



CALL-IN SUB COMMITTEE

**WEDNESDAY 30 JUNE 2004
6.00 PM**

SUB-COMMITTEE AGENDA (SCRUTINY)

**COMMITTEE ROOM 3,
HARROW CIVIC CENTRE**

MEMBERSHIP (Quorum 3)

Chair: Councillor Mitzi Green

Councillors:

**Marie-Louise Nolan
Thammaiah**

**Jean Lammiman
Osborn**

Reserve Members:

**1. Blann
2. Ann Groves
3. Lent**

**1. Seymour
2. Versallion
3. Romain**

**Issued by the Committee Services Section,
Law and Administration Division**

**Contact: Claire Vincent, Committee Secretary
Tel: 020 8424 1637 E-mail: claire.vincent@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.***

HARROW COUNCIL

CALL-IN SUB COMMITTEE

WEDNESDAY 30 JUNE 2004

AGENDA - PART I

1. **Appointment of Chair:**

To note the appointment of Councillor Mitzi Green as Chair of the Sub-Committee for the 2004/2005 Municipal Year, as agreed at the Special Meeting of the Overview and Scrutiny Committee held on 17 May 2004.

2. **Attendance by Reserve Members:**

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

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) after notifying the Chair at the start of the meeting.

3. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from all Members present.

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

To appoint a Vice-Chair of the Sub-Committee for the 2004/2005 Municipal Year.

5. **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.

Enc. 6. **Minutes:** (Pages 1 - 4)

That the minutes of the meeting held on 5th February 2003, having been circulated, be taken as read and signed as a correct record.

Enc. 7. **Protocol for the Operation of the Call-In Sub-Committee:** (Pages 5 - 6)

Further to Minute 15 of the Call-In Sub-Committee meeting held on 5 November 2002, the protocol, which is being operated informally, is attached for information.

- Enc. 8. **Protocol for Handling Decisions Referred Back by the Call-in Sub-Committee:** (Pages 7 - 8)
 A local protocol was agreed by Cabinet on 17 December 2002 which applies in the event of a Portfolio Holder decision being referred back by the Call-in Sub-Committee. Further to Minute 21 of the Call-in Sub-Committee meeting on 5 February 2003, the protocol is attached for information.
9. **Call-In of Environment and Transport Portfolio Holder Decision: Cedars School/Whittlesea Road 20 mph Zone:**
- Enc. (a) Notice Invoking the Call-in Procedure (Pages 9 - 10)
- Enc. (b) Record of the Decision of the Environment Transport Portfolio Holder dated 12 June 2004 (Pages 11 - 14)
- Enc. (c) Report of the Interim Head of Environment and Transport (Pages 15 - 34)

AGENDA - PART II (PRESS AND PUBLIC EXCLUDED) - NIL

Local Government (Access to Information) Act 1985: The Sub-Committee is requested to consider whether, in accordance with the Local Government (Access to Information) Act 1985, the following item may be admitted late to the agenda by virtue of special circumstances and urgency detailed below:-

<u>Agenda item</u>	<u>Special circumstances/Grounds for Urgency</u>
Item 9: Call in of Environment and Portfolio Holder Decision: Cedars School/Whittlesea Road 20 mph Zone	In accordance with Overview and Scrutiny Procedure Rule 22.6 (Part 4f of the Constitution), a meeting of the Call-In Sub-Committee must be held within seven clear working days of the receipt of the request for call-in. This meeting was therefore arranged at short notice and it was not possible for the agenda to be published five clear working days prior to the meeting. It is proposed that this item now be admitted to the agenda to allow the Sub-Committee to consider the decision referred to them under the call-in procedure.

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OVERVIEW AND SCRUTINY

VOL.8 OSCI 8

CALL-IN SUB-COMMITTEE

5 FEBRUARY 2003

Chair: * Councillor Ingram
Councillors: * Mitzi Green * C Mote
* Ann Groves * Osborn (1)

* Denotes Member present
(1) Denotes category of Reserve Member

[Note: Councillors Mrs Ashton, Mrs Bath, Burchell, Dighé, Knowles and Nickolay also attended this meeting in participating roles].

PART I - RECOMMENDATIONS - NIL

PART II - MINUTES

17. **Attendance by Reserve Members: RESOLVED:** To note the attendance at this meeting of the following duly appointed Reserve Member:-

<u>Ordinary Member</u>	<u>Reserve Member</u>
Councillor Miss Bednell	Councillor Osborn

18. **Declarations of Interest: RESOLVED:** To note that there were no declarations of interest made by Members of the Sub-Committee in respect of the items on the agenda.

19. **Arrangement of Agenda:** A Member representing the signatories to the call-ins advised that the principle behind each call-in was the same, and she therefore suggested that all the called-in decisions be taken together. However, in light of the Finance and Human Resources Portfolio Holder, who was the relevant Portfolio Holder for the called-in decisions at agenda items 6, 9 and 10, having been delayed due to his attendance at another meeting, it was

RESOLVED: That (1) agenda items 7 and 8 be considered together after agenda item 5, and that agenda items 6, 9 and 10 be considered jointly after agenda items 7 and 8;

(2) all items be taken with the press and public present.

20. **Minutes: RESOLVED:** That the minutes of the meeting held on 5 November 2002, having been circulated, be taken as read and signed as a correct record.

21. **Protocol for the Operation of the Call-in Sub-Committee:** Further to it being agreed at the Call-in Sub-Committee meeting on 5 November 2002 that the draft protocol for the operation of the Sub-Committee operate informally and remain on the agenda for the next few meetings, the draft protocol had been included on the agenda.

On being advised that a further protocol had been agreed by the Cabinet on 17 December 2002, which would apply in the event of the referral back by the Call-in Sub-Committee of Portfolio Holder decisions, the Sub-Committee

RESOLVED: That the protocol for the referral back of Portfolio Holder decisions be submitted to a future meeting of the Sub-Committee for information.

22. **Call-in of Cabinet Decisions**

- (1) **Introduction:** Five decisions of the Cabinet meeting held on 14 January 2003 had been called in, as follows:-

- Revenue Budget Monitoring 2002/3 as at 30 November 2002 (Minute 161);
- Key Decision – Housing Revenue Account 2003/04 (Minute 170);
- Reference from the Overview and Scrutiny Committee Working Group – 10 January 2003: Housing Revenue Account 2003/04 (Minute 172);
- Mayor of London Budget Requirement and Precepts 2003-04 (Minute 178); and
- Report to Individual Portfolio Holders – Wealdstone CPZ Review – Objections to the Advertised Traffic Orders (Minute 179).

In respect of each of the decisions, the Call-in Sub-Committee received the notice invoking the call-in procedure, the relevant minute of the Cabinet meeting, and the paper

on which the Cabinet's decision had been based. The decisions had all been called in on three grounds: the absence of adequate evidence on which to base a decision; a potential human rights challenge; and insufficient consideration of legal and financial advice.

