the 1995 criteria be retained.

6.2 Maximum width of crossing is 3.6 m (12 ft)

Limitation of the widths of crossings was introduced by Members in 1995, in response to a petition and deputation about widening proposals in West Harrow.

This policy seeks not only to protect grass verges and trees but also to retain some footway area, across a property frontage, where pedestrians may have a refuge from likely conflict with vehicles entering or leaving.

It is recommended that the policy is retained.

6.3 Frontage too narrow for second crossing

In 1996, Members relaxed their criteria for second crossings (See Report Appx 3) to a presumption in favour of allowing second crossings generally, and where grass verges would be affected where that will be likely to result in additional car(s) being accommodated off-street, but they confirmed that applications for second crossings which would affect street trees continue to be refused.

Where two crossings to serve one curtilage are proposed in close proximity, they shall be separated by at least one kerbstone (0.9 m of full kerb face) to prevent otherwise the creation of a double width crossing and to provide adequate facilities for pedestrians. (See 1996 Report at Appx. 3)

It is recommended that this policy is retained.

6.4 Retention of street trees

The 1995 policy (Appx. 1) giving absolute priority to safeguarding healthy street trees, was relaxed by Cabinet in 2000 (Appx. 4) subject to conditions, but a revised and slightly more restrictive policy was introduced again by Cabinet in 2001 (Appx. 5). In determining whether a crossing should be permitted in proximity to an existing tree, the Council's Arboricultural Officer views all applications on site and applies National guidelines for protection of tree root safety zones within which a crossing should not be constructed. These may vary from case to case with differing species, maturity and environment.

The 2001 Cabinet policy also provided an opportunity for trial excavations in grass verges within tree root protection zones, to expose the exact size and spread of roots, to determine whether a crossing might be provided there without prejudicing the future health of the tree. This provision has already been applied to allow a crossing adjacent to a very mature tree in Malvern Avenue.

Healthy street trees are now only removed for vehicle crossings in cases where the Council's Landscape architect considers there would be no loss of amenity value and a replacement tree is planted.

It is recommended that this policy is retained.

6.5 Highway Safety Considerations

6.5.1 Of the 933 applications received in 2002-03, 10 were refused on safety grounds. The reasons for refusal were:

- On a corner radius + a safer alternative exists (2 no.)
- On a corner radius
- Conflict with a bus stop
- Proximity to a signalled controlled junction
- Proximity to a roundabout + a safer alternative exists
- Proximity to a roundabout
- Removal of guard rail would prejudice pedestrian safety

- Inadequate visibility + a safer alternative exists
- Access onto busy road + a safer alternative exists

Applications for crossings onto a busy road where a safer alternative exists

6.5.2 The principle of refusing access onto a busy road* if a safer alternative exists to that premises from a side road or the rear, is long established. As applications for vehicle crossings on classified roads also require planning permission, applicants can appeal to the Government's Planning Inspectorate against a refusal. Such appeals are consistently dismissed.

*In this context busy road means a Secondary Road (eg Uxbridge Road, Kenton Road etc or Local Distributor Road (eg Kenton Lane, Camrose Ave, Eastcote Lane, etc) as defined in the Harrow Unitary Development Plan

Applications for crossings on or close to corners (junctions)

6.5.3 More than two-thirds of urban road accidents occur at junctions. Forward visibility for turning vehicles is often limited and drivers attention has to cope with a variety of factors in addition to the turning manoeuvre e.g other traffic and pedestrians. It is important therefore that the highway authority ensures as far as reasonably possible that additional potential conflicts, such as parking or accesses are kept to a minimum.

6.5.4 It is acknowledged that a number of crossings on or close to corners exist around the borough. In most cases these were approved many years ago when traffic flows were lower and safety standards and casualty reduction targets were not as rigorous as they are now.

6.5.5 In recent years, for applications on or close to corners, the practice has been to consider the following factors:

- Access should only be taken from the less busy road (see para 6.5.2 above)
- Access should not be so close to the junction as to impinge on the corner radius of the kerb.

6.5.6 Although this can mean that an access could be provided undesirably close to a corner (immediately passed the corner radius), this will be in the side road where flows are usually low.

6.5.7 The impact of an access on pedestrians also has to be considered. The majority of pedestrians crossing the side road will do so close to the junction, probably across the corner radii, unless the footway along the main road is very wide.

6.5.8 It is clearly necessary to separate the vehicle access from the pedestrian crossing. This means that the vehicle access must be set back sufficiently to allow a pedestrian crossing and associated tactile paving to be laid closer to the junction, with a short length of full height kerb (to provide some physical separation) before the taper (the kerb that is full height one end and flush

with the carriageway the other end) starts for the vehicle crossing. The minimum distance to achieve this is 6 metres, measured from the channel of the main road to the start of the taper for the vehicle crossing.

- 6.5.9 It should be noted however that DETR Guidance on the Use of Tactile Surfaces (1998) advises that uncontrolled pedestrian crossings at side roads should be inset into the side road (away from the main road and corner radii). This would mean that a vehicle crossing would have to be set even further back from the main road, meaning that only very long front gardens would be accessible from the side for vehicles. The DETR guidance does recognise that it is not always possible or desirable to provide crossing points inset into the side road and accepts that in these instances a pedestrian crossing point closer to the main road is necessary. Bearing in mind the advantages of accommodating vehicles in the front garden (reduced parking on street and convenience of residents) it is recommended that where access to front gardens is required, the pedestrian crossing be accommodated closer to the main road. This also has the advantage of being closer to the desire lane and improving visibility between pedestrians and turning vehicles.

Consistency of Decisions

- 6.5.10 Concern has been expressed about inconsistent decisions and research confirms that different interpretation of the criteria in 6.5.5 above has indeed led to some inconsistency. Rather than relate the decision to the corner radius, which can vary in size, it is suggested that new criteria are adopted which relate to a distance back from the main road. Using the rationale set out in 6.5.8 above, that distance is 6 metres.
- 6.5.11 For properties with longer front gardens, it is in the interest of safety to encourage the applicant to locate the crossing as far as practicably possible from the corner.
- 6.5.12 Requests are sometimes made for two vehicle accesses to front gardens of corner properties, one from the front and one from the side. The reason is often cited that this will allow drivers to enter and leave in forward gear, to the benefit of road safety, although this usually can only happen when only one car is parked on the front. Bearing in mind the principle that in the interests of road safety access should only be taken from the minor road (see para 6.5.2 above) it is recommended any access to the major road be refused if a safer alternative exists. This ensures that all movements in and out take place on the (quieter) minor road.

6.5.13 It is therefore recommended that the criteria for new vehicle crossings to corner properties should be confirmed as:

- (iv) access should only be taken from the less busy road (defined as the road of lower status according to the Harrow Unitary Development Plan).
- (v) where access is required to the side of the front garden it should preferably be located as far from the junction corner as possible, but in any event the tapered kerb must not start less than 6 metres from the channel of the main road, or 1.8 metres from an existing dropped kerb for pedestrians.
- (vi) the existing policy and practice of charging the costs of re-siting street furniture (to allow the construction of a vehicle crossing) to the applicant, be extended to include costs of relocating such pedestrian dropped kerbs.

7. **Consultation**

None

8. **Finance Observations**

There will be no affect on the Council's financial position as the construction of crossovers is carried out by the Council only after each applicant has paid the estimated cost, together with an administration fee, in advance.

9. **Legal Observations**

Included

10. **Conclusion**

10.1 The policy has been reviewed and it is recommended that the safety criteria be clarified and formally adopted in order to promote consistent decision making.

11. **Background Papers**

11.1 All documents in Section 4 of this report.

12. **Authors**

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LONDON BOROUGH OF HARROW

AGENDA ITEM NO 5

DEPARTMENT OF ENGINEERING

TRAFFIC & TRANSPORT SUB COMMITTEE

WEDNESDAY 9 MARCH 1988

REPORT OF ASSISTANT DIRECTOR (ENGINEERING)

1 POLICY FOR THE PROVISION OF CARRIAGE-CROSSINGS TO RESIDENTIAL PROPERTIES

1.1 Purpose of the Report

At its meeting on 6th January, 1988 the Sub-Committee requested a report setting out a policy for the provision of carriage-crossings. This matter was raised by Councillor Giles-Medhurst as a result of the refusal of permission for a carriage-crossing at 29, Cornwall Road, where my officers considered that the size of the front garden was inadequate to accommodate a car.

1.2 General Considerations for the Provision of Carriage-Crossings

1.2.1 In the context of the particular issue referred to by Councillor Giles-Medhurst it is agreed that there is a need to clarify the existing guidelines to ensure consistency in the way that applications are dealt with and it is clear that in a few cases crossings have been provided to areas which are too small to accommodate an average size car. Obviously these errors should not be perpetuated by allowing them to become a precedent for providing carriage crossings to similar properties, and clear guidance has been prepared to establish the minimum space required to provide car parking clear of the highway. However, it should be borne in mind that of the 950 or so applications received in a 12 month period only about 20 are rejected, of which about 15 relate to insufficient off-street space, with the remainder being rejected on grounds of highway safety.

1.2.2. By S184 of the Highways Act 1980 the Council has the power to construct vehicle crossings or to require the occupiers of premises to construct vehicle crossings in certain circumstances. In exercising this power the Council must have regard to safe access to the premises and the safe passage of vehicles on the highway. It can be argued, therefore, that there is a presumption in statute in favour of providing crossings except where they are likely to adversely affect highway safety. In general highway and traffic terms there is also a presumption in favour of reducing on-street parking by the provision of off-street parking and there are very few instances where the balance of highway safety considerations warrants the rejection of a request for a crossing.

1.2.3 Highway safety considerations would take account of such factors as proximity to a junction, roundabout, traffic signals, pelican or pedestrian crossing, or where there is inadequate visibility. These are almost invariably subjective judgements which may also depend on a variety of other site characteristics such as volume of traffic, width of carriageway, footway and/or verge. In these cases the expert advice of the Highways and Traffic Section is sought.

1.2.4 The width of a crossing and its position within the frontage of the property may also be influenced by a number of factors such as the widths of carriageway, footway and/or verge, and the width and depth of the area available for parking. In general the width of a crossing is limited to that necessary to facilitate its proper use and as far as possible this should not exceed 4.8m.

1.2.5 However, despite the presumption in favour of providing off-street parking it is considered that crossings should not be provided unless an applicant can clearly demonstrate that a vehicle can be satisfactorily parked clear of the highway. If the space available is insufficient then parking is likely to lead to vehicles overhanging the footway and causing obstruction, danger and inconvenience to pedestrians especially the blind. It has also become apparent that in some cases the provision of a carriage-crossing to an area of inadequate size has been used to "buy" kerbside parking outside an applicant's property, presumably on the doubtful premise that anyone else parking there will be guilty of obstructing the access.

1.2.6 The dimensions of an area required to park a car clear of the highway have been established using the accepted technical information on the size and turning characteristics of a "standard" car, which is the basis for most highway and traffic design. (Arguments are often advanced that a particular applicant may have a "small" car, but of course the Council would have no control over any future situation).

1.2.7 Gardens or areas with a depth of 4.80 m or more available for parking can accommodate the length of a "standard" car with a minimum crossing width of 2.4m, but as the depth of the area reduces, the corresponding width necessary to accommodate a car turning on full lock increases. For a depth of 4m the required clear width is 6.0m, with a minimum crossing width of 3.0m, and for a depth of 3m a clear width of 7.5 m is required, with a minimum crossing width of 4m.

With less than 3m depth it becomes very difficult to accommodate the turning movements without excessive manoeuvring across the footway and within a reasonable width of crossing and it is not anticipated that this situation is likely to arise except in very exceptional circumstances.

- Environmental Considerations

5.3

1.3 It is Recommended that the Sub-Committee note the general considerations and guidelines used in respect of applications for carriage-crossings and confirm the policy that carriage-crossings are not provided to properties which cannot meet the minimum requirements set out in paragraph 1.2.7

Carried by vote.

