



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**TUESDAY 25 SEPTEMBER 2007
7.30 PM**

PANEL AGENDA (ADVISORY)

**COUNCIL CHAMBER
HARROW CIVIC CENTRE**

MEMBERSHIP (Quorum 3)

Chairman: Councillor John Nickolay

Councillors:

**Mrs Camilla Bath
Robert Benson
Manji Kara
Yogesh Teli
Jeremy Zeid**

**Mrinal Choudhury
Nizam Ismail
Jerry Miles
David Perry**

Advisers: To be appointed

Reserve Members:

1. Golam Chowdhury
2. Ashok Kulkarni
3. Paul Osborn
4. Mrs Vina Mithani
5. -

1. Bob Currie
2. Graham Henson
3. Raj Ray
4. Keith Ferry

**Issued by the Democratic Services Section,
Legal and Governance Services Department**

**Contact: Paul Tenconi, Democratic Services Officer
Tel: 020 8424 1264 E-mail: paul.tenconi@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

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MOVED FROM 18 SEPT 2007

TUESDAY 25 SEPTEMBER 2007

AGENDA - PART I

1. **Appointment of Chairman:**

To note the appointment at the Meeting of Cabinet on 15 May 2007 of Councillor John Nickolay as Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2007/08.

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) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

3. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Committee, Sub Committee, Panel or Forum;
- (b) all other Members present in any part of the room or chamber.

4. **Arrangement of Agenda:**

To consider whether any of the items listed on the agenda should be considered with the press and public excluded on the grounds that it is thought likely, in view of the nature of the business to be transacted, that there would be disclosure of confidential information in breach of an obligation of confidence or of exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972.

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

To consider the appointment of a Vice-Chairman of the Panel for the Municipal Year 2007/2008.

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

That the minutes of the meeting held on 27 February 2007 be taken as read and signed as a correct record.

7. **Public Questions:**
To receive questions (if any) from local residents or organisations under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).
 8. **Petitions:**
To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).
 9. **Deputations:**
To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).
 - Enc. 10. **Appointment of Advisers to the Panel 2007/2008:** (Pages 5 - 8)
Report of the Director of Legal and Governance Services.
 11. **References from Council and other Committees/Panels:**
To receive references from Council and any other Committees or Panels (if any)
 - Enc. (a) EDF Site, Substation Adjacent to 102 Roxeth Green Avenue, South Harrow: Reference from the Strategic Planning Committee Meeting held on 14 March 2007 (Pages 9 - 10)
 - Enc. 12. **Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone CA phase 1 - Objections to Traffic Orders:** (Pages 11 - 22)
Report of the Head of Property and Infrastructure.
 - Enc. 13. **Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone C & Zone CA phase 2 – Consultation Results:** (Pages 23 - 120)
Report of the Head of Property and Infrastructure.
 - Enc. 14. **INFORMATION REPORT – Progress update on key traffic schemes:** (Pages 121 - 142)
Information Report of the Head of Property and Infrastructure
 15. **Any Other Urgent Business:**
Which cannot otherwise be dealt with.
- AGENDA - PART II**
- Enc. 16. **Wealdstone Controlled Parking Zone - Review, possible extension and associated restrictions - Zone CA Phase 1, Objections to Traffic Orders - Appendix B:** (Pages 143 - 152)
Confidential Appendix B to agenda item 12.

This page is intentionally left blank

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

27 FEBRUARY 2007

Chairman: * Councillor John Nickolay

Councillors: * Mrs Camilla Bath * Jerry Miles
 * Robert Benson * David Perry
 * Keith Ferry (4) * Yogesh Teli
 * Graham Henson (2) * Jeremy Zeid
 * Manji Kara

Advisers: * Mr A Blann Mr L Gray
 * Mr E Diamond * Mr A Wood

* Denotes Member present
 (2) and (4) Denote category of Reserve Member

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Controlled Parking Zones/Resident Parking Schemes - Annual Review**

The Panel received a report of the Interim Head of Public Realm Infrastructure which informed Members that the annual review for the whole Borough had been carried out. This had included assessments of existing zones and requests for new zones, including petitions received in the last twelve months.

An officer referred the Panel to the priority list for financial year 2007/08 and five year Local Implementation Plan from April 2007 to March 2012 (Appendix C to the officer report), and explained that the revised programme included three new controlled parking zones and resident parking schemes as follows:-

- Marsh Road Service Road
- Canons Park Station area
- Burnt Oak Broadway area

The drawback to the completion of these schemes was that schemes further down the priority list would be deferred.

Members queried why North Harrow was an unprogrammed scheme to be reviewed following the occupation of the supermarket re-development. An officer advised that there had been little support for the scheme when consultation was last carried out.

A Member queried whether a 1 hour CPZ at Canon's Corner could be implemented instead of a 'Pay and Display' scheme, due to residents' concerns about parking. An officer stated that consultation had taken place and a 1 hour CPZ would be detrimental to traders situated on Canon's Corner.

An adviser expressed the view that improved 'Pay and Display' machines should be used to make machines more user friendly, allowing users to insert their credit card on arrival and reinsert it and pay when departing. An officer stated that a general review would be undertaken.

An amendment to the officer recommendations was moved and carried, and it was

Resolved to RECOMMEND: (To the Portfolio Holder for Urban Living – Community Safety and Public Realm)

That (1) subject to funding, the priority list as shown in Appendix C to the officer report, be adopted as the controlled parking zone programme for inclusion in the Local Implementation Plan for submission to Transport for London;

(2) the petitions submitted at this and the previous Panel meetings regarding roads in the North Harrow and Stanmore zones (Wychwood Avenue) be taken into consideration in due time;

(3) minor adjustments to parking bays in Radnor and Bethacar Roads, close to Dental and Medical Practices, be made as soon as practical.

[REASON: To prioritise the Controlled Parking Zones programme].

(See also Minute 48).

PART II - MINUTES

47. **Attendance by Reserve Members:**

RESOLVED: To note the attendance at this meeting of the following duly appointed Reserve Members:-

<u>Ordinary Member</u>	<u>Reserve Member</u>
Councillor Nizam Ismail Councillor Mrinal Choudhury	Councillor Graham Henson Councillor Keith Ferry

48. **Declarations of Interest:**

RESOLVED: To note that the following interests were declared:

- (i) Councillor Graham Henson declared a personal interest in relation to all substantive items on the agenda arising from the fact that a relative was employed within Urban Living. Accordingly, the Member would remain in the room and take part in the decision-making on all items of the agenda.
- (i) Agenda Item 9 – 2007/08 Programme – Information Report
Mr E Diamond, an adviser to the Panel, declared a personal interest in that he was in possession of a disabled parking badge. Accordingly, the Adviser would remain in the room and take part in the decision-making on all items of the agenda.
- (iii) Agenda Item 11 - Traffic Management Issues Regarding the Proposed Re-opening of Wealdstone High Street to Traffic
Councillor Susan Hall, who was not a Member of the Panel, declared a prejudicial interest in that she was a trader in Wealdstone. Accordingly, she took no part in the discussion on this item.

49. **Arrangement of Agenda:**

RESOLVED: That (1) agenda item 8, “References from Other Committees/Panels” be considered separately from item 10, “Controlled Parking Zones/Resident Parking Schemes – Annual Review”;

(2) agenda item 11, “Traffic Management Issues Regarding the Proposed Re-opening of Wealdstone High Street to Traffic, and the Impact on the Surrounding Area”, be considered after item 8, “References from Other Committees/Panels”;

(3) all items be considered with the press and public present.

[Note: For ease of reference, the order of the minutes follows the order of the business on the agenda].

50. **Minutes:**

RESOLVED: That the minutes of the meeting held on 22 November 2006 be taken as read and signed as a correct record.

51. **Public Questions:**

RESOLVED: To note that no public questions were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).

52. **Petitions:**

RESOLVED: To note the receipt of the following petitions which were referred to the relevant officer for consideration:

- (i) Petition requesting the stretch of road opposite the Shree Kutch Satang Swaminarayan Temple entrances be marked by double yellow lines prohibiting parking at all times and that provision be made for loading/unloading for local businesses.
Presented by Councillor Manji Kara and signed by 450 people.

- (ii) Petition requesting that the Traffic and Road Safety Advisory Panel take notice of the potentially dangerous traffic situation existing in Church Drive during weekdays.

Presented by Councillor John Nickolay and signed by 35 people.

53. **Deputations:**

RESOLVED: To note that no deputations were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

54. **References from Other Committees/Panels:**

The Panel received a reference from the meeting of the Sustainable Development and Enterprise Scrutiny Sub-Committee meeting held on 28 November 2006, which was set out in the appendices to agenda item 10, "Controlled Parking Zones/Resident Parking Schemes – Annual Review". Members were informed of the Sub-Committee's wish to encourage positive use of small scale parking restriction and Controlled Parking Zone (CPZ) areas and that in the Sub-Committee's view, future schemes should take into consideration 'desire lines' to balance the potential conflicts between vehicles and pedestrians and maximise traffic flow.

An officer explained that using small scale parking restrictions and CPZ areas would displace parking problems to surrounding roads and that it was more cost efficient to undertake larger schemes. He explained that 'desire lines' were the routes pedestrians would want to take, which were usually the most direct routes. Wherever possible, officers took these into account when designing schemes.

RESOLVED: That the reference be noted.

(See also Minute 48).

55. **2007/08 Programme - Information Report:**

The Panel received a report of the Interim Head of Public Realm Infrastructure which advised Members of the implications of budget reductions on the traffic management service for 2007-08. It was reported that funding from Transport for London (TfL) was likely to be a similar figure as in 2006-07 and that this funding was ring-fenced. Council funding was likely to be reduced by more than half. Therefore there was a need to prioritise schemes.

Members entered into discussion on parking facilities in the Borough and an Adviser expressed concern that Harrow did not have a parking policy document. Members requested a list of the works to be included in the 2007-08 work programme plus information on Harrow's parking policy.

RESOLVED: That (1) the report be noted;

(2) officers provide Members with the requested information.

(See also Minute 48).

56. **Controlled Parking Zones/Resident Parking Schemes - Annual Review:**

(See Recommendation 1).

57. **Traffic Management Issues Regarding the Proposed Re-opening of Wealdstone High Street to Traffic, and the Impact on the Surrounding Area:**

The Panel received a verbal report from officers and a representative from Accord MP, which updated Members on the proposed re-opening of Wealdstone High Street. It was reported that in Summer 2006 a review had taken place where five possible options had been discussed and a preferred option had been selected. This option involved northbound one-way traffic and a link, via Canning Road, to provide access to the multi-storey car park from the High Street.

A major factor governing the acceptability of any scheme was the impact on bus services and the views of key sections of Transport for London (TfL) were sought at an early stage to help guide the detailed design. The Panel was advised that objections from TfL could result in a public enquiry and it was therefore essential that any concerns they had were properly addressed. With further development of the parking layout details, to minimise the impact on the through flow of buses, a solution that provided on-street parking parallel to the kerb, had emerged. This would provide 23 parking spaces, 3 disabled persons' bays and 4 loading bays, improved crossing facilities at the junction with Palmerston Road and improved cycling facilities. Initial consultation had taken place on "

key stakeholders where details of public realm improvements, which had been developed to complement the highway works, were also provided.

Traffic modelling had shown that the scheme should improve bus journey times but, whilst the Bus Operations team within TfL had indicated support, the Strategic Bus Networks team had expressed concerns about the re-routing of southbound buses. They were currently conducting journey time surveys to test the results of the modelling and a formal response was expected very soon.

Based on TfL approval being given, formal public consultation on the scheme could take place in Spring 2007, followed by construction by Autumn 2007.

In the discussion that followed a Member suggested that 'Kiss and Ride' facilities, for drivers to drop-off and collect passengers, were necessary at the front of Harrow and Wealdstone Station. An officer stated that when the roundabout at the front of the station had been removed, such facilities were considered but it had not been possible to provide them as well as meeting the main objective of improving the pedestrian link between the station and the High Street. There were facilities at the rear of the station for drivers to drop off passengers.