A Member representing the signatories to the call-ins put the case for the call-in of all the decisions. She stated that the Members calling in the decisions were not commenting on the substantive decisions themselves, but were concerned at the process by which the decisions had been arrived at. The papers on which the decisions were based had been circulated approximately 20 minutes before the Cabinet meeting, and had amounted to over 90 pages. Given the lack of time afforded to Cabinet Members to read and properly consider the papers, the Members calling in the decisions considered that there was an absence of adequate evidence on which to base the decisions. In addition, they believed that the decisions would be open to potential human rights challenges, because they had been taken without sufficient consideration of all the available evidence due to the extremely late circulation of the papers. The late distribution of the papers also meant that there was not enough time for the Cabinet to give sufficient consideration to the legal and financial advice contained therein. The Member advocating on behalf of those calling in the decisions stated that it was impossible to respond to a 90-page document in 20 minutes, and that effective and responsible decision-making relied on decision-takers having adequate access to all the necessary information: Members were entitled to receive reports in good time.

Members of the Sub-Committee accepted the importance of proper consideration of reports, and that the late tabling of reports was bad practice. The remedy sought by those calling in the decisions was queried, in response to which the Member advocating on behalf of the signatories to the call-ins requested that the Sub-Committee refer the decisions back to the Cabinet, in order that the reports on which they were based could be given full and proper consideration. The Chair suggested, however, that the Sub-Committee could make recommendations with respect to the submission of late documents, and another Member felt that the Sub-Committee could send a clear message on this to officers and Portfolio Holders, whether it be by referring the decisions back to the Cabinet or by making a firm statement.

The Borough Solicitor reminded the Sub-Committee that the Chief Executive had given an unqualified apology at the Cabinet meeting for the lateness of the reports, and he reiterated that apology. Members were also reminded that, by law, the Chair of the Cabinet decided whether to admit late items to the Cabinet agenda. Officers had, however, contacted the other Group Leaders on the afternoon of the Cabinet meeting and offered to fax the papers through to them.

- (2) Housing Revenue Account 2003/04: Specifically, in respect of the decision at Minute 172, the Borough Solicitor pointed out that the paper on which this decision was based was a reference from a meeting which had taken place on the Friday evening preceding the Cabinet meeting. He felt that the officer responsible for the reference could not have been expected to produce it any earlier. References frequently had to be submitted late due to the proximity of the meeting making the reference to the meeting receiving it. Furthermore, the decision at Minute 170 had resulted from amendments tabled at the Cabinet meeting by one of the political groups. All political groups tabled amendments without notice, and it was important that they be able to continue to do so.

In the light of references and tabled group amendments having always been part of the way in which the Council operated, it was suggested that the call-ins of the decisions at Minutes 170 and 172 of the Cabinet meeting be withdrawn. This was agreed.

- (3) Revenue Budget Monitoring 2002/3 as at 30 November 2002: The Sub-Committee considered this item in conjunction with agenda items 9 (Call-in of Cabinet Decision: Mayor of London Budget Requirement and Precepts 2003-04) and 10 (Call-in of Cabinet Decision: Report to Individual Portfolio Holders – Wealdstone CPZ Review – Objections to the Advertised Traffic Orders).

The arguments in favour of the call-in having already been outlined, the Finance and Human Resources Portfolio Holder explained the reasons for the lateness of the revenue budget monitoring report. The format of the report had recently been revised in order to make it much more comprehensive and easy to understand. However, producing the new report required a lot more information from Departments than previously, and a lot more processing. In addition, during the period in which the report was produced, the officers working on the report were also working on the Revenue Support Grant settlement and the Civic Budget for 2003/2004. The Christmas break had also fallen during this period so a number of key officers were on leave. As a result of all of these factors, it had not been possible to produce the revenue budget monitoring report on time. The Finance and Resources Portfolio Holder apologised for the lateness of the report but

felt that the same situation was likely to occur next year and there was therefore a need for Members to consider other options: not to receive a revenue budget monitoring report at the January Cabinet meeting; to accept that the report would be late; to receive a far less comprehensive report; or to establish a way in which decisions arising from revenue budget monitoring could be made outside of the Cabinet process.

Whilst noting the reasons for the lateness of the revenue budget monitoring report, the Member representing the signatories to the call-in was concerned that the decisions arising from the report involved significant sums of money, for example the approval of a supplementary estimate of £0.42m for the transfer of domiciliary care. It was advised that the Leaders of the Political Groups had all been kept informed of the issues arising, and the Leader of one of the Opposition Groups had also been sent a draft of the revenue budget monitoring report the day before the Cabinet meeting. Noting that another decision was to approve drawings from contingency of £0.910m in respect of single status costs for contract services, the Portfolio Holder was asked whether it was fair to expect Cabinet Members to make such a decision having had so little time to read the papers. The Portfolio Holder replied that it was not fair, but nor would it be fair to delay making those decisions; for that reason he felt Members should seek to establish a way in which decisions could be made outside of the Cabinet process. In response to a question from a Member, it was stated that a recess to allow Members to read the late papers had been requested at the Cabinet meeting, but not granted.

The Chair suggested that the Sub-Committee note the reasons for the lateness of the revenue budget monitoring report and the apologies of the Chief Executive and the Portfolio Holder, and make a recommendation that any substantial virements be made not at the January Cabinet meeting but actioned subsequent to the January Cabinet meeting by the Portfolio Holder in consultation with the Nominated Members. An alternative suggestion, put forward by a Member who was a signatory to the call-in, was that officers investigate putting back the January Cabinet meeting by a week to the third Tuesday in the month. The Borough Solicitor stated that this might not be possible as it would impact on the January Council meeting at which the Council Tax Base had to be approved, but it could be looked into.

A Member, having reminded the Sub-Committee that the reason for the objection to all the called-in decisions was the late submission of papers, suggested that the Sub-Committee make a recommendation to the Group Leaders to draw up a protocol on the acceptance of late Cabinet reports. This suggestion was supported by another Member, who expressed concern that the implementation of the decisions had already been delayed as a result of the call-in process and that it would be further delayed if the decisions were referred back to the Cabinet. Other Members of the Sub-Committee also endorsed this approach, and felt that it was appropriate in respect of all three agenda items under consideration.

RESOLVED: (1) That in relation to Minute 170 (Housing Revenue Account 2003/04) and Minute 172 (Reference from the Overview and Scrutiny Committee Working Group – 10 January 2003: Housing Revenue Account 2003/04) the withdrawal of the call-ins be noted;

(2) in relation to:-

- Minute 161 (Revenue Budget Monitoring 2002/3 as at 30 November 2002),
- Minute 178 (Mayor of London Budget Requirement and Precepts 2003-04) and
- Minute 179 (Report to Individual Portfolio Holders – Wealdstone CPZ Review – Objections to the Advertised Traffic Orders)

(i) that the grounds for the call-ins be rejected and the decisions be implemented; and

(ii) to agree with the sentiment of those Cabinet Members who felt that the submission of late papers was not acceptable, and to request that a protocol be drafted between the Group Leaders on the acceptance of late Cabinet reports to mitigate such problems in the future.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.22 pm).