FOR DECISION

Contact Officer:- Dennis Thompson Extension 2500
Administrative Manager (Technical)
Background Papers:- None

2 FOOTWAY AND GRASS VERGE PARKING - POLICY ON EXEMPTIONS

2.1 Purpose of Report

2.1.1 Since the introduction in January, 1985 of Section 15 of the G.L.C. General Powers Act 1974 banning the parking of vehicles on footways and grass verges, General Public Services and this Sub-Committee has considered several requests from residents in particular roads for exemptions from the ban, as provided for in the legislation. In each case the Sub-Committee has confirmed its policy of allowing no exemptions but on 5th March, 1986 (Res. 323) the Sub-Committee resolved to review its policy within two years following a Borough-wide survey to identify what measures could resolve particular problems.

2.1.2 The purpose of this report is to discuss the need and justification for granting exemptions and to consider the criteria against which exemptions could be assessed. The report also discusses the detailed survey and analysis necessary to identify the actual extent of parking and traffic problems within the Borough which could be significantly improved by the introduction of exemptions and associated measures.

2.1.3 A preliminary Borough-wide survey has recently taken place which along with the general enforcement experience gained in the last three years, has helped to identify the relevant issues and factors which should be taken into account. The survey was carried out on mid week evenings in January of this year and although it showed where pavement and grass verge parking was actually taking place it proved very difficult from this to accurately assess the existence or extent of general traffic problems.

TRAFFIC, TRANSPORT AND ROAD SAFETY SUB-COMMITTEE
Monday 27 November 1995

Joint Report of the Head of Planning and Transportation, and
the Head of Environmental Services

VEHICLE CROSSINGS OVER FOOTWAY AND VERGES, AND
SECOND CROSSINGS

This report considers revised criteria for applications from residents for new or widened crossings, or second crossings, over footways and verges. The criteria seek to protect further the street scene by placing greater restrictions on the removal of street trees and grass verges.

An advice leaflet for residents "Parking in Front Gardens", a Guide, has been prepared and is appended for consideration. (Committee Members' papers only)

- | | |
|------------|--|
| Appendix A | Existing Criteria for Crossings, 1988. |
| Appendix B | Suggested Criteria for Crossings. |
| Appendix C | "Parking in Front Gardens" a guide/advice leaflet. |

FOR DECISION

RECOMMENDATIONS

The Sub-Committee is recommended to

1. Approve the suggested criteria for Crossings in Appendix B, to supersede those of 1988.
2. Receive and approve the guidance/advice leaflet for residents.

1. Introduction and Background

The Environment, Transport and Leisure Committee of 15th June 1995 considered a petition from adjoining residents objecting to the proposed widening of an existing vehicle crossing in Tintern Way, West Harrow on the grounds that it would reduce the area of grass verge. By Resolution 17, the Committee decided to :

- (1) receive and consider the petition;
- (2) inform the applicant that, after careful consideration, the Committee has determined that an enlarged crossover should not be provided in this case, on the grounds that the current needs of the property are served by the existing arrangements;
- (3) refer the matter to the Traffic, Transport and Road Safety Sub-Committee for revision of the criteria for extended or additional carriage crossovers;
- (4) inform the petitioners accordingly."

This report now considers revised criteria.

2. Highway Considerations

Under Section 184 of the Highways Act 1980, the following are the statutory criteria to which the Council shall have regard in determining whether to agree a request for a crossover:-

- 6.1 The need to prevent damage to a footway or verge.
- 6.2 The need to ensure, as far as practicable, safe access to and egress from premises.
- 6.3 The need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

The Council can approve a request for a crossover with or without modification, or may propose alternative works or may reject the request. The Council is bound to exercise its power under section 184 in accordance with normal Wednesbury rules of reasonableness. The practice, for as long as anyone can remember, is to grant those requests which meet the criteria at Appendix A. The Council receives approximately 500 applications per annum for crossovers and only 3% are refused.

In March 1988 (Res 227) the former Transport & Traffic Sub-Committee agreed that "there was a policy in favour of providing carriage crossings to gardens and areas unless (1) highway safety factors warranted their rejection: or (2) other dimensions (of the front garden) were insufficient."

The relevant part of that report regarding dimensions of front gardens recited : "Para 1.2.7 - Gardens or areas with a depth of 4.80 m or more available for parking can accommodate the length of a "standard" car with a minimum crossing width of 2.4m, but as the depth of the area reduces, the corresponding width necessary to accommodate a car turning on full lock increases. For a depth of 4m the required clear width is 6.0m, with a minimum crossing width of 3.0m, and for a depth of 3m a clear width of 7.5m is required, with a minimum crossing width of 4m."

3. Factors which affect the width and location of a Vehicle Crossing

The principle upon which the 1988 criteria were based was one of ; for a given size of garden, what width of crossing would be required? (i.e sometimes greater than 3.6m) In recent practice however, the maximum size of crossing constructed has been restricted to a width of 3.6m

Under the revised and currently proposed criteria, however, having regard both to the Council's desire to protect grass verges and trees (set out in the UDP adopted in Nov 1994) and also to the ETL Committee's decision in June, the width of crossing is now taken as the limiting factor (up to a maximum of 3.6m) and acceptable dimensions of a front garden are then derived from that, based upon typical vehicle manoeuvrability "swept paths".

For an application to be approved, the property must have sufficient front garden dimensions to accommodate a car clear of the highway. As the depth of a garden decreases below 4.8m, the necessary width increases. It has been identified that the minimum depth of garden should be 4 metres with a frontage width of 7.5 metres for a 2.7m wide crossing, in order to permit a medium size car to park without manoeuvring over the footway. The corresponding dimensions for a 3.6 metres wide crossing (the maximum permitted in the criteria), are 4 metres depth and a frontage width of 6.5 metres.

The position of street furniture and street trees will also affect the location of a vehicle crossing. If necessary, street furniture can be re-sited, at the applicant's expense. Mature street trees, however, are not removed to permit the construction of vehicle crossings. It is suggested now that the Council's stated aim should be to retain all healthy street trees and to retain the maximum area of grass verge, consistent with providing reasonable vehicular access to residential premises.

The existing criteria have therefore been strengthened to restrict the permissible width of future crossings and to limit the impact on grass verges and trees. Suggested revised criteria are set out in Appendix B, for consideration. Environment, Transport and Leisure Committee's decision in June is consistent with these proposals.

4. Planning and Transportation Considerations

The Council's planning objectives, as enshrined in the Unitary Development Plan (Policy E30) include the protection and positive enhancement of streetside greenery and forecourt greenery. In most instances planning permission is not required for a crossover and hardstanding, and this objective can be achieved only through advice (e.g. advice guide attached). However, planning permission is required to form a vehicle access point onto a classified road or where the relevant permitted development rights have been removed by Article 4 Direction. Consent is also required where preserved trees might be affected.

Properties which are statutorily listed or which are within Conservation Areas may require council consent for the changes involved in the boundary or setting of the building. Specific design advice is available in policy statements and design guides which have been published; this advice takes into account the objectives of preservation or enhancement of character and appearance.

Where the Council has control, it will attempt to achieve a balance between hard and soft landscaping and may require the use of specific materials for hard surfacing including for vehicle crossings where the applicant will be expected to meet the full cost. Proposals will be considered individually, but their contribution to the overall street-scene and any cumulative effect of crossings and front garden parking will be taken into consideration.

Where possible, use should be made of existing access or alternative access points, such as from the rear of the property. Safety implications of boundary treatments will be considered. Adequate visibility for drivers emerging from a frontage must be ensured, as must the safety of pedestrians.

Appendix C is an advice leaflet that has been prepared for the Sub-Committee's consideration and, if approved, will be launched before the end of the year. It includes all the issues which will be considered in assessing an application for a vehicle crossing. It also sets out guidance and suggestions for satisfactory treatment of front gardens to minimise any adverse impact on the street scene, and will therefore be relevant for all residential situations.

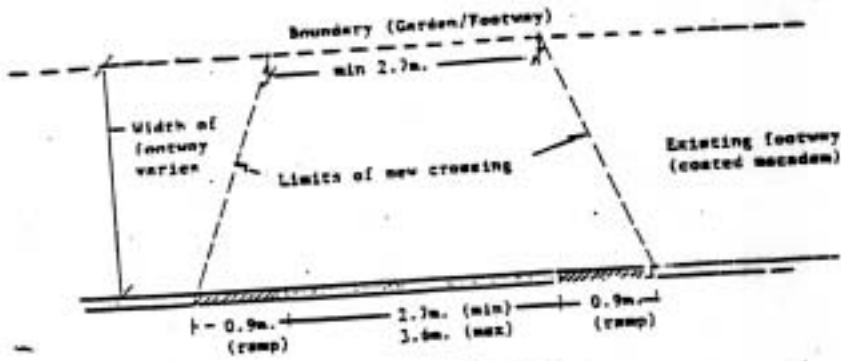
FOR DECISION

Contacts:

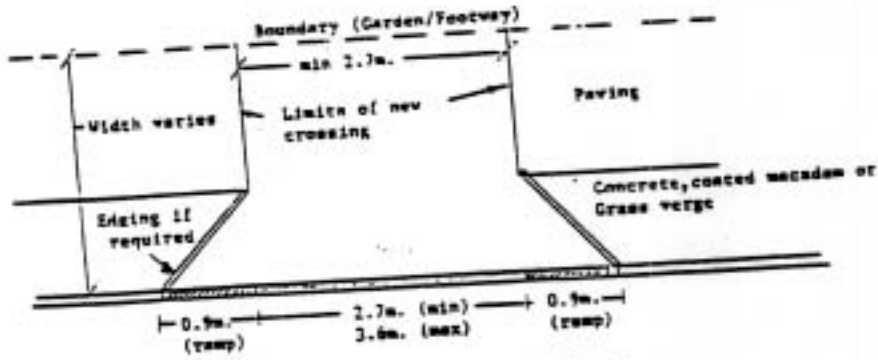
Brynn Hodgson	-	Head of Environmental Services	Ext 2002
Keith Hubbard	-	Head of Planning & Transportation	Ext 2442
John Almond	-	Manager, Highways & Lighting	Ext 2497
Steve Swain	-	Manager, Transportation	Ext 2538

Background papers:	Environmental Services Committee Report	15 June 1995
	Traffic & Transport Sub-Committee	9 March 1988

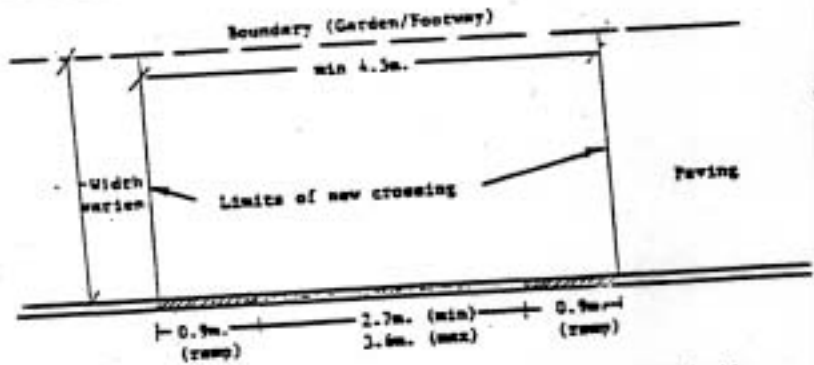
NORMAL LAYOUT FOR FULL WIDTH MACADAM FOOTWAY