In further discussion, Members and Advisers expressed the following views:-

- Large lorries should be discouraged from using the re-opened High Street.
- Signage to the rear of Harrow and Wealdstone station should be improved to guide drivers to a safe place for dropping off and collecting passengers.
- A north to south cycle route through the town centre should be investigated to provide a link to the station and Gordon Road.
- An implementation plan should be developed with the help of the traders, to minimise the impact of the works.
- Maintenance of the footways, at the northern end of the High Street, which were in poor condition, should be co-ordinated with the works.
- Minor road widening, north of George Gange Way, should be investigated to facilitate loading without creating congestion.

RESOLVED: That (1) the verbal report be noted;

(2) officers note and consider the comments made by Members and advisers;

(3) the Panel receive a verbal update at its next meeting.

(See also Minute 48).

58. **Interim Head of Public Realm Infrastructure:**

The Chairman advised the Panel that this meeting would be Steve Swain's last as he was taking early retirement. The Portfolio Holder for Community Safety and Public Realm, Members and advisers, paid individual tributes to his service.

RESOLVED: To note that the Panel recorded a vote of thanks to Steve Swain, Interim Head of Public Realm Infrastructure, in acknowledgement of more than 30 years' service to the London Borough of Harrow, and wished him a long and happy retirement.

(Note: The meeting having commenced at 7.32 pm, closed at 9.20 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman



Meeting:	Traffic and Road Safety Advisory Panel
Date:	25 September 2007
Subject:	Appointment of Advisors to the Panel 2007/2008
Key Decision: (Executive-side only)	No
Responsible Officer:	Hugh Peart, Director of Legal and Governance Services
Portfolio Holder:	Councillor Susan Hall, Portfolio Holder for Environment Services
Exempt:	No
Enclosures:	N/A

Section 1 – Summary and Recommendations

This report advises Members on the appointment of non-voting advisors to the Panel for the Municipal Year 2007/2008. Members are requested to consider the information outlined below and to appoint advisors to the Panel for the 2007/2008 Municipal Year accordingly.

Recommendations:

That in accordance with the Advisory Panel and Consultative Forum Procedure Rules (Rule 4), the advisors detailed in paragraph 2.1.2 be appointed for the Municipal Year 2007/08.

Reason: (For recommendation)

To appoint advisors to the Panel for the 2007/08 Municipal Year.

Section 2 – Report

2.1 Brief History

2.1.1 All advisers to the Panel have been contacted and asked to confirm whether they wish to continue as advisers to the Panel for the Municipal Year 2007/2008.

2.1.2 The following have been contacted and have confirmed that they wish to stay on as an adviser to the Panel for the Municipal Year 2007/2008:

- Mr A Blann (Representative of CTC Right to Ride)
- Mr E Diamond (Representative of the North West London Chamber of Commerce)
- Mr L Gray (Representative of Pedestrians' Interests)
- Mr A Wood (Representative of Harrow Public Transport Users' Association)

2.2 Consultation

See paragraph 2.1 above.

2.3 Legal Implications

Not applicable.

2.4 Equalities Impact

To promote and enhance local democracy and public service values by increasing opportunities for participation, through effective communication and by developing the capacity to empower Harrow's communities.

Financial Implications

Not applicable.

Performance Issues

Not applicable.

Section 3 - Statutory Officer Clearance

Name: Myfanwy Barrett Chief Financial Officer

Date: 11 September 2007

Name: Jill Travers on behalf of the
Monitoring Officer

Date: 14 September 2007

Section 4 - Contact Details and Background Papers

Contact: Paul Tenconi, Democratic Services Officer
(Telephone: 020 8424 1264. Email: paul.tenconi@harrow.gov.uk)

Background Papers: Correspondence with advisers.

If appropriate, does the report include the following considerations?

1.	Consultation	YES / NO
2.	Corporate Priorities	YES / NO

This page is intentionally left blank

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 25 SEPTEMBER 2007

EDF site, substation adjacent to 102 Roxeth Green Avenue, South Harrow

**Reference from the Strategic Planning Committee Meeting
held on 14 March 2007**

1. At the meeting of the Strategic Planning Committee Meeting held on 14 March 2007, the Committee considered a planning application for EDF site, substation adjacent to 102 Roxeth Green Avenue, South Harrow for the construction of 12 flats with parking, amenity space and wind turbines/solar panels.
2. The Committee RESOLVED (1) to GRANT permission for the development described in the application and submitted plans, subject to the conditions and informatives reported with an additional condition;

(2) that the Traffic and Road Safety Advisory Panel be requested to investigate the poor surface of Stanley Road.

FOR CONSIDERATION

Background documents:

1. Report submitted to the Strategic Planning Committee meeting held on 14 March 2007.
2. Minutes of the Strategic Planning Committee meeting held on 14 March 2007.

Contact: Paul Tenconi, Democratic Services Officer. Direct Dial: 020 8424 1264
E-mail: paul.tenconi@harrow.gov.uk

This page is intentionally left blank



Meeting:	Traffic and Road Safety Advisory Panel
Date:	25 September 2007
Subject:	Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone CA phase 1 - Objections to Traffic Orders.
Key Decision:	No
Responsible Officer:	Head of Property and Infrastructure
Portfolio Holder:	Councillor Susan Hall, Environment Services Portfolio Holder
Exempt:	No – Except Appendix B which is Exempt (Part 2) under Paragraph 2, Part 1 of Schedule 12A of the Local Government Act 1972 (as amended) in that it contains information which is likely to reveal the identity of an individual.
Enclosures:	Appendix A – Geographical extent of Proposals Appendix B – Letters of Objection Appendix C – Grounds for objection and officer comments

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report considers objections received to the traffic orders for phase 1 of the proposed extension of the Wealdstone controlled parking zone CA and associated parking restrictions and recommends which proposals should be implemented.

Recommendations (for decision by the Environment Services Portfolio Holder): that the Panel recommends:

That the formal objections to the advertised traffic orders for the extension and revision to the Wealdstone Controlled Parking Zone CA incorporating a residents parking scheme and some associated waiting and loading restrictions, with the exception of a minor amendment as detailed in Part 1 (a) of Appendix C, be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and

implementation.

REASON: As stated in Section 2.2 and Appendix C to the Officer Report.

SECTION 2 - REPORT

2.1.1 Background

- 2.1.2 The existing Wealdstone CPZs were initially introduced in 1996, and extended and split into the present zones C and CA in June 2003. The first phase of local consultation reviewed the area near to the High Street/ High Road corridor and also the area immediately surrounding Zone CA (that lies to the northeast of the railway line) took place in July 2006 and was reported to this Panel on 20 September 2006. This zone operates Monday to Friday 10-11am and 2-3pm although it includes pay and display bays and shared use bays which operate 8.00am – 6.30pm, Monday to Saturday in or adjacent to the shopping area.
- 2.1.3 A second phase of local consultation for possible further extension of zone CA, arising from the July 2006 consultation, took place in July 2007. There were also a number of more localized issues which were picked up in this second phase consultation. Local consultation for a review of Zone C, which lies to the southwest of the railway line, was undertaken simultaneously. The outcome of these consultations is the subject of a separate report to this Panel.
- 2.1.4 The results of statutory consultation on the traffic orders covering the proposals agreed by this Panel in September 2006 are the subject of this report. The results consist of formal objections received together with officer comments and recommendations as to how these are addressed. The statutory consultation period ran from 2 to 22 August 2007. The traffic orders were advertised in the London Gazette and Harrow Times. Street notices were posted in affected streets during the statutory consultation period which summarized the proposals relevant to that location. The street notices gave advice on where full details of the effects of the traffic orders could be found and to whom observations and objections should be made.
- 2.1.5 Traffic orders were advertised covering aspects described in 2.1.7 below for the area shown on the plan at Appendix A. Seven letters of objections have been received by the Traffic and Highway Network Manager. Copies of these objections are at Appendix B. These comprise:-
- (i) 2 letters relating to proposed double yellow line restrictions in different parts of Weald Lane;
 - (ii) a letter from resident of Stuart Road relating to proposed restrictions nearby;
 - (iii) a letter from a resident of Graham Road relating to the proposed extension on the CPZ nearby;
 - (iv) 3 letters from a resident and a business located in the pedestrianised section of High Street, Wealdstone relating to the proposed extension of the CPZ.
- 2.1.6 The grounds for objection are summarised together with officer comments in Appendix C. More general background information for certain sections of the scheme are set out below to assist consideration of these objections.

- 2.1.7 The scheme proposals for which traffic orders have been published are:-
- (i) An extension to the Wealdstone CPZ zone CA to include Ladysmith Road, Lorne Road, Montrose Road, Stirling Road, and Whitefriars Avenue; the remaining sections of Aberdeen Road, Graham Road, and Spencer Road; and further sections of Locket Road and High Street, Wealdstone. There were also permit bays within the first sections of Athelstone Road, The Broadway, The Cross Way, Toorack Road up to the beginning of the residential frontages in those roads.
 - (ii) Some permit bays in Graham Road, Grant Road, Locket Road, Spencer Road, Thomson Road and Wolseley Road are to be modified to also allow people who pay and display to use them. Additionally in the case of Spencer Road two short lengths of permit bays near the High Street junction have been converted to a loading bay and a disabled bay.
 - (iii) Further loading bays, pay and display bays and disabled bays for Grant Road and High Street, Wealdstone.
 - (iv) Revision to the waiting and loading restrictions on High Street, Wealdstone north of Gordon Road, High Road, Harrow Weald and the first section of side roads leading from them.
 - (v) Main road and junction waiting restrictions, largely double yellow lines at or near junctions to improve visibility and/or access.
 - (vi) Footway parking for Byron Road.

The area of the above proposals is shown at Appendix A. Full details were enclosed with the Panel report of September 2006.

2.2 Options considered

- 2.2.1 Having consideration for the scale and diversity of the scheme proposals it is surprising how few objections have been received. Approximately 4300 residential and business addresses were consulted on parking proposals which led to the proposed scheme.
- 2.2.2 Four objections were received to the extension of the controlled parking zone and all except one are from addresses well within the current zone. This compares to the 244 responses received in the local consultation referred to in 2.2.1 where a clear majority of responses from streets within the scheme area supported the proposed extension. Having regard to the officer comments given in Appendix C and the support shown in consultation **It is recommended that the objections be set aside and the CPZ be extended as advertised.**
- 2.2.3 Three objections were received regarding the junction double yellow line proposals at three separate locations. Of the 78 responses on the issue of double yellow lines away from the CPZ to which the three objections refer there was a small majority in favour of the proposals. As outlined in Appendix C the restrictions are intended to improve junction safety and aid access for larger vehicles (eg refuse trucks and emergency services) at locations where the Highway Code states people should not park. Introducing formal restrictions will allow the council to effectively deal with obstructive parking at these locations. **It is therefore recommended that these objections be set aside. The reduction in length of one section of double**

yellow line is recommended as this achieves an extra parking space without compromising the access improvements.

2.3 Consultation

- 2.3.1 Ward councillors were consulted throughout the review and were advised of the traffic orders being subject to statutory consultation.
- 2.3.2 All the scheme proposals which were advertised as part of the traffic order process were the subject of local consultation of people at approximately 4300 addresses during July 2006. The scheme proposals, especially the extent of the now proposed extension of zone CA, are a result of the responses received. The analysis of the response received and subsequent revision to the proposals were the subject of a report to this Panel on 20 September 2006.
- 2.3.3 The statutory consultation (traffic order) process, the results of which are the subject of this report, are carried out using legal processes described in section 2.5 below

2.4 Financial Implications

- 2.4.1 There is a total of £144,000 available from the Harrow Capital CPZ budget for the current financial year (2007/08) which is sufficient to cover completion of the order making and implementation of the scheme proposals covered by this report ie the completion of the zone CA phase 1 proposals.
- 2.4.2 An additional £90,000 funding is needed to take forward the zone C and zone CA phase 2 proposals which were the subject of local consultation in July 2007, the results of which are reported separately to this Panel. A bid for this additional funding from Harrow Capital in 2008/09 will have to be made to enable this element of the scheme to progress. Further work on these parts of the Wealdstone CPZ review must be deferred until this funding is available.
- 2.4.3 An alternative approach of deferring the implementation of zone CA phase 1 and making progress on the traffic orders for zone C and zone CA phase 2 was considered. However there are considerable expectations of extension of zone CA and associated proposals being completed this year and it is considered this should be given priority.