(Signed) MARK INGRAM
Chair

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1. Call-in is the process whereby a decision of the Executive, Portfolio Holder or Officer (where the latter is taking a Key Decision) taken but not implemented, may be examined by the Overview and Scrutiny Committee prior to implementation. The Overview and Scrutiny Committee has established the Call-in Sub-Committee to carry out this role. Overview and Scrutiny Procedure Rule 22 sets out the rules governing the call-in process.

The process for call-in

2. Any six of the Members of the Council and the co-opted members on the Lifelong Learning Scrutiny Sub-Committee can call in a decision of the Executive which has been taken but not implemented. (NB: Co-opted members of the Lifelong Learning Scrutiny Sub-Committee may only sign up to requests to call in decisions relating to education matters). Only decisions relating to Executive functions, whether delegated or not, may be called in.
3. Decisions of the Executive will not be implemented for 5 clear working days following the publication of the decision and a decision can only be called in within this period (this does not apply to urgent decisions - Overview and Scrutiny Procedure Rule 23 refers). The notice of the decision will state the date on which the decisions may be implemented if not called in.
4. Call-in must be by notification to the Borough Solicitor in writing or by fax, signed by all six Members/co-opted members requesting the call-in. A request for call-in by e-mail will require a separate e-mail from each of the six Members/co-opted members concerned. A proforma of a notice for call-in has been circulated for the use of Members and co-opted members.
5. In accordance with Overview and Scrutiny Procedure Rule 22.5, a notice by Members/co-opted members to invoke the call-in procedure must state at least one of the following grounds in support of the request for a call-in of the decision:-
 - (a) inadequate consultation with stakeholders prior to the decision;
 - (b) the absence of adequate evidence on which to base a decision;
 - (c) the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework;
 - (d) the action is not proportionate to the desired outcome;
 - (e) a potential human rights challenge;
 - (f) insufficient consideration of legal and financial advice.

The call-in notice should also provide details of the evidence to support the grounds for call-in.

6. Requests for call-in which, on investigation by the Borough Solicitor, are found to have been made without the support of the required number of Members or co-opted Members, or without specifying one of the grounds set out under Overview and Scrutiny Committee Rule 22.5, will not be referred to the Call-in Sub-Committee.

Referral to the Call-in Sub-Committee

7. Once a valid notice invoking the call-in procedure has been received, a meeting of the Call-in Sub-Committee will be arranged, in consultation with the Chair and Nominated Member(s) of the Sub-Committee, within seven clear working days of the receipt of the request for call-in. The other Members of the Sub-Committee will be notified of the need for a meeting, and the date thereof, at the earliest possible opportunity.
8. The papers to be considered by the Call-in Sub-Committee will be all those considered by the decision-taker when the decision was taken, the record of the decision and the written details of the call-in request. Where information material to the decision is known to officers and was not available to the decision taker, either because it only became known after the date of the decision or otherwise, such information should be drawn to the attention of Members of the Call-in Sub-Committee.

9. The papers will be sent to all Members and Reserve Members of the Sub-Committee, the Executive, the relevant Chief Officer, and all those who had signed up to the call-in. Relevant Ward Councillors will also be notified of the meeting if the issue in question is specific to a particular Ward or Wards. The Chair of the Sub-Committee may also request that the papers be sent to any other persons that he/she feels is appropriate.
10. Members sitting on the Call-in Sub-Committee should bring to the meeting an open mind and an impartial approach. Where a Member of the Sub-Committee is one of the Members calling in the decision, that Member should send a Reserve Member to the meeting of the Sub-Committee which considers the call-in, unless (for example because they are a co-opted member) they do not have a nominated Reserve.
11. The relevant Portfolio Holder and the relevant Chief Officer (or his/her representative) will be invited to attend the meeting to explain the reasons for the decision and to clarify any aspects associated with the issue in question.
12. The Members initiating the call-in will be invited to nominate one of their number or another Member who is not a Member of the Call-in Sub-Committee to advocate on their behalf and on behalf of others who may oppose the decision. Such a Member will be entitled to speak at the Call-in Sub-Committee on an equal footing with the Portfolio Holder and the relevant Chief Officer (or his/her representative).
13. The Chair of the Call-in Sub-Committee, in consultation with the meeting, may invite any other persons (for example, a legal adviser or other appropriate officer) to assist during the meeting as he/she feels appropriate.
14. The Chair of the Call-in Sub-Committee, in consultation with the meeting, will determine how the call-in will be dealt with. The rules on deputations and petitions shall apply as they apply to the Overview and Scrutiny Committee.
15. Having considered the call-in, the Sub-Committee may come to one of the following conclusions:-
 - (i) that the grounds for the call-in be upheld and
 - (a) in the event that it is upheld that the decision is contrary to the policy framework, or contrary to, or not wholly in accordance with the budget framework, the decision be referred to the Council. In such a case the Call-in Sub-Committee must set out the nature of its concerns for Council. The nature of such concerns would usually be expected to be significant and well proven in the context of the decision under consideration; or
 - (b) the decision be referred back to the decision taker for reconsideration. In such a case the Call-in Sub-Committee must set out the nature of its concerns for the decision taker. The nature of such concerns need only be sufficient to indicate that reconsideration is warranted, and need not necessarily indicate that the Sub-Committee believes the decision should be reversed, unless so stated by the Sub-Committee.
 - (ii) that the grounds for the call-in be rejected and the decision be implemented.

**PROTOCOL FOR HANDLING PORTFOLIO HOLDER DECISIONS REFERRED BACK BY
THE CALL-IN SUB-COMMITTEE**

- (1) This protocol applies to decisions made by individual Portfolio Holders (whether or not on the recommendation of an Advisory Panel) which are (a) the subject of call-in by the Call-in Sub-Committee of the Overview and Scrutiny Committee and (b) the Call-in Sub-Committee refers the decision back to the Portfolio Holder for reconsideration under Overview and Scrutiny Procedure Rule No 22.8(c).
- (2) In every case where the circumstances in the preceding paragraph arise, a local protocol shall apply to the effect that the Call-in Sub-Committee shall refer the matter to the Leader of the Council who will determine whether the matter should be referred to the Cabinet or to the Portfolio Holder.

Agreed by Cabinet, 17/12/02.

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To: The Borough Secretary and Solicitor to the Council

NOTICE OF CALL-IN OF EXECUTIVE DECISION

In accordance with Overview and Scrutiny Procedure Rule 22, we, the undersigned, hereby give notice that we wish to call-in the Executive decision detailed in section 2 below:-

NAME (PLEASE PRINT)

JOHN WILLIAM NICKOLAY
RAYMOND MARK ARNOLD
Alpha Michael
JOYCE NICKOLAY
Janet Mote
C. MOTE

SIGNATURE

J.W. Nickolay
M. Arnold
Joyce Nickolay
J. Mote
C. MOTE

DETAILS OF EXECUTIVE DECISION

The details of the Executive decision are as follows:-

Decision: PWD 0046/04 - Cedars School/Whittlesea Road 20mph Zone
Made by: CLAIR PAUL O'DELL
(Cabinet/relevant Portfolio Holder)
Published On: 15 June 2004
(Date)

GROUND FOR CALL-IN

Please specify below the grounds for the call-in, in accordance with Overview and Scrutiny Procedure Rule 22.5 (the grounds on which an Executive decision may be called in are set out overleaf). Please note that the considerations of the Call-in Sub-Committee will focus on the grounds stated, and the Sub-Committee will seek evidence to support them. Please therefore also set out below details of the evidence to support the grounds for call-in, continuing on a separate sheet if necessary.