NORMAL LAYOUT FOR FOOTWAY WITH VERGES OF MARGINS

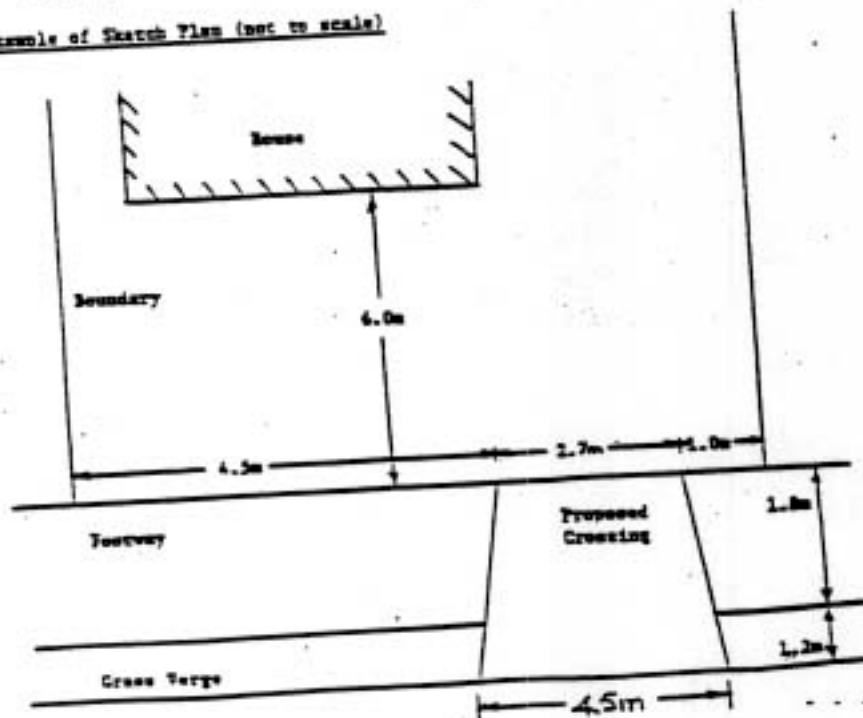


NORMAL LAYOUT FOR FOOTWAYS WITH PAVING SLABS FULL WIDTH



NOTE: Applicants should select layout according to the applicable existing footway construction outside their property.

Example of Sketch Plan (not to scale)



4A

Suggested Criteria (to supersede Res 227 of 9.3.88)

New or Widened Crossings

1. There will be a presumption in favour of allowing crossings, unless traffic and highway safety considerations prevent, provided that:
 - (a) Crossings will be restricted to a maximum width of 3.6m. where that can be accommodated without any impact on grass verges.
 - (b) Where verges would be affected, crossings will be restricted to the minimum 2.7m width when the dimensions of a front garden allow adequate manoeuvrability within the curtilage of the premises. (as set out in Section 3).
 - (c) Where the depth of a front garden does not allow adequate manoeuvrability (as set out in Section 3) then crossings will be allowed to encroach on grass verges, but only up to a maximum of 3.6m total width.
2. Crossings of even the minimum width will not be permitted if the health or location of a mature street tree, or any tree subject to a Tree Preservation Order, would be prejudiced. Younger specimens may be removed and replanted nearby, at the applicant's expense, only if the arboricultural officer is satisfied that this will not be prejudicial to their survival.

Second Crossings

3. There will be a presumption in favour of allowing second crossings on heavily trafficked roads (Secondary or Designated) for road safety benefits of allowing vehicles to enter and leave in a forward gear, subject to the considerations on trees and grass verges above.
4. On all other roads, there will be a presumption against second crossings where verges or trees would be affected.
5. Applications for second crossings on other roads not affecting verges or street trees will be considered on their merits.

(N.B. All above dimensions relate to the length of dropped kerbing.
A safety margin of 0.5m will be required clear of any lamp column or similar street furniture).

London Borough of Harrow
Department of Development Services

TRAFFIC, TRANSPORT AND ROAD SAFETY SUB-COMMITTEE
Wednesday 20 November 1996

Joint Report of the Head of Planning and Transportation, and
the Head of Environmental Services

VEHICLE CROSSINGS OVER FOOTWAY AND VERGES,
AND SECOND CROSSINGS

This report reviews the criteria for applications from residents for new or widened crossings, or second crossings, over footways and verges following a year's operation, as requested by the Traffic, Transport and Road Safety Sub-Committee on 27 November 1995.

- Appendix A - Traffic, Transport and Road Safety Report, November 1995.
- Appendix B - Current operating criteria.
- Appendix C - Summary Schedule of applications received and decisions under the criteria, during review period November 1995 to date.
- Appendix D - Sketches of 2 sites where second crossings have been refused and are now the subject of approaches direct to this committee by the applicants.

FOR DECISION

RECOMMENDATIONS

Having reviewed the operation of its revised 1995 policy, the Sub-Committee is recommended to:

1. confirm that the existing Criteria 1,2,3 and 5 set out in Appendix B shall be retained; and
2. agree to revise Criterion 4 to allow applications for second crossings over grass verges, in those cases which would comply with the criteria now set out in Section 6 to this report, including confirmation of the minimum separation between two crossings to the same premises, and
3. confirm that applications for second crossings which would affect street trees will continue to be refused.

1. Introduction

This report reviews a year's operation of the revised criteria for new or widened crossings, or second crossings over footways and verges, as requested by the Traffic, Transport and Road Safety Sub-Committee of 27 November 1995 (Res. 72).

2. Policy background

2.1 Under Section 184 of the Highways Act 1980, the following are the statutory criteria to which the Council shall have regard in determining whether to agree a request for a crossover:-

- (i) The need to prevent damage to a footway or verge.
- (ii) The need to ensure, as far as practicable, safe access to and egress from premises.
- (iii) The need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

The Council can approve a request for a crossover with or without modification, or may propose alternative works or may reject the request. The Council is bound to exercise its power under Section 184 in accordance with normal Wednesbury rules of reasonableness.

2.2 The current policy was agreed by the Sub-Committee in November 1995 when further protection for street trees and verges generally was added, together with a presumption against second crossings (in most circumstances) where they would affect either trees or verges. See copy of criteria attached at **Appendix B**. The Sub-Committee also asked for a review after 12 months operation of the criteria.

2.3 The policy evolved from Environment, Transport & Leisure Committee's earlier decision in June 1995 to refuse a widening of an existing crossing in Tintern Way which would have reduced the area of grass verge there. The Council subsequently agreed a local settlement with that applicant following his complaint to the Local Government Ombudsman.

2.4 Operation of the policy in the last year has shown that it has operated effectively to achieve the sub-committee's objectives in approximately 98% of cases, but that it has not been well understood by applicants who regard the area of grass verge affected in each individual case to be trivial and it has been especially contentious where applications for second crossings have had to be refused because of their impact on grass verges. This aspect has also generated Members' involvement.

- 2.5 Whilst the approval or not of each individual application for a vehicle crossover (to avoid damage to the highway) has maintenance and/or enforcement implications, the Council's current policy is founded essentially on;
- (i) considerations of highway safety and of vehicle manoeuvrability within front gardens, and
 - (ii) the environmental impact of the loss of street trees or highway verge from the Streetscene, with particular reference to Policy E.30 in the UDP, which states (inter alia) "the Council will seek to achieve and retain a high quality of forecourt greenness and street greenery in the Borough".

3. Planning & Transportation Considerations

As noted in paragraph 2.5 (above), the Council's planning objectives are set out in Unitary Development Plan Policy E30, and include the protection and positive enhancement of streetside greenery as well as forecourt greenery. In most instances planning permission is not required for a crossover and hardstanding, and this objective can be achieved only through advice (e.g. the guidance leaflet sent to applicants). However, planning permission is required to form a vehicle access point onto a classified road or where the relevant permitted development rights have been removed by Article 4 Direction. Consent is also required where preserved trees might be affected.

Properties which are statutorily listed or which are within Conservation Areas may require council consent for the changes involved in the boundary or setting of the building. Specific design advice is available.

Where the Council has control, it attempts to achieve a balance between hard and soft landscaping and may require the use of specific materials for hard surfacing including for vehicle crossings where the applicant will be expected to meet the full cost. Proposals will be considered individually, but their contribution to the overall street-scene and any cumulative effect of crossings and front garden parking will be taken into consideration.

In general, preference is for use to be made of existing accesses. Where it is possible to gain access to a property via the rear, this is usually more satisfactory and better in terms of road safety, especially if direct access onto a busy traffic route is then avoided. Visibility for drivers emerging over a crossover or for approaching drivers and pedestrians also has to be considered in terms of road safety.

4. Experience of implementation over the review period

- 4.1 In the year 1st November 1995 to 31 October 1996, 574 applications for crossings have been received and considered, of which 339 have been constructed. A further 240 were also approved but have not been constructed. 40 applications in total affected either highway trees or verges, of which 12 were refused to protect highway trees and a further 14 applications for second crossings were refused because of their impact on grass verges. **Appendix C** contains a summary of decisions by category, together with recommendations on whether to retain or review those effects of the policy.

- 4.2 It is suggested that the Sub-Committee will wish to review existing Criterion 4, which has led to the refusal of 14 applications for second crossings that affected grass verges, in view of the relatively small number involved (2% of total applications) and the Member involvement that has been generated by refusal decisions over the last year by this aspect of the policy.

Criterion 4 relates to all roads, other than Secondary or Designated roads, and contains a presumption against second crossings where street trees or verges would be affected. It is anticipated that Members will wish to retain the policy with regard to protecting street trees without exception.

5. Review of policy relating to applications for second crossings affecting grass verges

- 5.1 The highway safety considerations relating to the provision of second crossings are :-

- (i) Allows the maximum number of vehicles to be parked off-street and thereby reduces on-street parking,
- (ii) removes the need for reversing either in or out, in most cases
- (iii) leads to a proliferation of access points onto the highway.

On balance, it is considered that the opportunity to achieve additional off-street parking outweighs the disadvantage of extra access points and manoeuvring of vehicles.

- 5.2 It is, however, recognised that this does not accord with the current policy which seeks to protect grass verges. The issue turns therefore on the relative importance of the highway safety advantage when set against the environmental impact of the loss of grass verge.

- 5.3 This Sub-Committee will wish to balance these competing objectives in the light of 14 refusals over the last year, together with consideration of the two specific cases which are the subject of a deputation and of tabled correspondence, both objecting to this aspect of the existing policy and seeking the Sub-Committee's reconsideration.

6. Conclusions

If Members are minded to amend their 1995 policy, in the light of one year's operating experience, it is *recommended* that the Sub-Committee:

- 6.1 *Re-affirms that its previous Criteria 1,2,3 and 5 as set out in Appendix B shall be retained, and*
- 6.2 *amends Criterion 4 for second crossings, to a presumption in favour of allowing second crossings where grass verges would be affected where that will be likely to result in additional car(s) being accommodated off-street, and*
- 6.3 *confirms that applications for second crossings which would affect street trees will continue to be refused.*

6.4 Where two crossings to serve one curtilage are proposed in close proximity, they shall be separated by at least one kerbstone (0.9m of full kerb face) to prevent otherwise the creation of a double width crossing and to provide adequate facilities for pedestrians. (Members' confirmation of officers' long standing practice *is sought* now in the light of a very recent application which has contested this issue.)

7. Environmental Implications

This report considers amendments to the Sub-Committee's existing policy with regard to street trees and grass verges, when considering applications for vehicle crossovers.

8. Financial Implications

There will be no affect on the Council's financial position as the construction of vehicle crossovers is carried out by the Council only after each applicant has paid the estimated cost, together with an administration fee, in advance.