2.5 Legal Implications

- 2.5.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984. A scheme to allow parking in marked bays partially on the footway in Bengarth Drive and Christchurch Avenue can be introduced under the provisions of Section 15(4) of the Greater London Council (General Powers Act) 1974.

2.6 Equalities Impact

- 2.6.1 Not applicable.

2.7 Community Safety (s17 Crime & Disorder Act 1998)

2.7.1 Not applicable

SECTION 3 - STATUTORY OFFICER CLEARANCE

On behalf of the Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Sheela Thakar
		Date: 13 September 2007
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: Stephen Dorrian
		Date: 13 September 2007

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Stephen Freeman,
Engineer, Traffic Management
Tel. No: 020 8424 1437

Background Papers:

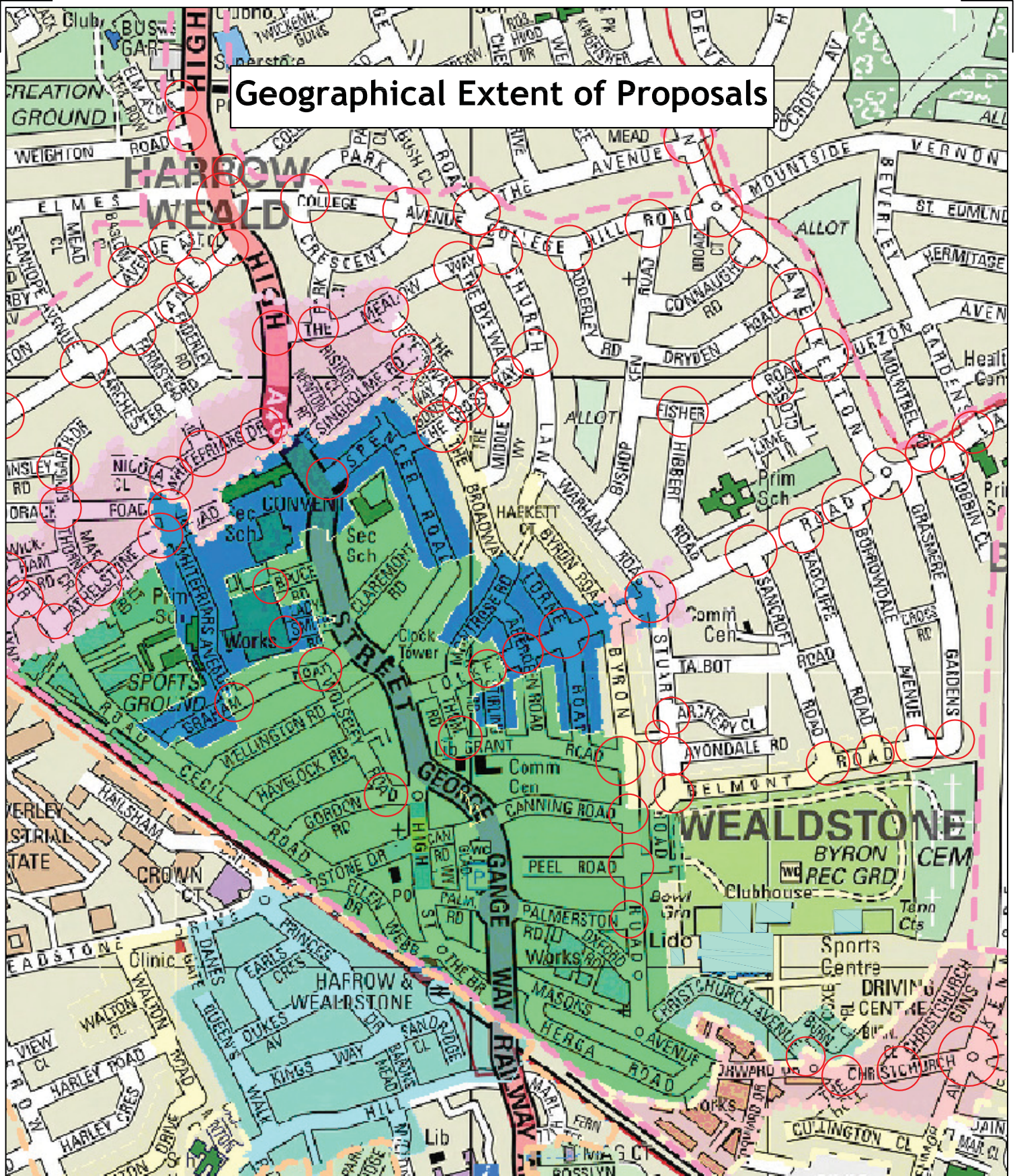
- 1 Traffic and Road Safety Advisory Panel 20 September 2006
Agenda Item 12 - Wealdstone controlled parking zone – Review
and possible extension of Zone CA and associated restrictions.
- 2 Traffic and Road Safety Advisory Panel 27 February 2007
Agenda Item 10 – Controlled parking zone/Residents parking
scheme - Annual review (2007).
- 3 Draft traffic management order for Wealdstone CPZ
- 4 A0 plans of detailed scheme parking restriction changes.

IF APPROPRIATE, does the report include the following considerations?





1.	Consultation	YES/ NO
2.	Corporate Priorities	YES / NO

This page is intentionally left blank

Geographical Extent of Proposals



Legend

-  Proposed extension of zone CA
-  Location of double yellow lines at junctions
-  Existing Wealdstone CPZ (zone CA)
-  Existing Wealdstone CPZ (zones C & J)

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

This page is intentionally left blank

APPENDIX C Grounds of Objection and Officer Comments
Part 1 – Objections concerning Weald Lane, Harrow Weald

Grounds for Objection (Objector 1 – western end of Weald Lane)	Officer Comments
(a) Proposed double yellow line waiting restriction cover the front of my property and will prevent parking because of position of neighbour driveway.	Proposed restrictions are to facilitate access especially for larger vehicles at such junctions. They support Rule 217 of the Highway Code which states “DO NOT park within 10 metres of a junction except in an authorised parking space ...” In this instance the proposed waiting restriction extend approximately 8.5 metres from the junction covering most but not all of the frontage of the property. So to sustain this length is reasonable. However the carriageway width at 7.2 metres is wider than many junction situations. Junction restrictions are necessary but their extent could be reduced by 1.5 metres, which would enable one vehicle parking space before the first driveway, without significantly compromising the purpose for the restrictions. On the opposite side of the road there is sufficient unrestricted length for one car space so no similar adjustment is needed.

Grounds for Objection (Objectors 2 – concerning eastern end of Weald Lane)	Officer Comments
(b) (Revised objection) Waiting restrictions by the “commercial properties” (shops) should only apply at the busiest times “7.30am to 9.30am and 3.30pm to 6.30pm” so that vendors can continue to trade without too much disruption. This makes it easy for local residents to use shops for groceries etc. Suggested that waiting might be restricted to 30 minutes.	The existing restrictions on this section of road, which the proposed double yellow line restrictions would replace, are no waiting Monday to Saturday 7am to 8pm were introduced in 1996 to address congestion caused by parking near the shops. The carriageway width of Weald Lane varies from 4.9 to 5.3 metres apart from around the junction with High Road, Harrow Weald and leaves barely 3 metres past parked vehicles. The objection is therefore really against present restrictions rather than the extension of these beyond 8pm, as proposed by this traffic order, when most businesses will be closed. The proposed extension of waiting restrictions is in line with those on High Road. Parking in this narrow section of road potentially would produce similar traffic congestion and impede the movement of larger vehicles including fire appliances at any time. The waiting restrictions do not affect loading / unloading which remains unrestricted. Blue badge holders could theoretically park outside the shops for up to 3 hours. There is unrestricted parking further along Weald Lane less than 20m away.

APPENDIX C Grounds of Objection and Officer Comments
Part 2 – Objections from Stuart Road, Wealdstone

Grounds for Objection (Objector 3)	Officer Comments
(a) Proposed double yellow line restrictions in Stuart Road will reduce the number of spaces available to park.	The double yellow lines proposed in Stuart Road are at junctions. These restrictions only enable council enforcement where drivers are not meant to be parking according to the Highway Code, see part 1 objection (a) above.
(b) Proposed bays in Ronart Street will again reduce available parking space as residents from Stuart Road will not be allowed to park in them.	These proposals were the subject of local consultation in July 2006. The majority view from this immediate area was not in favour of an extension of the controlled parking zone so no extension is proposed in Byron Road or Ronart Street. The parking bays are not part of the proposals contained in the traffic order.

APPENDIX C Grounds of Objection and Officer Comments
Part 3 – Objection from resident of Graham Road

Grounds for Objection (Objector 4)	Officer Comments
(a) Extension of the controlled parking zone is unnecessary.	The council has received complaints about parking problems in the roads where the current extension is proposed including from residents of Whitefriars Avenue and the western end of Graham Road. The proposals were the subject of local consultation in July 2006 when a clear majority of responses from occupiers supported extension. In the roads nearby the majorities were 10:4 for Graham Road (western end) and 14:7 for Whitefriars Avenue. (The eastern end of Graham Road is already within the CPZ). Only roads where a majority of responses favoured extension are included in the proposed scheme.
(b) School (presumably Whitefriars first and middle school) and Mosque nearby require daytime parking.	The operational hours of the CPZ (zone CA) are Monday to Friday 10-11am and 2-3pm so these proposals themselves are to address vehicles parked throughout the day and not parking at either end of the school day or people attending prayers at the mosque. They are intended to improve the parking opportunities of those with permits. The council is not obliged to provide large-scale on-street parking for non residential use. CPZs are partially there to restrain traffic growth whilst encouraging alternative more sustainable transport for appropriate journeys.
(c) Will affect Enderley Road doctors surgery visiting of patients and emergency calls.	GPs who are on call can use the medical emergency badge scheme to park within CPZ during their hours of operation. The reduced amount of parking usually makes it easier to park for those entitled to do so. This benefit is often experienced outside of the controlled hours although no permit or badge is needed to park.
(d) An extended CPZ will mean more street furniture (signs)	In the immediate proximity to this resident's house the proposals are likely to reduce the amount of signage as some zone entry signs will be relocated elsewhere and the proposed double yellow lines do not require signs. There will however be some increase in signs due to the permit holder only signs but these are kept to a minimum to enable enforcement.

APPENDIX C Grounds of Objection and Officer Comments
Part 4 – Objections from a resident and a business in High Street, Wealdstone
(section between Palmerston Road and Canning Road)

Grounds for Objection (Objectors 5,6 and 7)	Officer Comments
Objectors 5 and 6 appear to come from different people at the same business raising similar points.	
(a) Objects to extension of CPZ as it benefits no one except the council and its revenue generation	The CPZ programme is entirely led by demand from the respective communities. The extent of any extension is determined by the response to local consultation, which for these proposals took place in July 2006. Only roads where the majority of responses from occupiers supported joining the CPZ are included within the scheme. See part 3 objection (a) above.
(b) I already have to walk for 10 minutes to find only free (on-street) parking.	The proposals for extension to the CPZ are to a number of roads on the northern and eastern edges of the existing zone, but this is where the residents have been experiencing parking problems and when consulted last year people confirmed they wanted to join the CPZ. The scheme proposals include changes to allow businesses to buy permits, for operational purposes, to park within the CPZ.
(c) The council is against small/new businesses and £300 per business permit is too high.	One of the key elements of the Wealdstone parking review was a request from local businesses for more on-street parking for their customers. Such increased provision is part of these proposals. The tariff for business permits was set some years ago and only represents approximately £1 per day for 6 days per week operation. The scheme proposals only make this option available to local businesses.
(d) Objector 7's exact objection is not entirely clear. It refers to "the time extension" and this being not "convenient for residents." Although the objection was received on the 23 August after the end of the statutory consultation period a letter requesting clarification was dispatched. No response has as yet been received.	The operational hours of the CPZ are set to remain unchanged at Monday to Friday 10-11am and 2-3pm. It is possible that the resident has mistakenly confused some local consultation, carried out in July, in Masons Avenue, Herga Road, The Bridge and the southern end of Byron Road on a possible extension to these roads' CPZ hours. The response to this consultation and the recommendations following from it are the subject of a separate report. In the event of changes being made there will be a separate order making process. The present zone CA hours were the most popular in an earlier consultation in 2002.