THERE HAS BEEN INADEQUATE CONSULTATION WITH STAKEHOLDERS PRIOR TO THE DECISION BY VIRTUE OF A PETITION SIGNED BY 66 RESIDENTS OF STAFFORD ROAD PRESENTED TO FULL COUNCIL ON 29TH APRIL 2004 AND STANDING REFERRED TO THE TRAFFIC AND ROAD SAFETY PANEL, HAVING NOT YET BEEN PRESENTED TO THAT PANEL FOR CONSIDERATION AND ACTION
(A COPY OF THE PETITION CAN BE PROVIDED IF NEEDED)

Once completed, please forward this form to Claire Vincent in Room 138, Civic Centre or send it by fax to 020 8424 1557 WITHIN 5 WORKING DAYS OF THE DATE OF PUBLICATION OF THE DECISION.

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Record of Environment and Transport Portfolio Holder's Decision

Ref: PHD 006/04

Subject:	Cedars School / Whittlesea Road 20 mph Zone
Date of Decision:	12 June 2004
Declaration of interest (if any):	No
Key decision (Yes/No?):	No
Urgent/Non Urgent decision?:	Non urgent
Public/Exempt?:	Public
Options considered:	N/A
Any other option identified by the Portfolio Holder:	N/A
Decision:	<p>That (1) the objections to the scheme be set aside for the reasons set out in section 6 of the published officer report and officers proceed with the implementation of:</p> <ul style="list-style-type: none">a) a 20 mph zone in Whittlesea Road, Stafford Road and the southern part of Chicheley Road between Whittlesea Road and Langton Road;b) one-way working in parts of Whittlesea Road, Stafford Road and Chicheley Road as shown at Appendix 1 of the published officer report;c) a bus bay for school coaches between 8.30am and 4.30pm, Monday to Friday inclusive, outside of Cedars Middle School in Whittlesea Road as shown at Appendix 1 of the published officer report;d) no stopping restrictions between 8.30am and 9.30am and between 3.00pm and 4.30pm, Monday to Friday inclusive, in Whittlesea Road outside of the entrances to:<ul style="list-style-type: none">i) Cedars First school;ii) Cedars Middle school;iii) Woodland & Kingsley schools; <p>as shown at Appendix 1 of the published officer report;</p>

e) no waiting at any time restrictions in:

- i) Whittlesea Road/Boxtree Lane junction;
- ii) Whittlesea Road outside Nos. 13 to 21;
- iii) Whittlesea Road outside No 28;
- iv) Whittlesea Road outside Nos. 74 to 78;
- v) Whittlesea Road/Chicheley Road junction;
- vi) Chicheley Road/Langton Road junction;
- vii) Whittlesea Road/Stafford Road junction;
- viii) Stafford Road/Langton Road junction;
- ix) Stafford Road/Boxtree Lane junction;

as shown at Appendix 1 of the published officer report;

f) road humps in the form of speed tables and speed cushions in Whittlesea Road, Stafford Road and the southern part of Chicheley Road between Whittlesea Road and Langton Road as shown at Appendix 1 of the published officer report;

g) traffic calming works in Whittlesea Road, Stafford Road and the southern part of Chicheley Road between Whittlesea Road and Langton Road as shown at Appendix 1 of the published officer report;

h) footway widening in Whittlesea Road outside of Cedars Middle school as shown at Appendix 1 of the published officer report.

i) two wheel footway parking in Whittlesea Road and part of Chicheley Road between Whittlesea Road and Langton Road as shown at Appendix 1 of the published officer report

That officers investigate a number of options through which parking could be improved in Stafford Road, together with their cost, and assess whether such a proposal is justified.

(2) the objectors be informed accordingly

Reasons for decision:

To improve safety, access and residential amenity

Is the decision subject to call-in?

YES

*YES - The call-in period expires on Tuesday 22 June 2004.
The decision can be implemented on 23 June 2004. if not called in.*

NO - The decision is Urgent and can be implemented now.

CALL-IN - this is the process whereby a decision taken by the Executive or a Portfolio Holder may be examined by the Overview and Scrutiny Committee. The Overview and Scrutiny Committee may recommend that the Executive reconsider the decision.

For further information, please contact Daksha Ghelani on 020 8424 1881 or by e-mail: daksha.ghelani@harrow.gov.uk

LONDON BOROUGH OF HARROW

Report to Individual Portfolio Holder

Subject:	Cedars School / Whittlesea Road 20 mph Zone
Relevant Portfolio Holder:	Environment & Transport
Responsible Chief Officer:	Interim Head of Environment & Transport
Key Decision:	No
Urgent/Non Urgent:	Non urgent
Power to be Exercised:	Extraordinary Council, 28 th May 2002 – Item 6 “Role and Delegated Powers of Portfolio Holders – Sections 8 and 16 (b)”
Status:	Part 1
Ward:	Harrow Weald
Enclosures:	Appendix 1: Plan showing final proposals arising from consultation Appendix 2: Copy of letter from the Police Appendix 3: Objection from the London Fire and Emergency Planning Authority Appendix 4: Objection from residents of Stafford Road including petition and associated appendix A

1. **Summary**

- 1.1 Proposals have been developed for a 20 mph school safety zone and footway parking exemption around Cedars First and Middle schools and Woodland and Kingsley schools in Whittlesea Road. One of the main aims of the scheme is to encourage walking to and from the schools by reducing the danger faced when crossing the road. This will be achieved by introducing traffic calming on the approaches to the schools and by introducing waiting restrictions to ease congestion around the school entrances at dropping off and picking up times. The scheme will also ease general access problems caused by cars parked on both sides of the road.
- 1.2 Public consultation has been carried out involving local residents, the parents of school pupils and other interested bodies and organisations. Among the respondents there was very significant support for the measures put forward. A number of minor amendments to the scheme detail have been made to take account of comment received.
- 1.3 Following publication of the statutory orders and notices needed to implement the measures three objections have been received, one backed by a 66 signature petition of residents. The objections have been assessed against design, consultation and safety guidance together with relevant research information and shown to have little foundation.

However a parking issue has been highlighted in Stafford Road that warrants further investigation.