9. Personnel Implications

None

FOR DECISION

Background Papers

Report to Environment, Transport & Leisure Committee June 1995

Report to Traffic, Transport & Road Safety Sub-Committee November 1995

Contacts

Brynn Hodgson	-	Head of Environmental Services	Ext: 2002
Keith Hubbard	-	Head of Planning & Transportation	Ext: 2442
John Almond	-	Manager Highways and Lighting	Ext: 2497
Steve Swain	-	Manager Transportation	Ext: 2538

London Borough of Harrow
Department of Development Services

TRAFFIC, TRANSPORT AND ROAD SAFETY SUB-COMMITTEE
Monday 27 November 1995

Joint Report of the Head of Planning and Transportation, and
the Head of Environmental Services

VEHICLE CROSSINGS OVER FOOTWAY AND VERGES, AND
SECOND CROSSINGS

This report considers revised criteria for applications from residents for new or widened crossings, or second crossings, over footways and verges. The criteria seek to protect further the street scene by placing greater restrictions on the removal of street trees and grass verges.

An advice leaflet for residents "Parking in Front Gardens", a Guide, has been prepared and is appended for consideration. (Committee Members' papers only)

- | | |
|------------|--|
| Appendix A | Existing Criteria for Crossings, 1988. |
| Appendix B | Suggested Criteria for Crossings. |
| Appendix C | "Parking in Front Gardens" a guide/advice leaflet. |

FOR DECISION

RECOMMENDATIONS

The Sub-Committee is recommended to

1. Approve the suggested criteria for Crossings in Appendix B, to supersede those of 1988.
2. Receive and approve the guidance/advice leaflet for residents.

1. **Introduction and Background**

The Environment, Transport and Leisure Committee of 15th June 1995 considered a petition from adjoining residents objecting to the proposed widening of an existing vehicle crossing in Tintern Way, West Harrow on the grounds that it would reduce the area of grass verge. By Resolution 17, the Committee decided to :

- "(1) receive and consider the petition;
- (2) inform the applicant that, after careful consideration, the Committee has determined that an enlarged crossover should not be provided in this case, on the grounds that the current needs of the property are served by the existing arrangements;
- (3) refer the matter to the Traffic, Transport and Road Safety Sub-Committee for revision of the criteria for extended or additional carriage crossovers;
- (4) inform the petitioners accordingly."

This report now considers revised criteria.

2. **Highway Considerations**

Under Section 184 of the Highways Act 1980, the following are the statutory criteria to which the Council shall have regard in determining whether to agree a request for a crossover:-

- 6.1 The need to prevent damage to a footway or verge.
- 6.2 The need to ensure, as far as practicable, safe access to and egress from premises.
- 6.3 The need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

The Council can approve a request for a crossover with or without modification, or may propose alternative works or may reject the request. The Council is bound to exercise its power under section 184 in accordance with normal Wednesbury rules of reasonableness. The practice, for as long as anyone can remember, is to grant those requests which meet the criteria at Appendix A. The Council receives approximately 500 applications per annum for crossovers and only 3% are refused.

In March 1988 (Res 227) the former Transport & Traffic Sub-Committee agreed that "there was a policy in favour of providing carriage crossings to gardens and areas unless (1) highway safety factors warranted their rejection: or (2) other dimensions (of the front garden) were insufficient."

The relevant part of that report regarding dimensions of front gardens recited : "Para 1.2.7 - Gardens or areas with a depth of 4.80 m or more available for parking can accommodate the length of a "standard" car with a minimum crossing width of 2.4m, but as the depth of the area reduces, the corresponding width necessary to accommodate a car turning on full lock increases. For a depth of 4m the required clear width is 6.0m, with a minimum crossing width of 3.0m, and for a depth of 3m a clear width of 7.5m is required, with a minimum crossing width of 4m."

3. Factors which affect the width and location of a Vehicle Crossing

The principle upon which the 1988 criteria were based was one of ; for a given size of garden, what width of crossing would be required? (i.e sometimes greater than 3.6m) In recent practice however, the maximum size of crossing constructed has been restricted to a width of 3.6m

Under the revised and currently proposed criteria, however, having regard both to the Council's desire to protect grass verges and trees (set out in the UDP adopted in Nov 1994) and also to the ETL Committee's decision in June, the width of crossing is now taken as the limiting factor (up to a maximum of 3.6m) and acceptable dimensions of a front garden are then derived from that, based upon typical vehicle manoeuvrability "swept paths".

For an application to be approved, the property must have sufficient front garden dimensions to accommodate a car clear of the highway. As the depth of a garden decreases below 4.8m, the necessary width increases. It has been identified that the minimum depth of garden should be 4 metres with a frontage width of 7.5 metres for a 2.7m wide crossing, in order to permit a medium size car to park without manoeuvring over the footway. The corresponding dimensions for a 3.6 metres wide crossing (the maximum permitted in the criteria), are 4 metres depth and a frontage width of 6.5 metres.

The position of street furniture and street trees will also affect the location of a vehicle crossing. If necessary, street furniture can be re-sited, at the applicant's expense. Mature street trees, however, are not removed to permit the construction of vehicle crossings. It is suggested now that the Council's stated aim should be to retain all healthy street trees and to retain the maximum area of grass verge, consistent with providing reasonable vehicular access to residential premises.

The existing criteria have therefore been strengthened to restrict the permissible width of future crossings and to limit the impact on grass verges and trees. Suggested revised criteria are set out in Appendix B, for consideration. Environment, Transport and Leisure Committee's decision in June is consistent with these proposals.

4. Planning and Transportation Considerations

The Council's planning objectives, as enshrined in the Unitary Development Plan (Policy E30) include the protection and positive enhancement of streetside greenery and forecourt greenery. In most instances planning permission is not required for a crossover and hardstanding, and this objective can be achieved only through advice (e.g. advice guide attached). However, planning permission is required to form a vehicle access point onto a classified road or where the relevant permitted development rights have been removed by Article 4 Direction. Consent is also required where preserved trees might be affected.

Properties which are statutorily listed or which are within Conservation Areas may require council consent for the changes involved in the boundary or setting of the building. Specific design advice is available in policy statements and design guides which have been published; this advice takes into account the objectives of preservation or enhancement of character and appearance.

Where the Council has control, it will attempt to achieve a balance between hard and soft landscaping and may require the use of specific materials for hard surfacing including for vehicle crossings where the applicant will be expected to meet the full cost. Proposals will be considered individually, but their contribution to the overall street-scene and any cumulative effect of crossings and front garden parking will be taken into consideration.

APPX. N

Where possible, use should be made of existing access or alternative access points, such as from the rear of the property. Safety implications of boundary treatments will be considered. Adequate visibility for drivers emerging from a frontage must be ensured, as must the safety of pedestrians.

Appendix C is an advice leaflet that has been prepared for the Sub-Committee's consideration and, if approved, will be launched before the end of the year. It includes all the issues which will be considered in assessing an application for a vehicle crossing. It also sets out guidance and suggestions for satisfactory treatment of front gardens to minimise any adverse impact on the street scene, and will therefore be relevant for all residential situations.

FOR DECISION

Contacts:

Brynn Hodgson	-	Head of Environmental Services	Ext 2002
Keith Hubbard	-	Head of Planning & Transportation	Ext 2442
John Almond	-	Manager, Highways & Lighting	Ext 2497
Steve Swain	-	Manager, Transportation	Ext 2538

Background papers:	Environmental Services Committee Report	15 June 1995
	Traffic & Transport Sub-Committee	9 March 1988

Report to Traffic Transport and Road Safety sub-committee
27 November 1995.

Suggested Criteria (to supersede Res 227 of 9.3.88)

New or Widened Crossings

1. There will be a presumption in favour of allowing crossings, unless traffic and highway safety considerations prevent, provided that;
 - (a) Crossings will be restricted to a maximum width of 3.6m where that can be accommodated without any impact on grass verges.
 - (b) Where verges would be affected, crossings will be restricted to the minimum 2.7m width when the dimensions of a front garden allow adequate manoeuvrability within the curtilage of the premises. (as set out in Section 3).
 - (c) Where the depth of a front garden does not allow adequate manoeuvrability (as set out in Section 3) then crossings will be allowed to encroach on grass verges, but only up to a maximum of 3.6m total width.
2. Crossings of even the minimum width will not be permitted if the health or location of a mature street tree, or any tree subject to a Tree Preservation Order, would be prejudiced. Younger specimens may be removed and replanted nearby, at the applicant's expense, only if the arboricultural officer is satisfied that this will not be prejudicial to their survival.

Second Crossings

3. There will be a presumption in favour of allowing second crossings on heavily trafficked roads (Secondary or Designated) for road safety benefits of allowing vehicles to enter and leave in a forward gear, subject to the considerations on trees and grass verges above.
4. On all other roads, there will be a presumption against second crossings where verges or trees would be affected.
5. Applications for second crossings on other roads not affecting verges or street trees will be considered on their merits.

(N.B. All above dimensions relate to the length of dropped kerbing. A safety margin of 0.5m will be required clear of any lamp columns or similar street furniture.)

APPENDIX C.

Summary Schedule of applications received and decisions during the Review Period 1.11.95 - 31.10.96

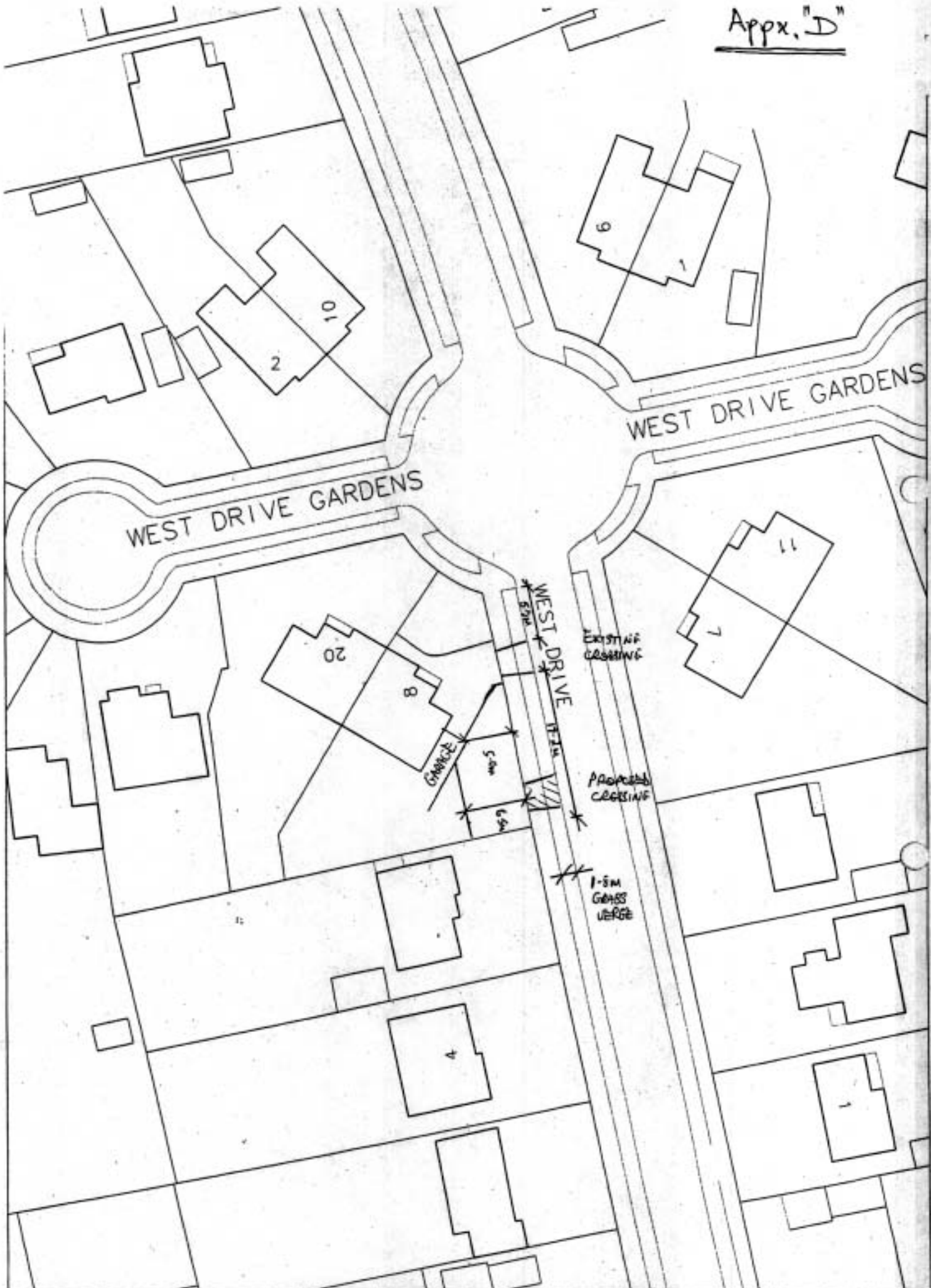
1.	Applications Received	574 (100%)
2.	Applications approved but not constructed	240
3.	Number of crossings constructed (includes some approved in previous periods)	339