Meeting:	Traffic and Road Safety Advisory Panel
Date:	25 September 2007
Subject:	Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone C & Zone CA phase 2 – Consultation Results
Key Decision:	No
Responsible Officer:	Head of Property and Infrastructure
Portfolio Holder:	Councillor Susan Hall, Environment Services Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Consultation area – Zone C review Appendix B – Consultation area – Zone CA review Appendix C – Stakeholder meeting notes – zone C Appendix D – Sample consultation documents Zone C review Appendix E – Sample consultation documents possible further zone CA extension Appendix F – Sample consultation documents Zone CA review other issues Appendix G – Detailed plans used in consultation Appendix H – Consultation Responses Zone C review on CPZ Appendix I – Recommended extension of Zone C Appendix J – Consultation Responses Zone CA review on CPZ Appendix K – Revised proposals for Christchurch Avenue Appendix L – Princes Drive Consultation Appendix M – Zone CA review – other consultation responses.

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the findings of public consultation on possible extension of the Wealdstone controlled parking zones C/CA (phase 2) and associated parking restrictions and recommends which proposals should be taken forward.

Recommendations (for decision by the Environment Services Portfolio Holder):
that the Panel recommends:

- (a) that officers be authorised to make minor amendments and finalise the detailed design in accordance with Appendices A, B, G and I and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which be delegated to officers, and implement the scheme, subject to consideration of objections for which the detailed recommendations are as follows:-
- (b) that double yellow line restrictions be introduced at the junctions/locations shown at Appendices A and G, excluding the junction between Harrow View and Headstone Drive, but their extent be modified in line with consultation feedback and site geometry;
- (c) that the existing Harrow & Wealdstone Zone C CPZ be extended to include Badminton Close, Leys Close, Rugby Close, Walton Close, Walton Drive (north-eastern end) Walton Road, and the remaining section of Marlborough Hill as shown at Appendices H and I;
- (d) that the parking bay outside the Princes Drive parade be made permit holders only Monday to Friday 10-11am but be free at other times as shown at Appendix G (zone C review layout 1);
- (e) that the existing Wealdstone Zone CA CPZ be further extended to include the section of Athelstone Road east of Whitefriars Avenue as shown at Appendix B;
- (f) that the parking bay in Cardinal Way be made permit holders only Monday to Friday 10-11am & 2-3pm;
- (g) that the layout of the parking bays in Tudor Road be modified as shown at Appendix G (zone CA review layout 11) and that these bays have a no waiting restriction apply between 8am and 10am Monday to Friday;
- (h) that a no stopping restriction be applied to the existing school keep clear zig-zags outside Elmgrove First and Middle School in Kenmore Avenue;
- (i) that an exemption be made under Section 15(4) of the Greater London Council (General Powers Act) 1974 to allow two wheel footway parking on the west side of Bengarth Drive as shown at Appendix G (zone CA review layout 13);
- (j) that the no waiting restrictions be modified in Christchurch Avenue as shown at Appendix K; and
- (k) that re-consultation / further consultation be carried out in roads or sections of roads, as shown in Appendix I, gauge the level of support for further extension of the permit parking and CPZ to these roads.

REASON: To control parking

SECTION 2 - REPORT

2.1.1 Background

- 2.1.2 The existing Wealdstone CPZs were initially introduced in 1996, and extended and split into the present zones C and CA in June 2003. The first phase of local consultation reviewed the area near to the High Street/ High Road corridor and also the area immediately surrounding Zone CA (that lies to the northeast of the railway line) took place in July 2006 and was reported to this Panel on 20 September 2006. This zone operates Monday to Friday 10-11am and 2-3pm although it includes pay and display bays and shared use bays which operate 8.00am – 6.30pm, Monday to Saturday in or adjacent to the shopping area.
- 2.1.3 A second phase of local consultation for possible further extension of zone CA, arising from the July 2006 consultation, took place in July 2007. There were also a number of more localized issues which were picked up in this second phase consultation. Local consultation for a review of Zone C, which lies to the southwest of the railway line and at present operates Monday to Friday 10-11am, was undertaken simultaneously.
- 2.1.4 The results of statutory consultation on traffic orders covering the proposals agreed by this Panel in September 2006 are provided in a separate report to this Panel.
- 2.1.5 A meeting of resident, business and other stakeholders in March 2006 discussed and agreed the area for consultation on a possible extension to zone C and also identified a number of further outlying streets where it was believed that residents should be advised of the proposals and given the opportunity of opting into full consultation. In parallel it was agreed to seek views on whether the zone hours needed to be changed as all the signs would carry this time in the future. A series of main road and junction restrictions were also proposed. The consultation area for the zone C review is shown at Appendix A.
- 2.1.6 Occupiers from a number of the peripheral roads in the zone CA July 2006 consultation had requested further consultation on possible further extension of the CPZ. This further consultation area together with the extension agreed from the previous consultation is shown at Appendix B.
- 2.1.7 There were a number of local issues outstanding from or coming from the first phase of consultation of the zone CA review.

2.2 Options considered

See consultation.

2.3 Consultation

- 2.3.1 Ward councillors were consulted about the proposed review and possible extension of Zones C and CA through the stakeholder meetings (see notes of stakeholder meeting for zone C review at Appendix C). All Ward Councillors were sent draft consultation materials for comments prior to finalising the leaflets.

2.3.2 Consultation Documents and Issues

Zone C review

- 2.3.2.1 Consultation as part of the zone C review was undertaken in July 2007, with approximately 1350 leaflets being distributed to residential and business addresses within the area shown at Appendix A.
- 2.3.2.2 Occupiers of properties in roads just outside the existing zone where parking problems had often been reported (orange area) were consulted upon detailed proposals for a permit holder scheme and the hours of operation of the CPZ. A sample consultation (“I”) document is at Appendix D. Occupiers in the streets just beyond were advised of the consultation and asked if they too wished to be sent detail proposals for their road to decide whether it too should be included the scheme. A sample consultation (“II”) document is at Appendix D. Occupiers of both areas were also given details of junction and main road restriction proposals in their immediate area for their comment.
- 2.3.2.3 Occupiers of properties within the existing zone were consulted on whether the operational hours of the zone should remain as 10am to 11am only or whether an additional hour (2pm to 3pm) should be added. A sample consultation (“III”) document is at Appendix D. Occupiers near the parade in Princes Drive and by junctions on Marlborough Hill were additionally consulted about parking bay proposals and double yellow lines. A sample of the Princes Drive supplement is also included at Appendix D.

Zone CA Review

- 2.3.2.4 Consultation was undertaken in July 2007, with approximately 1500 leaflets being distributed to residential and business addresses within the area shown at Appendix B.
- 2.3.2.5 Occupiers of properties in roads just beyond the area of the extended zone agreed last year, where people had asked for further consultation on a possible further extension of zone CA (three dark green areas), were consulted upon detailed proposals for a permit holder scheme. A sample consultation (“IV”) document is at Appendix E.
- 2.3.2.6 Occupiers of properties in roads listed in Table 1 below were consulted about a variety of local parking issues detailed in that table. Sample consultations (“V” to “XII”) are at Appendix F.

Table 1 – Other Consultations as part of Zone CA review

Consultation Ref.	Subject of Consultation	Streets covered	Number of Addresses consulted
V	Hour which controlled parking should operate in these streets	Masons Avenue, Herga Road, Byron Road (southern end), The Bridge	331
VI (a);(b) and (c)	Further double yellow line restriction proposals	Weald Lane & adjacent High Street; Dobbin Close and near College Hill Road/Kenton Lane junction	46; 79 and 35

VII	Parking controls in bay	Cardinal Way & adjacent Wolseley Road and High Street	51
VIII	Requested relaxation of double yellow lines	Havelock Road (west end) & adjacent Cecil Road	15
IX	Revised parking bays and double yellow lines	Spencer Road by Annette Close and The Cross Way	26
X	Footway parking bays	Bengarth Drive	33
XI	Revisions to "freebays"	Tudor Road & Barratt Way	30
XII	School keep clear enforcement and double yellow lines	Kenmore Avenue (southern end not included in consultation IV)	28

2.3.2.7 A full set of the detailed plans used in the consultations (Layouts 1 and 15) are at Appendix G (Zone CA review).

2.3.2.8 An abbreviated form of the consultation was put on the council's website with an opportunity to respond online.

2.3.3 The response rate for each consultation is set out below: -

Table 2 – Consultations and Response Rates

Consultation	What being consulted upon	Approximate number of leaflets delivered	Responses received
I	Possible extension of Zone C given detailed proposals including junction restrictions	351	88 (25.1%)
II	Whether should be consulted on detail proposals for possible extension of Zone C. Junction and main road restrictions	353	54 (15.3%)
III	Consultation within existing zone on operational hours	583	134 (23.0%)
III (a)	Supplemental Princes Drive shops parking questionnaire and isolated junction restrictions	80	7 (8.7%)
IV	Possible further extension of Zone CA given detailed proposals	812	203 (25.0%)
V	Consultation of occupiers in Masons Avenue and Herga Road on a possible additional hour to parking bays in their roads	331	68 (20.5%)
VI-XII	Consultation on localised parking issues associated with zone CA review	339	89 (26.3%)
Overall		2849	630 (22.1%)

2.3.4 The response rate for all the consultations except one is considered reasonable for this type of consultation exercise. The responses have been placed in Members' Library.

2.3.5 During the consultation period plans were displayed in the One Stop Shop at the Civic Centre and in the case of the zone CA review in the Wealdstone Centre. The display in the Wealdstone Centre was manned on two occasions. These periods being:- Thursday 12 July 10am – 4pm and Thursday 19 July 3pm – 8pm Attendance at the manned sessions was poor with less than 10 people visiting.

2.3.6 General Responses

2.3.6.1 The consultation sought the views of occupiers about several main issues. The overall figures for the proposed junction double yellow line restrictions is shown in table 3 below.

Table 3 - Overall Responses - Junction and other double yellow line restrictions

Consultation	In favour as proposed	Against or want modifications	No Opinion
I	48	32	N/A
II	29	22	N/A
III	81	31	N/A
III a	4	0	N/A
IV	107	69	N/A
V	41	18	3
VI	25	16	N/A
IX	4	2	N/A
XII	15	2	N/A
Overall	359	192	3

2.3.6.2 Table 4 Overall Responses – Proposal to extend parking scheme and CPZ zones C and CA.

Consultation	In favour	Against	No opinion
I (zone C)	46 (52%)	37 (42%)	6 (7%)
IV (zone CA)	54 (28%)	134 (68%)	8 (4%)

2.3.6.3 Table 5 Overall Responses – Want further consultation on possible extension and to be given detailed proposals to consider (from zone C review)

Consultation	Want further consultation on detailed proposal for CPZ	Further consultation not wanted	No opinion
II	36 (10.2% of those consulted)	9	9

2.3.6.4 Overall, there is majority support for the double yellow lines and an extension to zone C but a very clear majority against a further extension to zone CA. There are however significant variations in responses throughout the areas concerned. More detailed analysis of these results on a road by road basis or similar is

given in 2.3.7 (double yellow lines), 2.3.8 (possible extension to zone C and 2.3.8 (possible further extension to zone CA) below.