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

- 2.1 That the objections to the scheme be set aside for the reasons set out in section 6 of this report and officers proceed with the implementation of:**
- a) a 20 mph zone in Whittlesea Road, Stafford Road and the southern part of Chicheley Road between Whittlesea Road and Langton Road;**
 - b) one-way working in parts of Whittlesea Road, Stafford Road and Chicheley Road as shown at Appendix 1;**
 - c) a bus bay for school coaches between 8.30am and 4.30pm, Monday to Friday inclusive, outside of Cedars Middle School in Whittlesea Road as shown at Appendix 1;**
 - d) no stopping restrictions between 8.30am and 9.30am and between 3pm and 4.30pm, Monday to Friday inclusive, in Whittlesea Road outside of the entrances to:
 - i) Cedars First school;**
 - ii) Cedars Middle school;**
 - iii) Woodland & Kingsley schools;**as shown at Appendix 1;**
 - e) no waiting at any time restrictions in:
 - i) Whittlesea Road/Boxtree Lane junction;**
 - ii) Whittlesea Road outside Nos. 13 to 21;**
 - iii) Whittlesea Road outside No 28;**
 - iv) Whittlesea Road outside Nos. 74 to 78;**
 - v) Whittlesea Road/Chicheley Road junction;**
 - vi) Chicheley Road/Langton Road junction;**
 - vii) Whittlesea Road/Stafford Road junction;**
 - viii) Stafford Road/Langton Road junction;**
 - ix) Stafford Road/Boxtree Lane junction;**as shown at Appendix 1;**
 - f) road humps in the form of speed tables and speed cushions in Whittlesea Road, Stafford Road and the southern part of Chicheley Road between Whittlesea Road and Langton Road as shown at Appendix 1;**
 - g) traffic calming works in Whittlesea Road, Stafford Road and the southern part of Chicheley Road between Whittlesea Road and Langton Road as shown at Appendix 1;**
 - h) footway widening in Whittlesea Road outside of Cedars Middle school as shown at Appendix 1.**
 - i) two wheel footway parking in Whittlesea Road and part of Chicheley Road between Whittlesea Road and Langton Road as shown at Appendix 1**

3. **Consultation with Ward Councillors**

- 3.1 A similar report to this was sent to Ward Councillors to offer an opportunity to comment. The views received are set out below
- 3.2 In a telephone conversation with Councillor Lyne the main points arising and responses given (*in italics*) were as follows:
- a) It was pointed out that a vehicle crossover had recently been agreed for No. 115 Whittlesea Road. *This would be taken into account in the final layout and installed at the same time as the main works if possible.*
 - b) It was noted that the double yellow lines on the east side of the Stafford Road/Langton Road junction were longer than those on the west. *The reason for this was to maintain a clear swept path for school coaches turning right from Langton Road into Stafford Road.*
 - c) Concern was expressed over the width of footway that cars might occupy when footway parking is permitted. *The parking bays would be marked out with a dotted white line and would allow only partial parking on the footway to ensure that there was sufficient clear space for pedestrians. It would be an offence to park beyond the limit of the markings.*
 - d) Councillor Lyne reinforced the view that there was a parking problem in Stafford Road and was pleased to see that there was a recommendation to investigate the issue further.

4. **Policy Context (including relevant previous decisions)**

- 4.1 Traffic, Transport and Road Safety Sub-Committee - 21 May 1997 – minute 254 – School Safety Zones - agreed to proceed with a school safety zone for Cedars School subject to consultation and subject to funding being made available in the following financial year (98/99). Cedars was selected due to the accident record outside of the school in Whittlesea Road.
- 4.2 Traffic and Road Safety Panel - 13 June 2001 – minute 166 – Annual Review of Footway and Verge Parking Schemes - agreed a new priority list of footway parking schemes and agreed in principle to exemptions being made for the roads in that list. The list was drawn together in partnership with the London Fire and Emergency Planning Authority, who were experiencing difficulties caused by obstructive parking, and placed Whittlesea Road at number 2 in order of priority.
- 4.3 Traffic and Road Safety Panel - 25 September 2001 – minute 183 – Whittlesea Road, Petition for Either a School Safety Zone or Traffic Calming Measures - considered a petition of 281 signatures which called upon the Council to implement either a school safety zone or traffic calming measures in Whittlesea Road. The panel reaffirmed its decision of 21 May 1997 to prepare and consult upon a school safety zone which had been held up by lack of funding. The panel also agreed, at the request of the emergency services, to prepare and consult upon a footway parking zone at the same time. It was noted that Whittlesea Road had been assessed for traffic calming and was placed at No. 16 on the priority list.
- 4.4 Traffic and Road Safety Advisory Panel - 18 September 2002 – Recommendation 3: 20 mph zones, 5 year programme – endorsed by Portfolio Holder on 8/10/02 - agreed a 5

year programme for 20mph zones in order to set priorities should funding become available from Transport for London (TfL). The Cedars school safety zone and Whittlesea Road footway parking proposals were brought together in a coordinated scheme to bid for funding via this 20mph zone programme. The scheme was identified for commencement in 2003/4.

- 4.5 Portfolio Holder Decision PHD 074/03 – 13 February 2004 – considered the response to a public consultation exercise carried out on proposals for a Cedars School/Whittlesea Road 20mph Zone and agreed to make an exemption under Section 15(4) of the Greater London Council (General Powers) Act 1974 to allow two wheel footway parking on certain roads and authorised officers to advertise traffic orders and road humps notices associated with the scheme and, subject to there being no objections, to proceed with implementation.
- 4.6 The proposals are in line with current policies of Harrow Council set out within the Interim Local Implementation Plan. Under the strategy for reducing congestion policy MH.5 seeks to ensure that proposals for managing the highway accord with policies for, inter alia, community safety and environmental improvement. A relevant principle guiding road space reallocation under policy Real.3 is the reallocation of space to take account of the need for deliveries and servicing. Parking policy P.17 requires that any parking scheme has regard to the specific characteristics of the particular location involved including projected demands for day-time and night-time residents' car-parking.

5. **Relevance to Corporate Priorities**

- 5.1 The introduction of a 20 mph zone and rationalisation of parking addresses the Council's stated priority of enhancing the environment by improving safety and improving access for emergency and other services.

6. **Background Information and Options considered**

- 6.1 Following a successful bid to Transport for London for funding of the Cedars School/Whittlesea Road 20 mph zone in 2003/4, proposals were developed with the involvement of head teachers and local residents representatives. Two options were prepared which aimed to address the following areas of concern:
- congestion near Cedars, Woodlands and Kingsley schools and surrounding areas at dropping-off and picking-up times
 - vehicles parked inconsiderately at junctions and elsewhere creating access difficulties for coaches taking children to Woodlands and Kingsley schools and creating access difficulties for emergency and refuse collection services generally
 - illegal footway parking
 - danger and difficulties when crossing roads
 - inappropriate traffic speed

Both options included comprehensive traffic calming measures together with stopping and waiting restrictions and footway parking exemptions. They differed only in that one provided a short one-way system using parts of Stafford, Whittlesea and Chicheley

Roads. This maximises access benefits for the Woodland and Kingsley schools which children with special needs and with restricted mobility attend.