Approved but amendedRecommended review of or retention of policy

4.	Proposed crossing relocated to avoid highway tree	1	Retain
5.	Proposed crossing reduced in size to protect highway tree	10	Retain
6.	Crossings approved where highway trees have been removed and replaced elsewhere, at applicant's expense, on Arboricultural Officer's advice	3	Retain
7.	Applications received requesting larger than criteria allows; revised and reduced	15	Retain
8.	Proposed crossing reduced in size to avoid street lighting column	1	Retain

Refusals

9.	Crossings refused - highway safety	4	Must retain
10.	Crossings refused where depth of garden less than 4.0m	6	Must retain
11.	Crossings refused that affect highway trees	12	Retain
12.	Second crossings refused that affect grass verge	14 (2.4%)	Review, see report



CABINET REPORT20th JUNE 2000REPORT OF THE DIRECTOR OF ENVIRONMENTAL SERVICESReview of the Pavement Crossing policy in relation to Street Trees1.0 Background

The present Council policy gives absolute priority to the protection of street trees when applications for pavement vehicular crossings are received. This does not apply to trees that are diseased and dying and no further change is recommended in the treatment of such trees. Committee last reviewed the matter in November 1996.

A number of members have requested a review of this policy to permit trees to be removed where it is not possible to install a crossing except by so doing.

The existing policy states "2. *Crossings of even the minimum width will not be permitted if the health or location of a mature street tree, or any tree subject to a Tree Preservation Order, would be prejudiced. Younger specimens may be removed and replanted nearby, at the applicant's expense, only if the arboricultural officer is satisfied that this will not be prejudicial to their survival*".

Approximately 650 vehicular crossings are approved each year and in addition about 20 applications which would involve the removal of a tree are refused. However latent demand for crossings, where a tree is involved, may be much higher as applicants are advised at the outset that their formal request is unlikely to be successful.

This report is brought to cabinet rather than Traffic and Road Safety Panel due to the wider environmental issues.

2.0 An Alternative Scheme

Should Cabinet decide to amend the policy it is recommended that permission to remove a tree would apply to the first crossing only and applications seeking to fell a tree for a second crossing should continue to be refused. It should also apply only where there was no other option for a crossing of the minimum width anywhere else on the front or side boundary of the property. Applications to widen, re-align or relocate existing crossings would continue to be refused, if they involved removing a street tree.

Residents seeking a crossing involving removal of a tree would be required to pay for removal of the existing tree and planting of a semi-mature tree elsewhere in the verge. In the case of significant specimens, there would be consultation with neighbours, ward members and the Council's landscape Architect and only if there was general agreement for removal and the tree was not likely to be subject to a tree preservation order, would it be taken out. Trees in conservation areas would require particularly careful consideration and consultation with the appropriate conservation group for the area.

3.0 Environmental Impact

A change in favour of increasing the number of crossings would be beneficial in transportation terms particularly with the growth of Controlled Parking Zones and the preference and desirability of parking off-street. It would also assist street cleaning operations and contribute to road safety. Many street trees are in a poor condition and a change of policy, with proper safeguards, is not likely to have a significant impact. However in view of the concerns of some of the groups which have been consulted it is recommended that the policy be reviewed after six months. Replanting could be targeted at more favourable situations, such as local parks or larger areas of open space if verge replanting was inappropriate due to local conditions.

4.0 Consultation

Initial consultation has taken place with the following organisations and their comments are set out very briefly below and where possible, comments have been incorporated in the report. A number of organisations have made the point that there has not been sufficient time to take the issue to their members and in some cases these are their personal and preliminary comments subject to further and wider consultation. Their letters and replies are included in the supporting papers for Cabinet and the organisations have been advised of the date of the Cabinet meeting.

The Chair of the LA 21 Transport Action Group has indicated verbally that a change would be of some benefit in transportation terms.

The Chairman of the Harrow Nature Conservation Forum comments that the proposed change is unacceptable.

The Chair of the LA 21 Built Environment and Nature Conservation Action Group strongly opposes a change in the policy and makes a number of other points. He has also requested the opportunity to address the Cabinet by way of a deputation

The Chair of the Hatch End Association Planning Group has indicated that the Council's aim of reducing on street parking is supported but that any replacement should be in the roadside verge.

The Chairman of the Conservation Area Advisory Committee has stressed that any change should not apply to trees of over eighteen inches in diameter. A number of other points were made that have been incorporated into the report

Recommendation

1) Committee is asked to consider a change to the present policy set out in Appendix B of the report to TTRS Sub-Committee on 27th November 1995 criteria 2 to:

"Crossings will be permitted in the circumstances set out in this report where this involves the removal of a tree subject to all costs of removal, reinstatement and replanting, including administration, being met by the applicant. This will apply to a first crossing only, in the circumstances outlined in paragraph 2.0. Consultation with local residents and ward members will be undertaken in the case of significant specimens."

2) To review the effect of any change in policy in six months time

FOR DECISION

Trevor Pugh, Director of Environment Services

Contact: Brynn Hodgson ext 020 8424 1002

LONDON BOROUGH OF HARROW

Cabinet Ref No: 10.00/01

CABINET

Agenda Item No. 16

13TH MARCH 2001

REPORT OF THE DIRECTOR OF ENVIRONMENT SERVICES

REVIEW OF THE PAVEMENT CROSSING POLICY IN RELATION TO STREET TREES

Summary

This report summarises the applications received under the revised policy agreed in June 2000. In practice most applications have involved large and mature trees and in about half of the cases there have been objections to removal. If the revised policy was fully implemented, a number of mature trees would be lost. A revised and more restrictive policy is therefore suggested in the light of the information which has been gathered.

Recommendation

- 1) To review the operation of the revised vehicle crossing policy and to agree to removal and replacement of street trees in connection with vehicle crossings only in cases where the landscape architect consider there would be no loss of amenity value and a replacement tree of about 3 metres high is replanted. The landscape architect will take into account the girth of the tree, variety, amenity value and all relevant facts in reaching a judgement.
- 2) To agree to carry out trial excavations, on request and payment of a fee to assess whether the installation of a crossing is permissible where a tree (in a grass verge) is close to the proposed line of the crossing and, where it would otherwise be refused due to proximity. To agree to a charge of £50 for investigation works.

1. **Background**

Cabinet of 20th June 2000 received a report about relaxation of the policy against removal of street trees where they prevented the introduction of a vehicle crossing.

The report recommended that permission to remove a tree would apply to the first crossing only and applications seeking to fell a tree for a second crossing should continue to be refused. It should also apply only where there was no other option for a crossing of the minimum width anywhere else on the front or side boundary of the property. Applications to widen, re-align or relocate existing crossings would continue to be refused, if they involved removing a street tree.

Residents seeking a crossing involving removal of a tree would be required to pay for removal of the existing tree and planting of a semi-mature tree elsewhere in the verge. In the case of significant specimens, there would be consultation with neighbours, ward members and the Council's landscape Architect and only if there was general agreement for removal and the tree was not likely to be subject to a tree preservation order, would it be taken out. Trees in conservation areas would require particularly careful consideration with the appropriate conservation group for the area.

A semi-mature tree in this context would be a tree of about three metres in height. In most cases where a tree could be removed it will be replaced in front of the same house

to one side of the new drive. Where this is not possible due to the narrow frontage it would be planted on the dividing line between the applicant's property and the adjoining property.

Cabinet resolved to change the policy to:-

"Crossings will be permitted in the circumstances set out in this report where this involves the removal of a tree subject to all costs of removal, reinstatement and replanting of a semi-mature tree, including administration, being met by the applicant. This will apply to a first crossing only, in the circumstances outlined in paragraph 2.0. Consultation with local residents will be undertaken in the case of significant specimens and Ward Councillors will be notified of any application in their Ward for a pavement vehicular crossing involving the removal of a street tree".

Cabinet was concerned about the possible impact of the change and asked for a review of the policy after six months when further information on the types of application received would be available.

2. Applications Received

A number of applicants who had previously been refused, reapplied for vehicle crossings together with a number of new applicants. In each case an initial inspection was carried out to check the condition of the tree and if it was dead or diseased it was removed and the crossing application proceeded normally

In regard to healthy trees about 20 applications have been considered under the revised scheme. Roughly half have received objections following consultation and three applications have been refused because there is an alternative access point or it is an application for a second crossing or to widen a crossing. Most applications involve mature and significant trees.

Apart from the 3 refusals applicants have not been advised of a decision pending review of the revised policy by members.

3. Revised Policy

If removal is restricted to those cases, not involving loss of amenity, a replacement planting would be a commensurate compensation and would limit the loss of trees to the street scene. It would also be in line with the recent additional funding for street trees and bedding plants agreed at Cabinet in February.

The legal advice on dealing with cases is that while general guidelines can be given by the Cabinet, decisions in individual cases can only be taken either by the Cabinet or by delegation to an officer. The decision would need to take account of the loss of amenity value and all other relevant factors, including medical circumstances if appropriate. It is recommended that the Landscape Architect makes this judgement. Decisions taken will be fully documented to ensure consistency. Consultation would not generally be undertaken except in conservation areas where it was proposed to remove a tree.

3.1 Trial Pits

Where the application involves a mature tree close to the proposed line of excavation of the crossing and it would otherwise be refused due to proximity, trial pits could be dug to ascertain the position of the tree roots. This would enable a judgement to be made about whether a crossing can be approved in practice and may permit some applications to be approved which would otherwise be rejected.

The cost of excavation and assessment would be approximately £50 which should be paid as a fee by the applicant.

This would only apply in the case of trees in grass verges.

It is recommended that applications for crossings involving trees should continue to be monitored to judge the effect of the policy.

Sources of Information:

Report to Cabinet 20th June 2000

Officer Contact:

John Almond, Manager – Highways & Lighting : 0208 424 1497

Brynn Hodgson, Head of Environment & Transportation – 0208 424 1002

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Agenda item:

Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	17th September 2003
Subject:	Pinner Wood First and Middle School
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transportation
Relevant Portfolio Holder:	Environment and Transport
Status:	Part I
Ward:	Pinner
Enclosures:	Consultants report (to be circulated separately)

1. Summary

- 1.1 This report seeks approval for works proposed for local improvements around Pinner Wood First and Middle Schools. The proposals and suggested works also take into account a petition received from local residents in the area of Latimer Gardens.

2. Recommendations (for decision by the Environment and Transport Portfolio Holder)

2.1 That the Panel recommends:

2.1.a Agree in principle to the Safe Routes to School proposals for Pinner Wood Schools as shown on drawing numbers in the consultants report

2.1.b Subject to statutory consultation and consideration of any formal objections to the following:

2.1.b.i Latimer Gardens to be made one-way working from Pinner Hill Road to a point just south of the vehicle entrance to Pinner Wood School near the junction of Latimer Close under Section 6 of the Road Traffic Regulation Act 1984

2.1.b.ii A puffin crossing to be provided on Pinner Hill Road just south of Latimer Gardens under section 23 of the Road Traffic Regulation Act 1984.