2.3.7 Double yellow line proposals

- 2.3.7.1 Double yellow line proposals were made for junctions throughout the study area for the zone C review and for a small number of additional locations from the zone CA review where visibility or access for larger vehicles (emergency services and refuse trucks) was identified as an issue. The location of the proposals coincides with directions in the Highway Code – Rule 217 which states “DO NOT park your vehicle or trailer on the road where it would endanger, inconvenience or obstruct other road users. For example, do not stop ... anywhere you would prevent access for Emergency Services within 10 metres of a junction, except in an authorised parking space opposite a traffic island or (if this would cause an obstruction) another parked vehicle on a bend.” The presence of yellow line waiting restrictions enables the council to enforce whereas without such restrictions enforcement is restricted to the Police.
- 2.3.7.2 Most consultations responses supported double yellow lines even if they opposed other proposed changes. Most responses came in an area wide survey and few of these raised concerns about restrictions at named junctions. There were specific location proposals like Dobbins Close where responses and concerns could be specifically attributed. The question posed asked occupiers whether they agreed with the layout of the double yellow lines proposed. With the “no” option there was a request to say how the proposals should be changed. In only about 50% of cases was any suggested change explained. Of the “no” responses, where comments were made about the double yellow line proposals, 21 responses were supportive of the restrictions or in most instances felt they should extend further than proposed.
- 2.3.7.3 There were however a few locations where the proposals attracted mainly negative responses which justify further consideration and possible modification.
- 2.3.7.4 There were double line proposals at the signalized junction between Harrow View and Headstone Drive in an attempt to improve traffic flow through this junction. Seven responses were against these citing potential damage to the businesses at this location. There are existing no waiting Monday to Saturday 8am to 6.30pm restrictions. The majority of businesses do not operate in the evening so the lengthen restrictions should not theoretically affect these businesses. Double yellow lines do however appear to have a greater deterrent effect throughout the day. There are also some businesses which particularly rely on close short term parking in the evening and apparently parking just around the corner on the exit to the junction would be too far for customers. Responses also called on the council to provide parking lay-bys to facilitate parking during the day. This junction has been subject to protracted consideration for improvement to pedestrian crossing facilities, is on the LCN+ route between North Harrow and Wealdstone and has junction capacity problems. Although the double yellow lines proposed could be justified on safety and traffic flow grounds it is recommended that the waiting and loading restrictions and any parking provision nearby be considered as a separate package rather than this area-wide parking review.

2.3.7.5 There are two or three other roads where significant numbers of people were not in favour of the layout of double yellow lines as proposed, although as explained above many responses gave no indication as how they should be changed. It is suggested that the double yellow line proposals be taken forward to the traffic order stage at all the locations shown in the consultation proposals and at Appendix A except for the junction referred to in 2.3.7.4, however the exact extent of the lines proposed be reassessed, on a case by case basis, based on consultation feedback and re-examination of the site geometry.

2.3.7.6 Double yellow line proposals in Weald Lane, Dobbin Close, Masons Avenue and Spencer Road were the subject of specific consultations and are considered in section 2.3.11.

2.3.8 Extension of permit parking scheme – zone C

2.3.8.1 The consultation results overall showed support for extending the controlled parking zone. However, responses from residents of Harrow View, Ranmoor Gardens and Walton Drive who were consulted on detailed proposals showed majorities against the CPZ being extended. Ranmoor Close can only be accessed via Ranmoor Gardens so despite a majority in favour from Ranmoor Close taking it together with Ranmoor Gardens gives a small majority against (8:7). The responses from the individual roads is shown in Table 6 at Appendix H. Closer examination of the responses from Walton Drive shows strong support for the proposals from addresses at the north-eastern end of the road where it joins Walton Road where there was a majority in favour.

2.3.8.2 With the exclusion of the responses from the above opposed roads the proportion of support rises to 63% with only 29% opposed, see Appendix H. No permit bays are proposed for Harrow View where waiting restrictions apply Monday to Saturday 8am to 6.30pm. So some people from Harrow View may currently park in the western end of Marlborough Hill. These people might be disadvantaged should all of Marlborough Hill be within the CPZ. It is therefore suggested that residents from the east side of Harrow View between Nos. 81 and 103 (odds) be given entitlement to purchase permits but the highway boundary of the zone be left as the entrance to Marlborough Hill from Harrow View. A similar approach is suggested for the addresses on the south side of Headstone Drive up to No.152, as occupiers may use Walton Road to park in. This approach is in line with other similar locations on main roads. Including the responses from these sections of Harrow View and Headstone Drive modifies support to 60% with 32% against.

2.3.8.3 It is therefore recommended **that the scheme be modified so that the CPZ and parking scheme be extended to include Badminton Close, Leys Close, Rugby Close, Walton Close, Walton Drive (north-eastern end) Walton Road and the remaining section of Marlborough Hill and that occupiers of Nos. 81-103 (odds) Harrow View and up to No.152 (evens) Headstone Drive be entitled to purchase permits as shown at Appendix I;**

2.3.8.4 To extend zone C as detailed in 2.3.8.3 would however leave Ranmoor Gardens and Ranmoor Close as an unrestricted island with zoned roads around. This may lead to worse parking problems in these roads with access difficulties.

There was also only a small majority against joining the zone from these roads. It is recommended that occupiers be re-consulted advising them of the intention to proceed with extension in surrounding roads.

2.3.8.5 A plan showing the area where occupiers were asked if they wanted further consultation upon detailed proposals if the zone were to be extended to nearby roads (Consultation II) is at Appendix A. Overall there was a lower response rate to this consultation, at 15.3%. However there were variations, with a higher response rate, 26% from non-distributor roads. There was also better support for further consultation from these roads (20% of all those consulted). Details are given in Table 7 at Appendix H. Despite this being quite high and greater than the comparable figure for the consultation on detailed proposals, experience from a similar further consultation for zone CA (see para. 2.3.9.1 below) suggests there may well be insufficient support for further extension). The responses received from the western end of Walton Drive further support this view. The consultation did however state “If the responses for your area show demand we will consult you on detailed proposals.” The council is therefore obligated to carry out further consultation.

2.3.8.6 The timing of this further consultation is worth considering. Although people have been alerted to the possibility of displaced parking from an extended zone C the actual impact is difficult to assess until the extension becomes a reality. Previous experience indicates the people living just outside the new zone boundary contact the council, about their new parking problem, in the first few months after the scheme’s implementation. At that stage the next opportunity for residents to join the permit parking scheme is usually at the next (major) review in perhaps 5 years time. The benefits of offering a second phase of further consultation in the zone CA review seem to have been negated as a common response was: “we do not have a parking problem.” The parking problem if there is one has yet to occur. It is only with the benefit of hindsight that people request further measures. This approach had been taken in an attempt to reducing to a minimum the time people faced peripheral parking problems. It is recommended that **the further consultation for the zone C review be held approximately 6 months after any finally agreed scheme is implemented and that for similar reviews elsewhere, automatic further consultation take place within a similar timeframe on outlying roads when a zone is extended, subject to availability of funding.**

2.3.8.7 Occupiers within the existing and proposed extension to zone C were consulted on whether the zone should operate for one hour in the morning, as at present, or whether there should be an additional hour (2-3pm) added. The responses received on this issue are summarised in table 8 below.

Table 8 Consultation on hours of operation of zone C

Area	Mon-Fri 10-11am (as at present)	Mon-Fri 10-11am and 2-3pm	Other suggestion or no opinion
Existing CPZ	70	50	12
Proposed extension as detailed in 2.3.8.3 above	24	25	14
Overall	94	75	26

- 2.3.8.8 From the above it is clear that retaining the present operating hours is the most popular option and it is recommended **no change be made to the zone hours for zone C**. The council has received a number of complaints about obstructive parking after 11am in Kings Way in particular. This has been attributed to users of Harrow and Wealdstone Station. The 2 hour option was the most popular in Kings Way being backed by 18 responses as opposed to 6 for the present restrictions. It is impractical to have different zone hours for this road alone but is recommended local consultation be undertaken to address the parking problem.
- 2.3.9 **Possible further extension of permit parking scheme – zone CA**
- 2.3.9.1 People in the areas consulted had shown significant enthusiasm for further consultation when asked in the July 2006 review. It is perhaps surprising this did not translate into support for the detailed proposals. The request for more consultation was however always intended as just that and not a decision to join the CPZ. Many of the responses in this consultation indicated people did not have (a current) parking problem and therefore nothing a CPZ should address. The prospect of the CPZ being extended and addressing parking problems in nearby streets and where this parking might transfer did not appear to be within people's consideration.
- 2.3.9.2 Despite the overall response not favouring further extension there was significant variations especially in roads closest to the extend zone agreed last year. A road by road breakdown of the consultation responses is given in Table 9 in Appendix J.
- 2.3.9.3 The majority of responses from Christchurch Avenue support an extension of the CPZ and it would theoretically be possible to extend to CPZ to cover this road whilst leaving out Christchurch Gardens and Kenmore Avenue. People's decision from Christchurch Avenue might well have been influenced by parking bay proposals in the side-roads which are not to be taken forward. So in view of the majority opposition from this area as a whole (22:13) it is recommended that the CPZ not be extended here.
- 2.3.9.4 There is a hatched area on the north side of Christchurch Avenue to dissuade parking on the approach to Christchurch Gardens. The revised proposal had daytime restrictions on this section but now, in view of other restrictions proposed in Christchurch Avenue, it is considered necessary that it be kept clear of parking at all time and should have double yellow lines. The proposals included some parking partially on the footway between Christchurch Gardens and Kenmore Avenue to address insufficient carriageway width to allow 6.0 metres for moving traffic on a distributor road with bus services. Although these will no longer be permit bays it recommended that freebays be marked partially on the footway. The revised restriction proposals recommended for statutory consultation are shown at Appendix K.
- 2.3.9.5 Athelstone Road is split into two by Whitefriars Avenue where residents decided to join the CPZ in last year's consultation. Overall the majority of responses from Athelstone Road were not in favour of joining the CPZ. Responses from the short eastern section which forms a cul de sac off Whitefriars Avenue supported joining the CPZ. Residents appear concerned that any additional parking

problems will leave no available parking to them in their short section of road. Inclusion of this section will make a more consistent zone boundary and is recommended.

2.3.10 **Other issues within the Zone C review area**

- 2.3.10.1 Consultation took place on the issue of parking outside the parade of shops in Princes Drive. A properly marked out a parking bay layout is necessary here to control parking which currently juts out into the running lane of the carriageway. There was also a proposal to extend the double yellow lines opposite to deter hazardous short-term parking. Both these proposals had majority support. Occupiers were asked what form of parking control should apply to the parking bays. 3 responses favoured permit bays whilst 2 favoured pay and display. The consultation responses are summarised in table 10 at Appendix L. It is recommended that the proposals be taken forward with permit holder only parking bay which will apply Monday to Friday 10am to 11am but will be free to all at other times.
- 2.3.10.2 Occupiers in the vicinity of the Civic Centre were consulted about a range of issues which included revised waiting and loading restrictions on Station Road/Station Approach and the side roads (Marlborough Hill and Milton Road) leading from the main road; and new pay and display bays in Milton Road next to the Civic Centre. Six responses were received to this consultation. Two responses supported the proposals. A resident from Blawith Road objected to double yellow lines on the junction between Milton Road and Poets Way stating this was suitable for residential parking once the current waiting restrictions finish at 6.30pm. The proposals only enable enforcement of the Highway Code Rule 217 as explained in 2.3.7.1 above. A business in Station Approach objected to the proposals for changed loading restrictions outside their premises on the east side of the road. They complained of “recent” changed parking restrictions in Station Approach whereas no actual change has taken place since 1996. They complain that loading restriction to the rear entrance to the building in Marlborough Hill will be detrimental. The proposed change here is to reduce or remove loading restrictions which again have existed for some time. It is unclear whether the business has full access to the rear of the property where loading facilities exist and will be improved. A business on the west side of Station Road objects to increased parking restrictions near their premises. The restrictions in the section of Station Road near the premises are overridden by zag-zag markings for a pelican crossing and the kerbside is not therefore currently available for use. Restrictions in the first section of Milton Road, by the junction, have been increased from Monday to Saturday 8am to 6.30pm to at any time, but additional pay and display facilities in this road are part of the proposals. They also complain at the expensive tariff for P&D parking. A response from the Mosque opposes the proposals stating there should be more pay and display parking due to the opening of the new mosque but then opposes the proposed P&D parking proposed for Milton Road as against “handicapped parking”. The response calls for more peak time only waiting restrictions and dedicated disabled parking. The proposals remove some loading restrictions in side roads off Station Road including opposite the new mosque which could be used for blue badge holder parking for up to 3 hours. Blue badge holders can also use permit holder and P&D bays free of charge.