- 6.2 Public consultation seeking comment on the two options commenced in April 2003 with the distribution of consultation leaflets to residents and the parents of school pupils. An exhibition displaying the proposals was held on 6th May 2003 at Cedars Middle School where officers were on hand to answer questions. In addition a permanent, unmanned display was placed in the College Library 155/161 Uxbridge Road until the consultation closure date of Friday 16 May 2003.
- 6.3 Respondents to the consultation showed strong support for all aspects of the proposals and expressed a preference for the option incorporating a one-way system. Some amendments to the scheme were suggested and where practicable were taken into account in the detailed design of the proposals. The plan in Appendix 1 shows the resulting layout. Opposition to the proposals was very limited with only the London Transport Users Committee voicing concern. They were of the view that the one-way system and footway parking would, respectively, lead to an increase in traffic speed and be detrimental to users of the footway. However, the criticism did not take account of the positive effects of the traffic calming or the generous footway width available on the roads in the area that would allow footway parking to be provided in a manner that safeguards the convenience and safety of pedestrians. The comment was not therefore seen as applicable in this particular case.
- 6.4 The public consultation response was presented to the Portfolio Holder for Environment and Transport in February 2004 with the recommendation that authorisation be given for the scheme to progress to the advertising of traffic orders and road humps notices. PHD 074/03 concurred with the recommendations and the traffic orders and road humps notices were published on 4 March 2004. Allowing the statutory 21 day objection period gave a deadline for receipt of objections of 25 March 2004.
- 6.5 The publication process generated responses from the following:
- The Metropolitan Police
 - The London Fire and Emergency Planning Authority
 - The residents of Stafford Road by way of a 66 signature petition objecting to speed humps and 'no waiting at any time' restrictions in that road.

Copies of the responses are attached at Appendices 2,3 and 4 respectively. Each is considered in turn below.

- 6.6 The response from the police appears to be comment rather than an objection. They advise that it is not their policy to routinely enforce 20mph zones and they would expect to see further engineering measure employed to deal with any speed complaints received after the scheme has been implemented. They also have concerns that the road humps will detrimentally affect response times and may lead to vehicle damage.

Officer response - *it is a requirement in the design guidelines for such schemes that they employ sufficient traffic calming measures to ensure that speeds are restrained to approximately 20mph. The measures employed here are in line with those guidelines. Enforcement should not therefore be an issue.*

The roads included in the scheme (Whittlesea Road, Chicheley Road and Stafford Road) cover a very small, self-contained, residential area and could not be considered through routes to other localities. The impact on response times will therefore affect journeys

only to these roads themselves. Given the very limited extent of the scheme, any delay will be minimal.

Flat topped speed tables with a plateau length of 2.5m have been chosen for the scheme. This is equal to or longer than the wheelbase of most cars and will ensure that a car cannot fully straddle them. This has been coupled with a maximum hump height of 75mm, which is less than the ground clearance of most cars, minimising the likelihood of vehicle damage from grounding. It is worth noting that, if the speed tables were replaced by the less effective speed cushions that the letter suggests is the preferred method of control, it is very unlikely that speed would be reduced to 20mph increasing the probability that enforcement difficulties will arise.

- 6.7 The response from the London Fire and Emergency Planning Authority is a formal objection to the traffic orders though it should be noted that it was received after the objection deadline of 25 March 2004. The objection is mainly on the grounds that road humps cause delay to appliances attending incidents. They also question the need for such measures on the roads in question.

Officer response - *on the question of whether such measures are needed here - at present the area is so congested, due in part to double parking by residents, that there is not a significant speeding problem and the accident rate is fairly low. In the early stages of the development of a scheme to ease the difficulties around the schools the Fire Service requested that any proposals should include footway parking for residents as they were continually having difficulty with access because of the congestion. This has been taken on board, but freeing up road space in this way, together with providing a one way system to help school access, will inevitably lead to an increase in traffic speed. Traffic calming is therefore needed to counter this. The other types of traffic calming measures that the fire service favours (i.e. horizontal deflections such as chicanes and pinch points) would lead to a significant reduction in parking space and would be strongly opposed by residents. This leaves road humps as the only practical and effective means of speed control.*

With regard to the effect on response times, the second paragraph of the officer response to the police equally applies here. It is worth noting that in 1994 the Department for Transport published guidance on consulting with the emergency services over traffic calming schemes. The main thrust of the guidance was that Local Authorities and the Emergency Services should work together to agree a network of strategic routes that would be kept free of the more severe types of speed reducing measure so that the services would have a set of clearly defined fast response routes. More intensive traffic calming measure could then be introduced on roads off the strategic routes to meet demands from residents for traffic calming safety measures. Harrow Council has repeatedly tried to engage with the emergency services to agree such a network but has always met with the response that all roads in the borough are strategic routes for the emergency services. Such an unhelpful response is both against the spirit of the DfT guidance and guaranteed to lead to conflict with the emergency services when trying to address the legitimate road safety concerns of the borough's residents. As stated above, the roads in question here could not be considered part of a strategic network and the objection to the proposals is therefore unfounded.

- 6.8 The residents of Stafford Road have raised a number of points in their objection:

- the loss of parking space outside of school hours that will result from the introduction of road humps and "no waiting at any time " restrictions will exacerbate current parking problems and severely reduce residential amenity.

- whilst there is no objection to the introduction of a 20mph speed limit, there is no evidence that road humps are needed to enforce such a limit.
- there are concerns about the effect on response times of emergency services and the noise caused by road humps
- because road humps are so unpopular amongst buyers and tenants they have a detrimental effect on property prices

They further go on to remark that the Council has imposed strict parking restrictions on residents by preventing parking on grass verges and point out that many residents have suggested in the past that the width of the grass verge should be reduced to make more road space available.

Officer response - *the road humps themselves do not give rise to a reduction in parking space as it is not an offence to park on or alongside a road hump. The "no waiting at any time" parking restrictions proposed in Stafford Road cover only three very localised areas around junctions (see the scheme plans in Appendix 1). Guidance in the Highway Code stipulates that drivers should not park in such locations (ie within 10 metres of a junction) because of the hazard posed to other road users. The restrictions are therefore simply enforcing the guidance of the Highway Code. The risk posed by parking in such locations exists 24 hours a day, not just at school times, hence the reason for "at any time" restrictions. As well as maintaining adequate intervisibility between the drivers of vehicles the restrictions also ensure good driver/pedestrian intervisibility greatly improving safety for people crossing the road at these key locations.*

Stafford Road is a key approach to the schools in this area and must form part of the 20mph safety zone around them to maximise safety benefits and encourage alternative modes of travel to the private car. In order to reduce congestion and improve access for school coaches and service/delivery vehicles the northerly section of the road is to be made part of a small-scale, one-way system, a measure strongly favoured by respondents during the public consultation. This is likely to lead to an increase in traffic speed which needs to be countered by traffic calming. It is accepted that traffic speed here is already fairly low and, as a result, the number of traffic calming features can be kept to an absolute minimum. Apart from the entry treatments at each end of the road, only two vertical speed-reducing features are proposed on the entire road. The raised entry treatments have the added benefit that they will provide safer crossing points for people approaching the schools on foot.

The issue of emergency response times has already been covered in the second paragraph of the response to the police above.