2.1.b.iii Traffic calming be provided along Latimer Gardens, and Blythwood Road under The Highways (Traffic Calming) Regulations 1999.

2.1.b.iv Proposed waiting restrictions, school safety zones in Latimer Gardens, Latimer Close, Pinner Hill Road and Albury Drive be provided under section 6 of the Road Traffic Regulation Act 1984.

2.1.b.v Bus stop clearways be provided in Pinner Hill Road at the southbound stop opposite Lyndhurst Avenue and the northbound stop by Crossway

2.1.c Details of order making for 2.1.b(i) to 2.1.b(iv) above be delegated to officers.

2.1.d Note that traffic calming in Blythwood Road is subject to consultation

REASON:

To improve safety, reduce congestion and encourage walking to school

3. Consultation with Ward Councillors

3.1 Ward Councillors, Environment and Transport Portfolio holder and Chair of the Panel were advised of the survey. A petition received from residents' was reported by way of an Information item to the Panel on 18th Sept. 2002. Consultation documents and plans were sent to ward Councillors.

4. Policy Context (including Relevant Previous Decisions)

4.1 This scheme forms part of the agreed Safe Routes to School programme.

5. **Relevance to Corporate Priorities**

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

6. **Background Information and options considered**

6.1 A five year programme of Safe Routes to School studies was included in the 2003/4 Borough Spending Plan. The study for Pinner Wood First and Middle Schools has been carried out by consultants. This report includes their findings and seeks approval for the proposed works. The study also considered a petition received from residents which was reported as an Information item to the panel on 18th Sept. 2002. It expressed concerns about speed and number of vehicle using Latimer Gardens as a "rat-run". The problems of school related traffic caused by inconsiderate parking and manoeuvring by parents were also mentioned. The project included pupil/parent questionnaires, hands up surveys with the children, meetings with the school community and local residents. This was followed by an investigation and consultation with parents of children at the school and local residents, on a package of highway improvements identified from the analysis of data collected from surveys, questionnaires and site visits. The design and feasibility reports together with associated plans are attached.

The main recommendations from the report, together with results from the consultation of parents and local residents are reproduced in shortened form in Table 1.

Table 1

	Safe Routes to School Proposals Pinner Wood First and Middle School	Costs - Based on consult- ants figures	Consultation results (numbers)			
			Overall		Residents in Latimer Gardens & Close	
			Yes	No	Yes	No
1	Provision of a one-way traffic system on Latimer Gardens between Pinner Hill Road and the Middle School access (near the junction of Latimer Close). This system will incorporate entry and exit treatment (road narrowings), and a series of flat and/or round top road humps to slow traffic and assist children/parents in crossing	£22,000	84	14	16	10
2	Provision of three lay-by parking areas in Latimer Gardens as show on the plan. Parking areas will be cut into the existing grass verge. (see note below)	£15,000	63	26	13	15
3	Changing the existing junction layout at Latimer Gardens and Latimer Close into a mini-roundabout to provide a turning circle at the proposed no-entry point of the one way working and to allow vehicle access to the school.	£12,000	70	16	17	10
4	Introduce 24 hour waiting restrictions and School Safety Zone on the school side of Latimer Gardens from the junction of Albury Drive along Latimer Gardens and extending to a point south of the southbound bus stop in Pinner Hill Road.	£4,000	70	25	27	3
5	Provision of 24hour waiting restrictions to control	£4,000	72	20	24	4

	parking around the junction of Pinner Hill Road and Albury Drive.					
6	Close the lay-by in Pinner Hill Road, opposite Latimer Gardens, and move the bus stop to the south on the carriageway. Introduce a 24 hour clearway (no stopping except for buses) at the new northbound bus stop and also at the southbound bus stop opposite Lyndhurst Avenue.	£6,000	62	26	15	9
7	Installation of a puffin crossing on Pinner Hill Road near the junction with Latimer Gardens, with associated anti-skid surfacing on approaches to the crossing.	£35,000	94	7	23	1
8	Re-align the east kerbline at the junction of Latimer Gardens and Albury Drive to reduce vehicle speeds entering Latimer Gardens.	£5,000	71	18	21	8
9	Installation of new school children crossing signs with flashing lights (school time) and roadway markings on Pinner Hill Road on the north and south bound approaches, to warn motorists of school pupils in the area.	£3,000	98	4	25	1
10	General improvements (tactile paving) for side road junctions along Pinner Hill Road – Albury Drive: Lyndhurst Avenue: Welch Place: Crossway: Jubilee Close: Mill Farm Close.	£6,000	As these two items are maintenance issues, they were not part of the public consultation			
11	Improvements to walking route (alley-way) connecting Latimer Close and Buckland Rise	£3000				
12	Potter Street / Pinner Hill Road - Anti skid surfacing on bend - Provision on new bend warning signs and road markings.	£	It is recommended because of maintenance issues to carry out re-surfacing with a high skid resistant surface, rather than the anti skid surface mentioned in the consultants' report.			
13	Traffic calming Blythwood Road between the roundabout at Albury Drive and the junction of Norman Crescent to benefit pedestrians crossing from Marsworth Avenue to Buckland Rise. Road hump, raised table at the Marsworth/Buckland junction, to provide speed reduction and improved crossing facility for pedestrians and a pinch point to slow traffic speed on the Northbound direction.	£26,000	Subject to consultation with local residents			
14	Blythwood Road Jct with Marsworth Avenue/Buckland Rise - Provision of traffic calming including road humps and a raised table in the vicinity of the junction	£14,000				

Items 1 – 9 in the above table were included in the Public consultation.

All are recommended for implementation subject to the following notes:

Item No(s)	Notes on proposals
------------	--------------------

2	The results show agreement for lay-by parking areas in Latimer Gardens. However a majority of residents in Latimer Gardens and Latimer Close voted against the proposals, on the grounds that they felt that they do not take into account the principles of the conservation area and of the need to maintain trees and grass verges. In view of these objections this part of the proposal is not being put forward for approval.
13,14	Blythwood Road although mentioned in the original survey reports was not included in the parent/resident consultation. It has however been included in the report because of comments received from parents that speed of traffic was making the crossing of the road difficult. Two proposals have been put forward: the first to provide local traffic calming on either side of a raised table junction at Marsworth Avenue/Buckland Rise junction, and the second to put in the raised junction table and include the whole of length of Blythwood Road with road humps. This is subject to consultation with residents in the road and this will be the subject of a separate report.

7. Consultation

- 7.1 The school, parents, local residents and ward councillors attended a stakeholders meeting and were consulted on all proposals, except for those concerning Blythwood Road traffic calming, which is the subject of a further consultation. A copy of the document has been placed in the members' Library.

8. Finance Observations

- 8.1 The estimated cost of implementing the scheme is £100,000. The cost will be met from the funds that Transport for London (TfL) has allocated to the Borough to support Safe Routes to School schemes in 2003/4

9. Legal Observations

- 9.1 All the proposals in this report can be made under Sections 6 and 45 of the Road Traffic Regulation act 1984 and The Highways (Traffic Calming) Regulations 1999

10. Conclusion

- 10.1 There is general support for proposals to improve routes to and from Pinner Wood First and Middle School. The only exception is the provision of three lay-by parking areas in Latimer Gardens where a small majority of the residents are against. Further consultation will also be required for the traffic calming proposals along Blythwood Road. It is therefore recommended that, with the exception of the proposals for the traffic calming on Blythwood Road and the lay-by parking areas in Latimer Gardens, all the works identified in Table 1 be implemented.

11. Background Papers

- 11.1 SRTS Document.
Mouchels Consulting report.
Traffic and Road Safety Advisory Panel – 18th September 2002 (Information item 1)


12. Author

- 12.1 Peter Wenham, Senior Road Safety Officer, Transportation, ext. 2570

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We the undersigned residents would like to bring the following serious concerns to council's attention and request that action is taken to alleviate the problems.

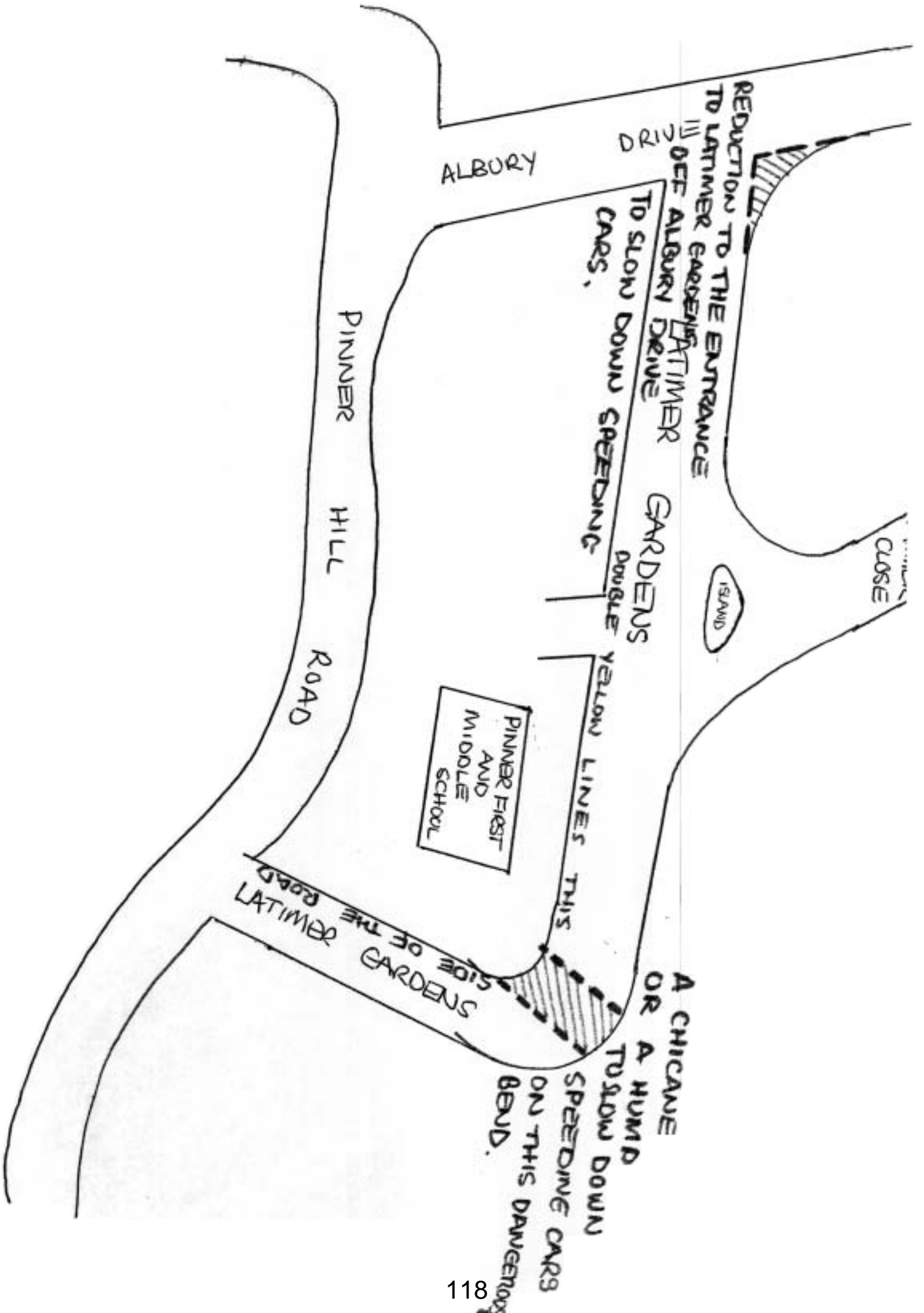
1. The use of Latimer Gardens as a short cut by rush hour traffic, many of which travel at dangerous and excessive speed. There are speed control measures in Albury Drive.
2. Parking (by school traffic) during the school drop off and pick up times. This prevents any access to Latimer Gardens/Close by the Emergency Services during these times.
3. Grass verges being destroyed by school traffic parking and driving over them. Latimer Gardens is a conservation area.
4. Driveways blocked by school traffic parking.
5. Residents having an unofficial one-way system imposed on them by school traffic.