- 2.3.10.3 Despite the negative remarks from four responses the officer comments in 2.3.10.2 demonstrate this opposition is not well founded having regard for general benefits for highway users or even for the community locally. It is recommended that the proposals be taken forward to the statutory stage unchanged.
- 2.3.10.4 Businesses located at the north-western end of Hailsham Drive were consulted on proposed double yellow lines to keep the lorry turning area clear at all times. Complaints had been made of overnight lorry parking. The only responses was received did not support the proposals. There is an overnight lorry parking ban which applies to this road and existing Monday to Saturday 8am to 6.30pm waiting restrictions so the double yellow lines would theoretically impose little additional restriction for lorries. Double yellow lines are however better understood and appear to be more effective at deterring parking. It is recommended that the proposed double yellow lines in Hailsham Drive be taken forward.
- 2.3.10.5 The only response to the junction double yellow proposals at the junctions of Victor Road and Pinner Park Avenue/Gardens with Harrow View was supportive of the proposals and again taking forward the proposals is recommended.

2.3.11 **Other issues within the Zone CA review area**

- 2.3.11.1 The responses to the consultation about a possible extra zone hour applicable to the permit bays in Masons Avenue and Herga Road favoured keeping the present hours (ie Mon-Sat 10-11am & 2-3pm) with 37 responses for this option; 26 wanting the additional evening hour. The responses from residential addresses were much closer with 26 favouring the additional hour 29 wanting the status quo and a further 2 wanting even longer hours. There is however no particular area where change is significantly more popular than the status quo so no change is recommended. The same consultation backed proposals for a double yellow line at the eastern junction between Herga Road and Masons Avenue. It also supported an additional inter peak shared use bay beneath the flyover. Further details of this consultation are in Table 11 at Appendix M.
- 2.3.11.2 In the consultations of (i) Dobbins Close and (ii) College Hill Road / Kenton Lane regarding proposed additional double yellow lines there were majorities in favour of the proposals and it is recommended the proposals be taken forward along with other double yellow line proposals to the statutory consultation stage. In the case of a similar consultation in (iii) Weald Lane there were more responses who did not support the proposals to further extend the double yellow lines. Despite the proposals not being in the immediate vicinity of the shops at the far eastern end of Weald Lane the nearest two shops were consulted as they were within 25 metres of the nearest proposed double yellow lines and it was appreciated customers might use this section of road for short term parking. It would appear there is connection with another two premises in Weald Lane from whom identical (photocopy) responses have been received. Another response was not against the current additional proposal but other double yellow lines. Yet another was opposed as they wanted double yellow lines elsewhere. A resident suggested a single yellow line, however this would not ensure access. Another resident saw no access problems including in the newly adopted service road. Parking is not practical in both sides of Weald Lane as

the road is only slightly over 5 metres wide. Occasionally parking occurs staggered on one side then the other causing access difficulties especially for larger vehicles. One response called for even more double yellow lines. It is recommended to proceed with the proposals.

- 2.3.11.3 Occupiers of addresses in Cardinal Way and the adjacent sections of Wolseley Road and High Street were consulted about which form of parking control should apply to a parking bay outside of Admiral House, Cardinal Way. All 3 responses favoured a permit parking bay (which would apply for the zone hours). It is recommended the traffic order be amended to add the parking bay in Cardinal Way as a permit holder only bay.
- 2.3.11.4 The council had received complaints about shortage of available parking in Havelock Road especially in the evenings and request to remove the double yellow line protecting the turning area at the end of this closed end of the road. The consultation asked occupiers of the nearest 15 addresses their views on a compromise proposal modifying some of the double yellow lines to allow two car parking spaces apart from zone hours. One response supported the change and one supported the status quo. It is recommended that the restrictions in Havelock Road be left unchanged.
- 2.3.11.5 Parking problems attributed to a branch surgery of a doctor's practice in Spencer Road came to light during the consultation in 2006. In line with the general approach taken to GP surgeries in new CPZ areas bays outside the surgery were proposed as shared use to enable patients to pay and display. Further double yellow lines were proposed where obstructive parking had been a concern and some further permit parking spaces in the first section of The Cross Way. A majority of responses backed the double yellow lines but 4 of the 6 responses did not support the revised bay layout. A continuing cause of complaint from residents appears the understood assurance given by the GP to accommodate parking within the back garden of this corner property, before the practice was established. Planning records however do not record any such condition. Another point made that the parking controls proposed for the bays (in common with other P&D facilities) were Mon-Sat 8am - 6.30pm whereas the surgery was open for 2 to 3 hours on Monday to Friday. Clearly how the surgery hours might change in the future is not within the council's control. GP surgeries however do not generally provide a Saturday surgery and there no retail premises nearby which might be open on Saturday. It is felt important to provide support for community services like GP practices so it is recommended that **the revised bay arrangement in Spencer Road be taken forward but with parking controls in the shared use bay reduced to Monday to Friday only.**
- 2.3.11.6 Residents of Bengarth Drive had requested that the council should allow them to park partially on a wide footway on the western side of the road so as to increase the availability of on-street parking whilst still allowing access for larger vehicles. The council agreed to consult the residents on a footway parking proposal as the road is a cul de sac and the c 3.6 metre wide footway appears, possibly many years ago, to have been constructed with a concrete strip to facilitate parking. Of the 15 responses, 13 supported the proposal. It is recommended that **an exemption be made under Section 15(4) of the Greater London Council (General Powers Act) 1974 to allow two wheel**

footway parking on the west side of Bengarth Drive as shown at Appendix G (zone CA review layout 13).

- 2.3.11.7 A business from Tudor Road contacted the council with concerns that the position of a freebay together with their legitimate loading/unloading caused the available width of carriageway for moving traffic to be unduly constricted. The council had also received complaints that rail commuters using Harrow and Wealdstone station were parking in the freebays which then were unavailable to others visiting local premises for the remainder of the day. All 6 consultation responses supported the relocation of the parking bay. 3 responses favoured an early morning waiting restriction while 2 favoured all day pay and display as a means of preventing all day parking from early morning. Only one response supported the status quo. It is recommended that **the layout of the parking bays in Tudor Road be modified as shown at Appendix G (zone CA review layout 11) and that these bays have a no waiting restriction apply between 8am and 10am Monday to Friday.**
- 2.3.11.8 The council received requests for junction double lines to be placed at a number of junctions on the southern section of Kenmore Avenue, especially the junctions with Cullington Close and Daintry Close due to problems caused by parking at either end of the school day. Elmgrove First and Middle School had also requested that the school keep clear markings on the east side of the road be made enforceable. In the consultation of occupiers of the southern end of Kenmore Avenue there was majority support for both the junction double yellow lines and the enforcement of the keep clear markings. It is recommended that **these proposals are taken forward.**

2.4 Financial Implications

- 2.4.1 The estimated overall cost to carry out the traffic order process and implement the scheme recommended within this report is £90,000. £15,000 of this is to amend the permit bay signs to show their hours of operation within the existing zone C and part of zone CA. The replacement of this signage was delayed from last financial year pending the consultation on operating hours.
- 2.4.2 There is a total of £144,000 available from the Harrow CPZ Capital budget for the current financial year (2007/08) which is sufficient to cover completion of the order making and implementation of the scheme proposals of the zone CA phase 1 which is the subject of a separate report to this Panel.
- 2.4.3 There no further funding currently available to take forward the zone C and zone CA phase 2 proposals which are the subject of this report. A bid for this additional Harrow Capital funding in 2008/09 will have to be made to enable this element of the scheme to progress. Further work on these parts of the Wealdstone CPZ review must be deferred until this funding is available.
- 2.4.4 An alternative approach of deferring the implementation of zone CA phase 1 and making progress on the traffic orders for zone C and zone CA phase 2 was considered. However there are considerable expectations of extension of zone CA and associated proposals being completed this year and it is considered this should be given priority.

2.5 Legal Implications

2.5.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984. A scheme to allow parking in marked bays partially on the footway in Bengarth Drive and Christchurch Avenue can be introduced with the provisions of Section 15(4) of the Greater London Council (General Powers Act) 1974.

2.6 Equalities Impact

2.6.1 Not applicable.

2.7 Community Safety (s17 Crime & Disorder Act 1998)

2.7.1 Not applicable

SECTION 3 - STATUTORY OFFICER CLEARANCE

On behalf of the Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Sheela Thakar Date: 13 September 2007
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: Stephen Dorrian Date: 13 September 2007

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Stephen Freeman,
Engineer, Traffic Management
Tel. No: 020 8424 1437

Background Papers:

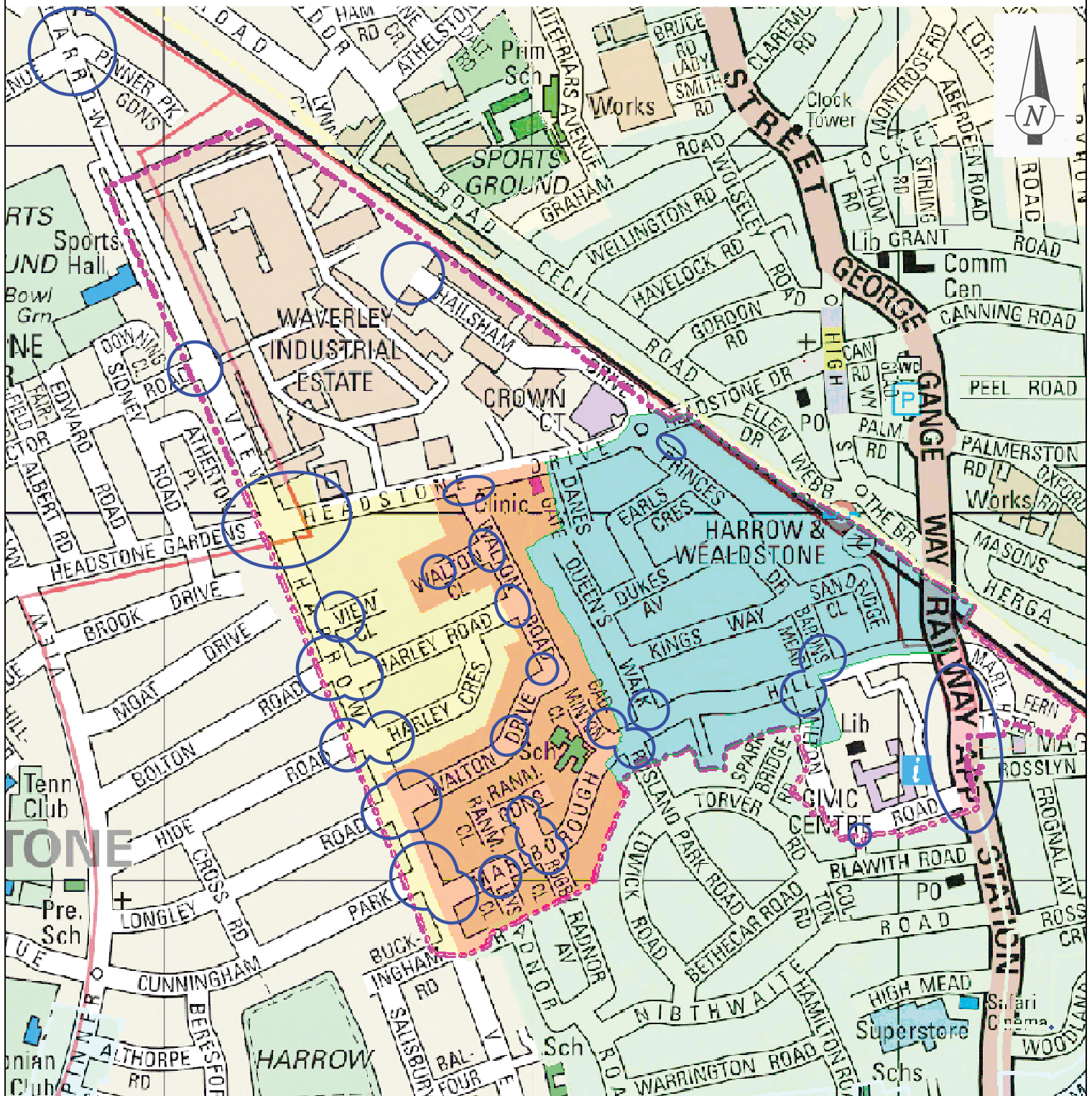
- 1 Traffic and Road Safety Advisory Panel 20 September 2006
Agenda Item 12 - Wealdstone controlled parking zone –
Review and possible extension of Zone CA and associated
restrictions.
- 2 Traffic and Road Safety Advisory Panel 27 February 2007
Agenda Item 10 – Controlled parking zone/Residents parking
scheme - Annual review (2007).
- 3 Consultation responses.