The Transport Research Laboratory has investigated noise caused by road humps. Their research shows that after the installation of road humps the maximum noise levels from cars and buses are reduced. This is explained by the observation that noise levels decrease with decreasing speed. The reduction in speed that is brought about by the introduction of road humps results in a lower noise level than that generated by the higher speed prevailing prior to installation.

The claim that road humps are unpopular and thereby have a detrimental effect on property prices does not fit the observations and experiences of Harrow Council. The Council receives far more requests for traffic calming than it has funds to implement suggesting that, rather than being unpopular among residents, they are seen as a positive improvement.

The statement in the petition that Harrow Council has imposed restrictions on parking on the grass verge is incorrect. It is an offence under section 15 of the Greater London Council (General Powers) Act 1974 to park on footways and grass verges throughout London. It is not a restriction that has been locally imposed though Harrow Council does have a policy of resisting proposals to pave grass verges to ensure that a high quality of streetside greenness is retained.

Harrow Council has received several letters from residents in the past suggesting that there are parking problems in this area. Stafford Road, at 6.1 metres wide, cannot accommodate parking on both sides of the road without blocking access to any vehicle larger than a car. As a result residents seem to avoid double parking preferring instead to overspill into the surrounding streets. Clearly this is inconvenient for those concerned and also leads to a reduction in amenity on those streets. However, the emergency services have not highlighted an access problem here for large vehicles, unlike on Whittlesea Road where the school entrances are located, and parking measures cannot therefore be justified using funding provided for a school 20mph zone. To address this problem a separate parking scheme needs to be investigated on its own merits. Since funding for facilities of this sort is likely to be limited it will be necessary to investigate a number of options through which parking could be improved, together with their cost, before deciding what measures, if any, were justified. The effect on street side greenness would need to be examined at the same time.

7. Consultation

- 7.1 In line with the relevant regulations, traffic orders and road humps notices were advertised in the London Gazette and Harrow Observer stipulating a 21 day period over which objections could be made to the proposals. Advertisements first appeared on 4 March 2004 and the objection period ended on 25 March 2004. Over the same period the associated legal documents and plans were placed on deposit at the Civic Centre for public inspection and street notices were posted in the affected roads.
- 7.2 Statutory consultees such as the emergency services, Road Haulage Association and Freight Transport Association were given notice by post. Affected local residents were given notice by means of a letter hand delivered to all properties involved in the original scheme consultation.

8. Finance Observations

- 8.1 The estimated cost of the scheme is £145,000. Funding is available by grant from Transport for London.

Signature..... date.....

9. **Legal Observations**

- 9.1 a) A 20 mph speed limit can be provided under Section 84 of the Road Traffic Regulation Act 1984.
- b) The one-way system, waiting restrictions, school keep clear markings and coach bay can be provided under Section 6 of the Road Traffic Regulation Act 1984.
- c) Road humps can be provided by Notice under Sections 90A and 90C of the Highways Act 1980.
- d) Traffic calming works can be provided under Section 90G of the Highways Act 1980.
- e) Widening of the footway can be carried out under Section 75 of the Highways Act 1980.
- f) Footway parking can be authorised by resolution under Section 15(4) of the Greater London Council (General Powers) Act 1974.
- g) 'School' warning signs, when laid as road markings, require special authorisation from the Department for Transport. This was granted in a letter dated 10 February 2004.

Signature..... date.....

10. **Conclusion**

- 10.1 A comprehensive traffic calming scheme has been developed together with stopping and waiting restrictions and footway parking exemptions. The measures put forward will deal with the issue of congestion around the schools and will reduce the danger faced when crossing the road in these areas. Permitting footway parking will allow free access for emergency and other services.
- 10.2 Objections raised against the scheme following publication of the relevant statutory orders and notices have been carefully assessed against design and consultation guidelines, Highway Code guidance and independent research information and are shown to have little foundation. The negative aspects of the proposals are very minor in comparison with the safety and environmental benefits that will accrue and it is recommended that the objections are set aside.
- 10.3 Some comments put forward and past correspondence received by Harrow Council have highlighted an issue over parking in Stafford Road that warrants further investigation on its own merits and it is also recommended that options through which parking could be improved, together with their cost, should be explored and an assessment made on whether such a proposal is justified.

11. **Background Papers**

- 11.1 a) The Highway Code – Rule 217.
b) Traffic Advisory Leaflet 3/94 – Fire and Ambulance Services traffic calming: a code of practice
c) Traffic Advisory Leaflet 10/00 – Road humps: discomfort, noise and ground borne vibration
d) Traffic Advisory Leaflet 6/96 – Traffic Calming: Traffic and Vehicle Noise
e) Harrow Unitary Development Plan 2002 – Policy No. D9
- 11.2 Anyone wishing to inspect the background papers listed should telephone Jean-christophe Chassard on 020 8863 5611.

12. **Author**

- 12.1 Bill Heale, Principal Engineer, Traffic Management (Central)
Telephone 020 8424 1065 ext 2065
Email: william.heale@harrow.gov.uk

*I do agree to the decision proposed

*I do not agree to the decision proposed

*Please delete as appropriate

Additional comments made by and/or options considered by the Portfolio Holder

Signature:

Portfolio Holder

Name:

(please print)

Date:

Signature:

Position: *Insert relevant Head of Service*

Date:

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This appendix consists of an ordnance survey map which is not available electronically

This appendix consists of an ordnance survey map which is not available electronically

Your reference: BD 2004/92.05/37

Our reference: NWATM/03/294

Date: 11 March 2004



URBAN LIVING TRANSPORTATION SECTION	
5 MAR 2004	
PASSED	
ACKNOWLEDGED	

METROPOLITAN POLICE SERVICE

Traffic Management Unit
Alperton Traffic Garage
Athlon Road
Alperton, Wembley
Middlesex

Telephone: 020 8246 9872
Facsimile: 020 8246 9812
E-Mail tdqpf@met-pol.co.uk

Mr B Durke
Order Maker
Harrow Council
Transportation Section
PO Box 38
Civic Centre
Station Road
Harrow HA1 2UZ

Dear Mr Durke

Cedars School Area Proposals

The Harrow (Waiting and Loading Restriction)(Amendment) Traffic Order

The Harrow (Prescribed Route)(No.) Traffic Order

The Harrow (20 mph Speed Limit)(No.) Traffic Order

The Harrow (Prohibition of Stopping Outside Schools)(Amendment) Traffic Order

The Harrow (Free Parking Places)(Amendment) Traffic Order

The Harrow (Coach Parking Places)(Amendment) Traffic Order

Thank you for your letter of 2 March 2004 and enclosed copy of a plan showing the proposed traffic calming measures associated with the above scheme.

Since my letter of 25 July 2003, in response to the original proposals, police have taken a slightly different position in relation to proposed 20 mph zones, which, I should explain.

Police would have no objections to the proposed 20 mph with speed cushions and tables as self-enforcement measures, however, I must inform you that should these measures not prove effective it is not our policy to routinely enforce 20 mph speed restrictions.