Name	Address	Signature
David EASTON	58, LATIMER GARDENS	
to Horwood	4, LATIMER CLOSE PINNER	B Horwood.
J. Horwood	4, Latimer Close Pinner.	J. Horwood
J. HORWOOD	4, LATIMER CLOSE PINNER	J. Horwood



Here is a list of suggestions from residents of Latimer Gardens and Latimer Close

- 1 Double yellow lines on the school side of Latimer Gardens to enable the Emergency Services access
- 2 A narrowing of the access to Latimer gardens from Albury Drive to cause drivers to slow down when entering Latimer Gardens. Currently cars seem to drive at dangerous speeds until they reach the bend in Latimer Gardens.
- 3 A chicane on the dangerous bend in Latimer Gardens
- 4 No access to Latimer Gardens by commuters using it as a rat-run or school traffic
- 5 A drive in and drive out of the school for parents wanting to bring their children to school by car.
- 6 A school bus to collect and drop off children who live too far away to walk
- 7 A meeting at The School with residents, teachers and parents attended by members of the Police, Fire Brigade, Ambulance and Harrow council.
8. And finally a reduction in Council Tax for the inconvenience and breach of the residents Human Rights.



LONDON BOROUGH OF HARROW

Agenda item:

Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	Wednesday 17 th September 2003
Subject:	West Street, Harrow on the Hill - Petition for Bollards
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transportation
Relevant Portfolio Holder:	Environment and Transport
Status:	Part 1
Ward:	Harrow on the Hill
Enclosures:	Appendix A Petition Appendix B Location Plan Appendix C Memorandum from Conservation Officer

1. **Summary**

- 1.1 A petition has been received protesting about speed of traffic and calling for bollards to be installed on the footway of West Street near High Street, Harrow on the Hill. This and other options considered are neither practicable nor desirable. It is however recommended that the Police be asked to enforce against vehicles running on the footway.

2. **Recommendations** (for decision by the Environment and Transport Portfolio Holder)

- 2.1 That the Head petitioner be advised that the installation of bollards in West Street and other options considered would not be practicable nor desirable for reasons given in the report, but that the Police have been asked to carry out enforcement.

REASON: to address the petitioners request.

3. Consultation with Ward Councillors

3.1 Ward councillors have been sent a copy of this report.

4 Policy Context (including Relevant Previous Decisions)

4.1 None.

5. Relevance to Corporate Priorities

5.1 None.

6. Background Information

6.1 A 14 signature petition from 13 properties in West Street was received by the Cabinet on 15 July 2003. This petition protests to the Council "... about the speed of the traffic in (West Street) ..." and states "...it is particularly bad ... (near) where it joins High Street. The pavement there is very narrow. Cars driving on the pavement are causing severe hazards for residents and pedestrians." The petition asks the Council to introduce bollards to prevent vehicles driving on the pavement particularly from number 27 to High Street. A sample page of the petition is at Appendix A. A plan of the eastern end of West Street is at Appendix B. This shows the respective carriageway and footway widths at a number of locations together with the waiting restrictions.

6.2 On this section of road there is only a footway on the northern side and this varies between 0.9 and 2.0 metres in width. On the south side the building line or wall form the edge of the carriageway. An off peak speed survey shows that, the 85th percentile speed for eastbound (uphill) and westbound (downhill) vehicles is 25 mph and 22mph respectively. This is the speed that 85% of vehicles travel at or below and is the nationally recognised way of assessing speed for design purposes.

6.3 No running of vehicles on the footway was observed during site visits although it is known to occur from time to time.

6.4 There are no reported personal injury accidents within West Street in the last 36 months of available data.

6.5 As can be seen on the plan at Appendix B there are sections on the southern side of West Street where waiting restrictions are absent. Parking which invariable occurs here further restricts the available carriageway width.

6.6 An investigation has been carried out into the practicalities of installing bollards on the footway. Department for Transport (DfT) guidance recommends that there should be at least 450mm distance from the kerb face to a street furniture face (in this case a bollard). This is to ensure any vehicle overhang such as wing mirrors are not damaged. Bollards suitable for use in this particular conservation area are 250 mm wide. This would mean that the footway width left for pedestrians would vary from 0.200 to 1.300 metres wide if a row of bollards were installed. Disability guidance issued by DfT recommends a clear width of 2 metres, but that a minimum clearance of 1.5

metres should be maintained for wheelchair users where this is not practical. An absolute minimum of 1 metre is permissible for pinch points over a short distance no longer than 6 metres. This cannot be achieved at this location if bollards are installed and therefore it is recommended bollards should not be introduced.

- 6.7 Consideration has been given to a number of alternative options which are set out below, although none are recommended:
- (a) The kerb line could be realigned to widen the footway. However this would not be practical given the already narrow carriageway width and the costs involved would be substantial, in relation to the scale of the problem (see paragraph 6.3)
 - (b) Additional double yellow line restrictions could be introduced on the other side of the road which would ease the passage of vehicles and reduce the need to drive on the footway. However this would reduce the amount of on-street parking in an area of short supply; and
 - (c) A suggestion of increasing the kerbface either by raising the kerbs or reducing the channel level was investigated before the road was resurfaced. These were both found impractical as the former would produce a crossfall in the footway casting water against the front of some houses and the latter would be too expensive.

7. Consultation

- 7.1 In addition there are conservation reasons why bollards should not be installed as shown at Appendix C.
- 7.2 The Harrow on the Hill Forum have been consulted. Their views will be reported orally to the meeting (if received).

8. Finance Observations

- 8.1 None.

9. Legal Observations

- 9.1 Vehicles running on the footway is a moving traffic offence under Section 34 of the Road Traffic Act 1988. Only the Police are empowered to deal with this type of offence by summons. **It is therefore recommended that the petition be brought to the attention of the Police for action.**

10. Conclusion

- 10.1 The petitioners request for bollards has been considered. Other options have also been considered. No proposals are made because of practical difficulties for conservation reasons, the good accident record and the apparent scale of the problem.

It is however recommended that the petition be brought to the attention of the Police who are the only enforcement agency for this type of offence. The petitioners concern about speeding has been investigated, but surveys indicate that speeds are not high enough to warrant remedial action.

11. **Background Papers**

- 11.1 Traffic Signs Manual – Chapter 1 (1982)
Inclusive Mobility – 2002
Accident statistics
Speed survey

12. **Author**

- 12.1 Stephen Freeman, Engineer, Traffic Management
Tel No.: 020 8424 1437
Email: stephen.freeman@harrow.gov.uk

PETITION TO HARROW COUNCIL

SPEEDING TRAFFIC IN WEST STREET, HARROW ON THE HILL

We the undersigned protest to the London Borough of Harrow about the speed of the traffic in this road, much of which appears to be rat-running. The position is particularly bad at the top of the road where it joins the High Street. The pavement there is very narrow. Cars driving on the pavement are causing severe hazards for residents and pedestrians.

We ask that the Council should install bollards to prevent this particularly in the area from approx. numbers 27 to the top of the road.

Name	Address	Signature
MRS. C. UISONNE	63 WEST STREET. HARROW ON THE HILL	<i>C. Uisonne</i>
MR M HALL	59 WEST STREET HARROW ON THE HILL	<i>M Hall</i>
Reverend JAMES POWELL	35 WEST ST HARROW ON THE HILL	<i>James Powell</i>
JOHN GASON	33 WEST ST HARROW.	<i>J. Gason</i>
MARTIN ROBERTS	19 WEST ST. HARROW ON THE HILL	<i>M. Roberts</i>
Wiemer Picunia hee	19 West St.	<i>Wiemer Picunia hee</i>
D. Geraghty	44A, High St	<i>D. Geraghty</i>
S. Geraghty	"	"
<i>[Signature]</i>	15 West St	<i>[Signature]</i>

APPENDIX B

Scale 1:750

Date 27/08/2003



WAITING RESTRICTIONS AND FOOTWAY WIDTH WEST STREET

A = NO WAITING AT ANY TIME

B = NO WAITING Barn - 12Night

E = NO WAITING MON - SAT Barn - 6.30PM

FOOTWAY WIDTH IN METRES

LONDON BOROUGH OF HARROW	
ENVIRONMENTAL SERVICES	
13 AUG 2003	
PASSED	
Acknowledged	

LONDON BOROUGH OF HARROW

DEPARTMENT OF ENVIRONMENTAL SERVICES

MEMORANDUM

From: Amy Burbidge

Ref:

To: Stephen Freeman, Transportation

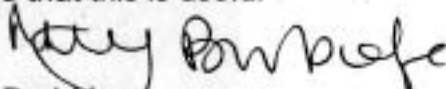
Date: 12.8.03

Title: PETITION RE WEST STREET

Thank you for consulting the Conservation Team in regard to the above. I would have concerns about adding bollards on West Street at this point for a number of reasons.

- The pavement is already narrow here and so bollards would actually impede pedestrians trying to use the pavement.
- We are trying to reduce street furniture and clutter through the English Heritage scheme, Heritage Economic Regeneration (HERS) and consequently are trying to remove unnecessary bollards, signage and clutter. Adding more bollards would work against that general aim. This stretch of road is particularly attractive and therefore changes in street furniture need to be considered very carefully as they could have a detrimental impact on the street's character.
- It strikes me that blocking off cars from pedestrians only causes cars to go faster and that trying to reduce the speed would be more appropriate.
- As part of the HERS scheme, we are looking at ways of remodelling the small steps at the top of West Street to incorporate an additional bottom step so that they are easier for pedestrians to use. This is still very much in the design stage and consultation with Highways will need to follow, but one idea would be to widen out the steps, which would have the additional benefit of further deterring cars from turning right at the top of West Street and would make the entrance to West Street narrower so it would be clearer to drivers that they need to wait at the top for traffic coming up the hill to leave the street. This might also help reduce speed. Sally Reeves in landscape is working on some design ideas at the moment, which we will need to discuss with highways and the Harrow Forum who are part funding the works.

I hope that this is useful



Amy Burbidge
Principal Conservation Officer

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LONDON BOROUGH OF HARROW

Agenda item:

Page no:

Meeting:	Traffic and Road Safety Advisory Panel
Date:	Wednesday 17 th September 2003
Subject:	Harrow Town Centre Controlled Parking Zone – Manor and Francis Roads Area Consultation Results
Key decision:	No
Responsible Chief Officer:	Interim Head of Environment and Transportation
Relevant Portfolio Holder:	Environment and Transport
Status:	Part 1
Ward:	Greenhill
Enclosures:	Appendix A Plan of Consultation Area. Appendix B Consultation Results Appendix C Plan of Proposed Extension of CPZ

1. **Summary**

- 1.1 This report analyses the consultation results of a possible extension of the Harrow Town Centre Controlled Parking Zone (CPZ) to the Manor and Francis Roads Area and recommends a residents parking scheme be advertised and subject to the consideration of formal objections, implement that part of the area where there was a majority response in support.

2 Recommendations (for decision by Environment and Transport Portfolio Holder)

That the Panel recommend that:

- (a) Harrow Town Centre Controlled Parking Zone and Residents Parking Scheme be extended to cover the area as shown in Appendix C, the operational hours to be Mondays to Fridays 10am to 11am; Subject to (b) and (c) below:
- (b) The northern end of Francis Road as shown in Appendix C be included in Zone F; which operates Mondays to Saturdays 8.30am to 6.30pm
- (c) Grange Road (up to 63 Manor Road), Hill Road and Hill Crescent residents be offered an opportunity to reconsider their views on inclusion/exclusion before the traffic orders are advertised and officers be authorised to include/exclude these roads in the draft traffic order based on a majority response to the reconsultation;
- (d) Officers be instructed to advertise the necessary traffic orders under sections 6 and 45 of the Road Traffic Regulation Act 1984 and subject to the consideration of any formal objections that may be raised take all necessary action to implement the proposals.