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES/ NO
2.	Corporate Priorities	YES / NO

This page is intentionally left blank

Wealdstone CPZ Review - Zone C Consultation Area



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.


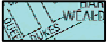





TRAFFIC AND ROAD SAFETY

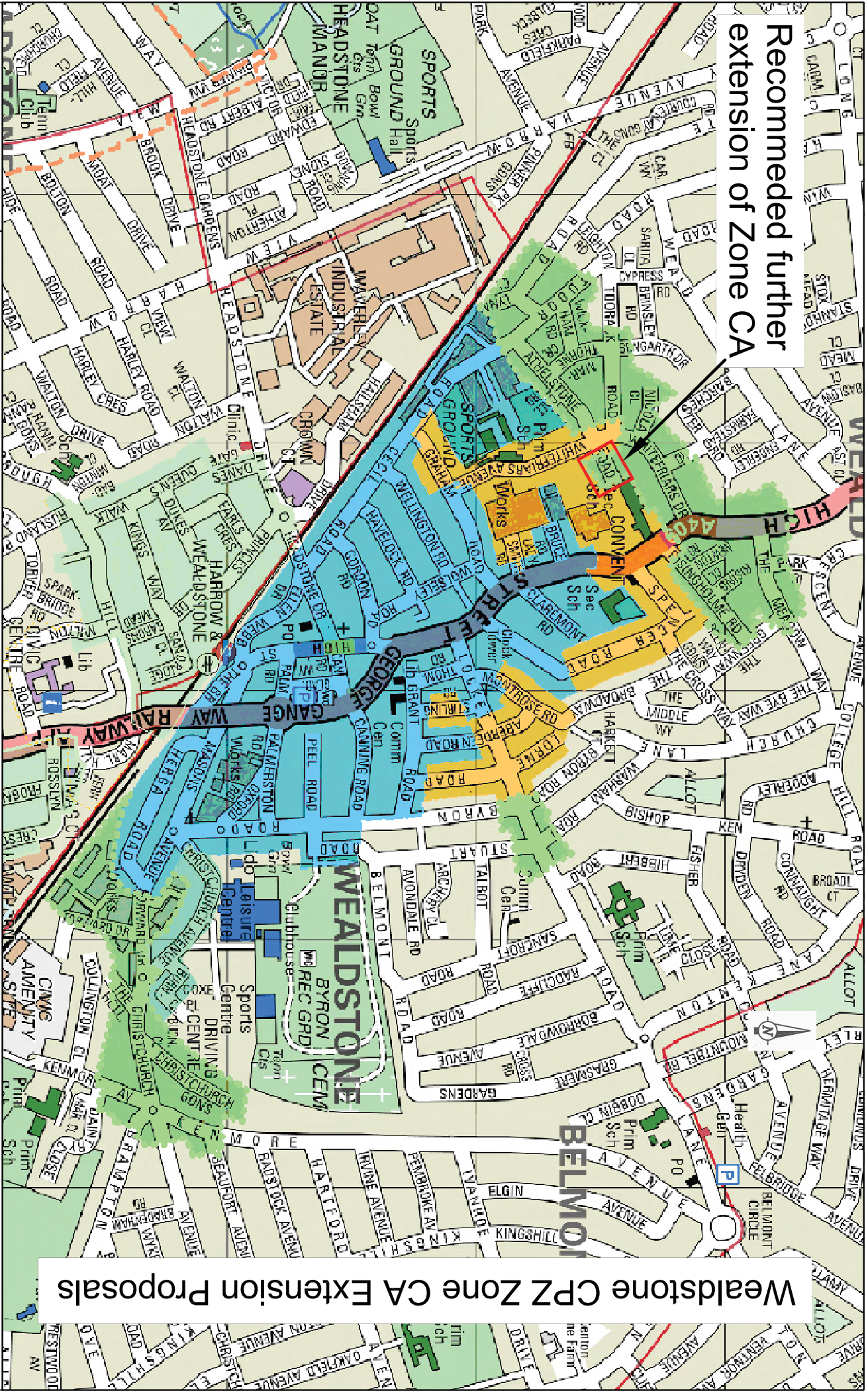
Community and Environment Services
P.O. BOX 38, Civic Centre
Station Road - Harrow
HA1 2XA

Tel.: 020 8863 5611
Fax: 020 8424 7662
www.harrow.gov.uk

Legend

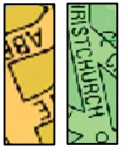
-  Proposed double yellow line waiting restrictions
-  Existing CPZ (zone C)
-  Proposed extension to CPZ (zone C). Consultation will include detailed proposals
-  People will be asked if they wish to be included in more detailed consultation
-  Existing other 39 led parking zones

This page is intentionally left blank

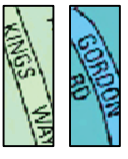


Recommended further extension of Zone CA

Wealdstone CPZ Zone CA Extension Proposals



Other Controlled parking zones
 Extension to Wealdstone CPZ (zone CA)
 Consultation area for possible further extension of CPZ
 agreed from July 2006



Existing Wealdstone CPZ (zone CA)
 Gordon Rd



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

This page is intentionally left blank

Appendix C

Notes of Stakeholder Meeting on Parking issues - Wealdstone controlled parking zone C Review

Date 15 March 2006

At : Committee Room 3, Civic Centre

Present

Cllr Phil O'Dell – Chair	Marlborough Councillor, Portfolio Holder for Environment and Transport
Cllr John Nickolay	Conservative nominated member for Transport issues
Cllr Ann Groves	Marlborough Councillor
Cllr Dhirajlia Lavingia	Marlborough Councillor
Mrs Jenny Wilson	Princes Drive Residents Association (PDRA)
Mr Piradeeban	Princes Drive Traders
William Heale	Principal Engineer, Traffic Management
Stephen Freeman	Project Engineer

Apologies

Cllr J Miles	Chair of Traffic and Road Safety Advisory Panel
Cllr Bill Stephenson	Headstone South Councillor
Eric Diamond	NW London Chamber of Commerce
Mr A Wood	HPTUA
Mrs Lynn Wilson	Acting Headteacher Marlborough First and Middle School

Background

The Wealdstone controlled parking zone (CPZ) was last reviewed between 2001 and 2003 with changes coming into effect in June 2003. This review resulted in the splitting of the CPZ into two zones. This meeting was looking at the smaller C zone to the southwest of the railway line which currently operates Monday to Friday 10am to 11am. The eastern part of Marlborough Hill formed the main part of last extension. The daytime parking issues for residents in this extended area had been addressed but parking problems have developed especially in Badminton Close and the remaining section of Marlborough Hill.

CPZ hours

The meeting considered the current CPZ hours. People felt it provided about the right balance and this was the most popular when the scheme was last reviewed. It was explained that council policy had changed and the times of operation would be included on every permit bay sign when the zone is reviewed. This provides greater transparency for drivers in general and may mean more non residents park in permit bays if arriving after 11am or at weekends. The cost of varying the operational hours, requiring the replacement of many more signs, means changing times in future would be too expensive. It was therefore agreed to re-consult all those within the present and any extended area as a last opportunity to change the hours. (It is proposed to offer two options only: retain present hour or add one hour in the afternoon as well).

Extent of Consultation on Extending the Residents' Parking Scheme / CPZ

The meeting considered a plan of the present zone C, overall study area and areas to be offered detailed proposals or an option of being consulted on detailed proposals. Apart from Marlborough Hill and connected roads the northern end of Walton Road and Walton Close were identified as areas for detailed proposals. The meeting considered all of Walton Road and Walton Drive should be so consulted. Occupiers in the remaining roads bounded by Harrow View and Headstone Drive, in roads just beyond this, should be advised of the consultation, its potential consequences and given the opportunity of also being consulted on detailed proposals if they so wish. A revised plan is enclosed.

Marlborough First and Middle School

The meeting noted that school staff had complained the last time the zone was extended up to the school. Now all the roads surrounding the school were being considered for inclusion in the zone. There was little room on the school site for staff to park. The provision of some spaces which staff could also use was considered. An idea that the school could buy business permits was mentioned. Officers noted that council policy had changed so schools could buy a maximum of two permits provided they had developed a travel plan. So far no schools in the borough had applied despite some being well within CPZs. The school had been invited to this meeting but were unable to attend. Officers will write to the school advising of the outcome and their views considered before finalising the detailed proposals for consultation.

Other new or changed restriction proposals

Officers explained that as part of the review double yellow line restrictions would be considered for junctions within the overall study area. These would be applicable where parking is currently causing or would be likely to cause access or visibility problems. Priority would be given to the distributor roads. Double yellow lines do tend to have a greater deterrent effect throughout the day. There were concerns in the meeting that blue badge holders sometimes inappropriately took advantage of yellow line restrictions, even double yellow lines. Peak time loading restrictions were also proposed for Headstone Drive between Princes Drive and Harrow View to keep this road clear of all parked vehicles at busy times. The representative of the traders at the end of Princes Drive advised that any loading associated with this small parade took place in the quieter Princes Drive so the new loading restrictions should pose no difficulties.

Parking outside/opposite shopping parade in Princes Drive

The meeting heard that parking behind the single yellow line in a "lay-by" area in front of guard-railing was often taken up by vehicles which were left all day. Drivers had been observed walking away having parked their vehicles. Blocked spaces are clearly not available to customers. Some of the parking occurs at right angles to the road and as the area tapers often parked vehicles overhang the main carriageway. Although the yellow lines opposite operate between 8am and 6.30pm short term parking does occur here. Traffic turning left at the roundabout into Princes Drive is immediately confronted by this parking and traffic coming in the opposite direction may have to pull out past parking overhanging the carriageway.

Officers propose extending the double yellow lines opposite the parade and introducing marked spaces subject to some restrictions within the lay-by area. An initial layout was examined by the meeting. It was noted that layout of diagonally arranged bays provided less parking than currently occurs. This was as the current arrangement is unregulated and the new arrangement allows for vehicles to park with recommended gaps and not

overhanging the carriageway. The possibility of widening the lay by to accommodate vehicles end on was raised however it was explained that the costs of such works was usually prohibitive and could not be accommodated within the normal CPZ budget. A loading bay was shown where the lay by tapered but traders felt this was not needed and would prefer more customer spaces.