There has, however, been a recent change in this policy. Whilst the above statement applies, the Association of Chief Police Officers advised in December 2003 that although it is desirable for such zones to be self-enforcing, in appropriate cases police would conduct enforcement. Our local view is that whilst we have a duty to enforce speed limits we would look to an engineering solution in response to any speed complaints. It is only after further measures have been considered that we would look at enforcement. We would have to justify any 'appropriate cases, an example of such may be where the problem exists in the vicinity of a school during the start or end of the school day.

With regard to the traffic calming features.

The effects of environmental traffic calming on all the emergency services have become a serious issue to the manner in which we operate. The effect of road humps in particular, whether they be round-topped or flat-topped, is causing problems in relation to delays in our response times and damage to our vehicles. The plan enclosed with your letter shows a series of speed tables which are only 2.5 metres in length. These can have a similar effect to round-topped road humps. Whilst we have less objection to the proposed speed cushions in this scheme, it is recognised that they have little effect on motorcycles, 4x4 vehicles or heavy goods vehicles and buses.

We view flat-topped features or speed tables that are long enough to accommodate the wheel-base of most vehicles as the preferred method of all the options of 'Vertical Deflection' speed reduction measures.

Yours faithfully



Mike Faul
North (West) Traffic Management Unit

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LONDON TW3 3JQ

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LONDON FIRE & EMERGENCY PLANNING AUTHORITY

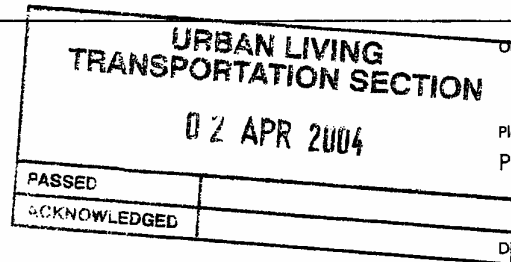
FIRE AND COMMUNITY SAFETY DIRECTORATE

Roy Bishop Deputy Commissioner

Date
31 March 2004

Addressee
Harrow Council
Transportation Section
PO Box 38
Civic Centre
Station Road
Harrow, Middlesex
HA1 2UZ

FAO Brian Durke



Our Ref.

Your Ref.

BD 2004/2/92.05/37

Please reply to
Paul Turner

Direct Telephone
020 7587 2962

Direct Fax
020 7587 4407

Direct email
ealinggroup@london-fire.gov.uk

Dear Sir,

**RE: CONSULTATION ON TRAFFIC MANAGEMENT PROPOSALS
CEDARS SCHOOL AREA PROPOSALS, WAITING AND LOADING RESTRICTION, SPEED
LIMIT, PROHIBITION OF STOPPING OUTSIDE SCHOOLS, FREE PARKING SPACES,
COACH PARKING SPACES**

refer to your letter dated 1 March 2004.

The proposals for full width, height deflections are unacceptable to this Authority.
I quote from our Guidance Note 29 (enclosed), section 11:

"The London Fire Brigade is supportive of the aims associated with the introduction of traffic management schemes for the benefit of the resident population. However, there is no limit on the number of road humps that may be proposed for any one scheme and with a delay of approximately ten seconds per hump, appliances attending an incident may be considerably delayed. Every consideration should be given to the introduction of other traffic calming measures in place of road humps and for road humps to compliment the total scheme."

Therefore this Authority objects to this proposal on the grounds of the unnecessary delay that it would cause to our appliances responding to emergency calls, as there is no evidence available demonstrating that these roads are accident prone and require such measures.

If you require further information regarding this matter, please contact Assistant Divisional Officer Doherty on telephone number 020 7587 4721.

Yours faithfully

Paul Turner

Administrator

making London a safer city

The London Fire & Emergency Planning Authority runs the London Fire Brigade
FIFireE

B Robinson CBE QFSM
Commissioner for Fire & Emergency Planning

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Grounds For Objection

- 1) Impact on residential parking problems outside school hours (i.e. after 6p.m. and weekends). Parking outside school hours, is already a major problem, and will be exacerbated by these measures. Residential amenity will be severely reduced. (See Appendix A).
- 2) Residents are and have not been aware of cars exceeding the speed limit on Stafford Road, and there is not a lot of traffic in general. We have no objection to a reduction in the speed limit to 20 mph. However, there is no evidence that it will be necessary to construct speed humps on Stafford Road in order to enforce a speed limit.
- 3) Parking restrictions should be restricted to school times – restrictions outside school times are detrimental to residential amenity with no benefit to schools. This would be an unreasonable exercise of power by the Council.
- 4) Safety and Noise. Speed humps slow down emergency vehicles such as ambulances and fire engines. In addition, we are concerned by the noise caused by speed humps. This is a quiet road, which is a major selling point.
- 5) Speed humps will also have a detrimental effect on property prices and rental income, as speed humps are so unpopular with prospective buyers and tenants.

	Name	Signature	Address
20 1	DR V.G. GRAFFAGNINO	V.G. Graffagnino	20 Stafford Road
2	P. JOTANGIA	P. Jotangia	16 STAFFORD BS
3	S. Emery	S Emery	14 Stafford Road
4	D. WATSON	D. Watson	8 Stafford Rd.
5	P. BEASANT	P. Beasant	4 STAFFORD RD
6	S. Slensley	S. Slensley	2 Stafford
7	A. Puerre	A. Puerre	3 Stafford Rd
8	P. Brown	P. Brown	7 Stafford Rd
20 9	MR N. KOTHARI	N. Kothari	15

Appendix A: Impact on existing residential parking problems outside school hours (i.e. after 5p.m. and weekends)

Speed humps and 'no waiting at any time' restrictions will reduce parking available to Stafford Road residents outside school hours. There is already a serious shortage of parking available to Stafford Road residents outside school hours. Some Stafford Road residents already have to park on neighbouring roads some distance from their homes after returning from work. This is a particular concern, in terms of safety for lone women having to walk from their cars to their homes after dark, and in terms of amenity for parents with children and shopping. The vast majority of Stafford Road residents do not have driveways, and therefore have to park on the road.

It should be taken into account that the Council has already imposed strict parking restrictions upon half of all Stafford Road residents (houses with even numbers) as it has imposed restrictive covenants and other restrictions preventing residents from having driveways or parking on the grass verges in front of their houses. As a consequence, these residents have no alternative but to park on the road. The Council should be aware that Stafford Road residents already feel extremely strongly about the parking problems on Stafford Road, exacerbated by restrictions which have already been imposed by the Council. A number of residents have already contacted the Council recently and in the past about this issue. One suggestion put forward by many residents is that the Council should reduce the width of the grass verge by 50% to allow for parking. The nearest tube station is two miles away, so residents need cars.

A further restriction and reduction of parking outside of school hours would be severely detrimental to residents, an unreasonable exercise of power by the Council, and of no benefit to school users. Any parking restrictions should only apply during school hours – as the purpose of this exercise is safety for school users. Stafford Road residents cannot, therefore, see how the Council can justify the proposed twenty-four hour parking restrictions.