REASON: to control parking

3. Consultation with Ward Councillors

- 3.1 Ward councillors have been involved in the identification of parking difficulties and prioritisation of this area for a possible extension of Harrow Town Centre CPZ. They have attended the stakeholder meeting, reviewed the consultation documents and have been sent a copy of this report.

4 Policy Context (including Relevant Previous Decisions)

- 4.1 The Annual CPZ Programme Review in March 2003, recommended prioritisation of this area for consultation. This was subsequently endorsed by the Portfolio Holder for Environment and Transport on 22 April 2003.

5. Relevance to Corporate Priorities

- 5.1 The proposals enhance the environment and promote the use of sustainable transport.

6. Background Information

- 6.1 A meeting of key stakeholders decided that residents and businesses in the area shown at Appendix A should be consulted on whether the Harrow Town Centre CPZ should be extended to introduce a residents parking scheme to this area.

- 6.2 It was also agreed that the consultation should establish whether an all day or one hour scheme was preferred and whether other restrictions should be introduced at junctions etc. A copy of the minutes of the stakeholders meeting has been placed in the Members Library.
- 6.3 All residential and business addresses received consultation documents in early August with an extended return deadline to account for the summer holiday period. A copy of the consultation documents has been placed in the Members Library.
- 6.4 The consultation summary table in Appendix B shows the responses received by 29 August 2003 (the end of the consultation period). The response rate was 26%. There was majority support in the consultation responses in Manor Road, Croft Road, Francis Road and Richards Close. The responses in Grange Road were 8 in favour and 8 against. In each of Hill Road and Hill Crescent there were one more response opposed than supporting the scheme.
- 6.5 Although there were few responses from the northern end of Francis Road these were more in favour of Monday to Saturday all day restrictions than the one hour Monday to Friday option. It is therefore recommended that this section of Francis Road should join the existing adjacent zone F. This will also provide a clearer boundary between different zone times, by reducing the change of restrictions to occur in only one road.
- 6.6 Although there were equal responses for and against the scheme from Grange Road residents it is recommended to include 65 to 75 Grange Road with Croft Road as none of these residents opposed the scheme and it would produce a more practical boundary for the zone.
- 6.7 Although there were calls in the consultation responses for modifying the boundary between zone F and the new scheme in Bonnersfield Lane this is not recommended at this stage as it would require further consultation with residents already in zone F who might feel they were being disadvantaged. It would hence delay implementation. This issue could be investigated at a future review.
- 6.8 If the scheme were implemented only in the four roads where there was majority consultation support it is likely that parking problems would increase in the remaining unrestricted roads. It is therefore recommended that Grange Road (up to Number 63), Hill Road and Hill Crescent residents be given an opportunity to review their decision before the necessary traffic orders are advertised. Should the majority of responses from the reconsultation still be opposed then it is recommended that zones F and S of the Harrow Town Centre CPZ be extended to the limits shown on Appendix C.

7. **Finance Observations**

- 7.1 The estimated civil cost of this scheme including order making is £ 20,000 which can be met by a grant made by Transport for London for this financial year.

8. **Legal Observations**

- 8.1 The proposed extension to the CPZ can be implemented under Section 6 and 45 of the Road Traffic Regulation Act 1984, subject to the consideration of any formal objections to the advertised traffic management orders.

9. **Conclusion**

- 9.1 A consultation has taken place to see whether the residents of the Manor and Francis Road Area wish to be included in the Harrow Town Centre Controlled Parking Zone (Zones F and S). It is recommended that where there is a majority in favour, appropriate traffic orders be advertised and a scheme be implemented, subject to the consideration of any formal objections to the traffic orders.

- 9.2 It is suggested that the small disjointed areas where there was no majority support should be reconsulted, inviting reconsideration in light of the proposed inclusion of other nearby roads in the CPZ.

10. **Background Papers**

- 10.1 Previous annual CPZ reports.
Stakeholders meeting notes – dated 27 June 2002
Consultation documents and results
Portfolio Holder for Environment and Transport 22 April 2003
- CPZ Programme

11. **Author**

- 11.1 Stephen Freeman, Engineer, Traffic Management
Tel No.: 020 8424 1437
Email: stephen.freeman@harrow.gov.uk

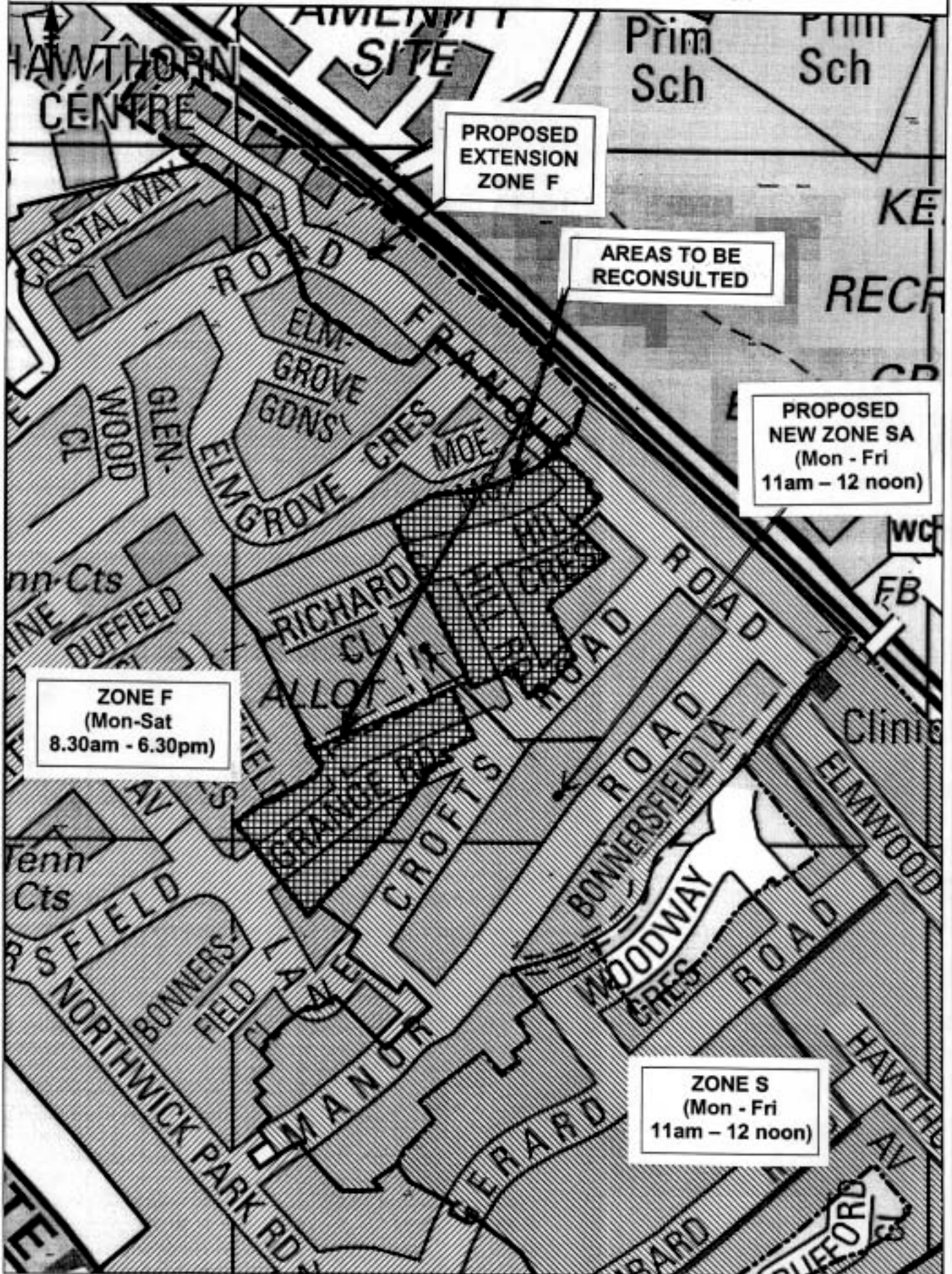
APPENDIX B

HARROW TOWN CENTRE CONTROLLED PARKING ZONE REVIEW										
MANOR AND FRANCIS ROAD AREA - OVERALL CONSULTATION RESULTS (to 29 August 2003)										
Road Names	% Returned	Residents Parking Scheme			Bay layout			Additional/Changed Restrictions		
		For	Against	Un decided	In favour	Against	No Opinion	For	Against	Un decided
Manor Road	42%	28	20	2	21	22	6	22	16	11
Crofts Road	32%	17	15	0	16	13	3	14	11	7
Grange Road	25%	8	8	0	7	6	3	7	5	4
Hill Road	34%	4	5	1	5	2	3	3	3	4
Hill Crescent	39%	4	5	2	4	4	3	5	3	3
Richards Close	16%	6	2	1	3	1	5	2	1	6
Francis Road	15%	12	8	4	13	5	5	9	7	8
Businesses	0%									
Total	26%	79	63	10	69	53	28	62	46	43
		52%	41%	7%	45%	35%	18%	41%	30%	28%

	Operational Hours						
	Mon - Sat 8.30am - 6.30pm	Mon - Fri 10am - 11am	Other one hour scheme	None at all day	Between One hour and all day	Longer than all day 6 days	Un decided
Manor Road	10	28	1	5	1	0	4
Crofts Road	12	11	2	5	1	0	1
Grange Road	5	9	0	2	0	0	0
Hill Road	1	7	0	1	0	0	1
Hill Crescent	3	5	1	0	0	0	2
Richards Close	3	1	0	3	0	0	2
Francis Road	8	10	0	1	1	0	4
Totals	42	71	4	17	3	0	14
	28%	47%					

APPENDIX C

PROPOSED EXTENSION TO CPZ AND AREA FOR RECONSULTATION



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UPDATED APPENDIX B

HARROW TOWN CENTRE CONTROLLED PARKING ZONE REVIEW										
MANOR AND FRANCIS ROAD AREA - OVERALL CONSULTATION RESULTS (to 15 Sept 2003)										
Road Names	% Returned	Residents Parking Scheme				Bay layout			Additional/Changed Restrictions	
		For	Against	Un decided	In favour	Against	No Opinion	For	Against	Un decided
Manor Road	50%	34	24	2	26	27	7	27	21	12
Crofts Road	35%	17	17	1	17	14	4	14	11	10
Grange Road	29%	9	10	0	8	8	3	8	6	5
Hill Road	34%	4	5	1	5	2	3	3	3	4
Hill Crescent	39%	4	5	2	4	4	3	5	3	3
Richards Close	18%	7	2	1	4	1	5	3	1	6
Francis Road	17%	13	9	4	14	6	5	9	8	9
Businesses	0%									
Total	30%	88	72	11	78	62	30	69	53	49
		51%	42%	6%	46%	36%	18%	40%	31%	29%

	Operational Hours									
	Mon - Sat 8.30am - 6.30pm	Mon - Fri 10am - 11am	Other one hour scheme	Mon - Fri 11am	Other one hour scheme	None at all day	Between one hour and all day	Longer than all day	Longer than all day 6 days	Un decided
Manor Road	14	33	1	6	1	1	1	1	4	
Crofts Road	13	13	2	5	1	1	0	0	1	
Grange Road	6	9	1	2	0	0	0	0	1	
Hill Road	1	7	0	1	0	0	0	0	1	
Hill Crescent	3	5	1	0	0	0	0	0	2	
Richards Close	4	1	0	3	0	0	0	0	2	
Francis Road	9	10	0	1	1	1	0	0	5	
Totals	50	78	5	18	3	1	1	16		
	29%	46%								