The parking controls options were discussed but it was accepted each had advantages and disadvantages. It was agreed to explain these in the consultation and seek the views of the occupiers of the parade.

Parking for business and health care workers vehicles

The council is changing its policy and will allow business permit holders to park in permit bays previously reserved for residents and their visitors having permits. Business permits are restricted to two per business and have to be for specific operational purposes not just to facilitate the journey to work. (They are more expensive than residents' permits). The council is developing its policy for health care worker parking within CPZs but at present this is restricted to council employed care workers. It is anticipated that visitor type permits will be available to a wider range of care workers.

Timetable

Officers advised that it planned to consult residents and businesses in May. How the rest of the timetable for introducing the changes works out depends on what revisions and re-consultation is required. The necessary legal process and availability of funding anyway means implementing the changes is unlikely before the winter.

This page is intentionally left blank



Community & Environment Services

**Review and possible extension to Harrow
and Wealdstone controlled parking zone**

Zone C

public consultation



- **What do you think about on-street parking in and around your road?**
- **This is your opportunity to have your say**

*Please read this document – it affects you,
and your views matter*



working in partnership with



What is this about?

About five years ago, we consulted people in Wealdstone about a controlled parking zone (CPZ). We extended the CPZ and split it into two, zones C and CA. We believe that residents' needs for parking in CPZ have been addressed since its introduction in June 2003.

However, residents of the roads outside the zones C and CA have complained that parking has become more difficult for them. Businesses have also raised issues, although these are mainly associated with zone CA.

Residents tell us that much of the daytime parking problem is caused by non-residents. A CPZ would deter people without a permit parking throughout the day. We agreed to review zones C and CA giving people living just outside the CPZs the opportunity of joining the CPZ/permit parking scheme and look at other parking issues in the area. People also tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines near to the junctions to address this.

Residents' Parking and other Parking Restrictions

We held a stakeholder meeting last year, attended by representatives of residents and business. The meeting helped us decide how far we should go with consultation on the possible CPZ extension and other parking issues. Plan 1 shows you the current and possible future extent of zone C and the area where just junction restrictions are being considered. How far we extend the CPZ, if at all, will depend on what you tell us.

We are consulting people living in the orange shaded area of Plan 1 about controlled parking. This area is our own initial assessment of a scheme that would create limited displaced parking without being too extensive. We will give residents of surrounding streets the option of being included, in case they suffer the effects of displaced parking. A smaller scheme may be implemented, depending on what people tell us they want.

We are asking all the people in the CPZ (present and suggested extension) about which hours it should operate. During the last review most people told us they wanted Monday to Friday 10 – 11am, which is the operating period for zone C. We are asking people again about the hours as there have been changes, including:

- An increasing number of people tell us of problems due to parking after 11am;
- The council's policy has changed, so the "permit holder only" plates by each parking bay will in future show the zone time(s);
- The council is considering how to control parking at the Civic Centre, it may include more charging for parking. This could mean more parking in surrounding roads.

The choice of zone hours is a balance between deterring parking from non-residents to make it easier for residents to park, while keeping flexibility for resident's visitors. The shops in Wealdstone, the train station and the Civic Centre are perhaps the cause of increasing parking pressure.



or possibly



Showing the times of operation on every permit bay sign will give greater transparency for drivers in general and it may mean more non-residents park in permit bays if arriving after 11am or at weekends. The cost of varying the operational hours, requiring the replacement of many more signs, means changing times in future would be too expensive. So this is the last opportunity to change the hours. The effect on parking on surrounding streets of any changes at the Civic Centre is difficult to predict, but you may feel that protecting your parking in the afternoon is important. The choice is between the present morning hour only (Mon-Fri 10am-11am) or adding 2pm to 3pm as well.

We need your views on this subject.

Please read the attached guide about controlled parking zones, then fill in the response form. Each area has its own issues, and whether your road is included in the scheme is up to you: we will plan the scheme based on responses received.

However, we will not be able to allow individuals to opt in or opt out of the scheme against the majority view of people living around them.

This stage of the consultation process

To help you make your decision, we enclose:

- Information on controlled parking zones which explains their benefits, limitations and costs
- Provisional controlled parking zone boundary plan, showing the present and suggested new extent of zone C (Plan 1).
- Detailed plan(s) showing the bay layout and other restriction proposals for your immediate area. There are single yellow line restrictions between the parking bays in CPZs but they are not shown on the plan for reasons of clarity. These single yellow lines and the residents parking bays would operate for the zone times (ie Monday to Friday 10-11am at present). Outside of this period only the separately signed lines and double yellow lines will apply.
- Response form

Plan displayed

We will display detailed plans in the Reception Area on the ground floor at the Civic Centre, Station Road, Harrow during the consultation period. Officers will be available if you want to ask them about the scheme.

We want to make sure that everyone who may be affected by these proposals knows what is happening, and has the opportunity to let us know what they think. We need your views so that we can make the right decision.

Please complete the enclosed response form and return it in the reply paid envelope provided, to reach us by 27 July 2007.

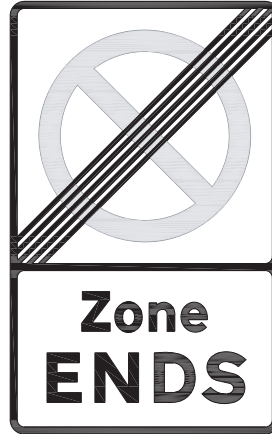
What happens next?

We will analyse the returned responses to see what support there is for the proposals. We will prepare a revised scheme after considering what you say.

We will advertise the revised scheme by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to

comment on the scheme or object if they wish. We consider these before making a final decision on what scheme, if any, we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce any changes before winter 2007/8. We will send you permit application forms and further information if your road is to become part of the residents' parking scheme.



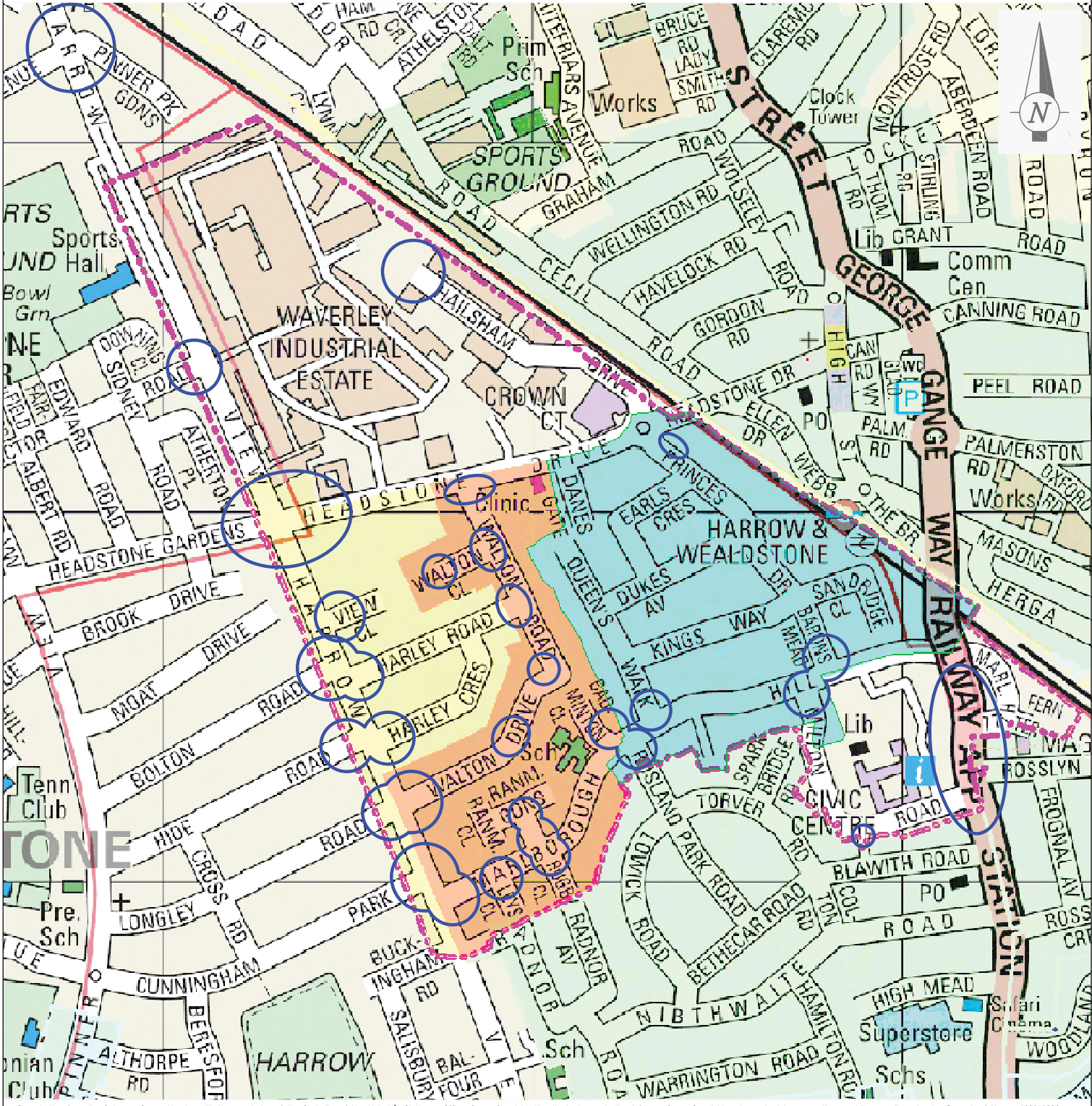
More information

We are sorry, but because of the large number of responses, we will not be able to reply to your response forms individually. If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the project engineer, Stephen Freeman (020 8424 1437 or e-mail stephen.freeman@harrow.gov.uk) You can also write to the address below or enclose it with completed response form in the reply paid envelope.

This document is also available on line at: www.harrow.gov.uk - please go to the consultations section. We will put the consultation results and other progress information on our website: www.harrow.gov.uk

**Traffic and Road Safety,
Harrow Council,
P.O. Box 39,
Civic Centre,
Harrow,
Middlesex HA1 2UZ**





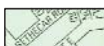
Plan 1: Harrow & Wealdstone Parking Review



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



TRAFFIC AND ROAD SAFETY
 Community and Environment Services
 P.O. BOX 38, Civic Centre
 Station Road - Harrow
 HA1 2XA
 Tel.: 020 8863 5611
 Fax: 020 8424 7662
 www.harrow.gov.uk

- Legend**
-  Proposed double yellow line waiting restrictions
 -  Existing CPZ (zone C)
 -  Proposed extension to CPZ (zone C). Consultation will include detailed proposals
 -  People will be asked if they wish to be included in more detailed consultation
 -  Existing other controlled parking zones

A Guide to controlled parking zones and residents parking schemes

How do CPZ's work?

CPZ's work by ensuring that only vehicles that display a valid permit may park during the control period (the hours during which the CPZ operates). At other times parking is unrestricted, except where yellow lines or parking bays are signed to show they operate for longer periods than the control period. Any vehicles that are parked illegally during the controlled times are liable to receive a Penalty Charge Notice (parking ticket).

What are the types of parking bay and who can use them?

Resident permit parking

Signs at parking bays will show which bays permit holders can park in. Residents living within the zone would be eligible for parking permits. One permit is needed for each vehicle parked in the marked bays during the control period.

The costs of resident permits are:

No. of permits	Cost
1 st permit	£40 per year
2 nd permit	£50 per year
3 rd permit	£70 per year
4 th and subsequent permits	£115 per year
"Environmentally friendly" vehicles*	Free

* a full list of such vehicles is available but includes alternative fuels (ie not petrol or diesel), electric and hybrid powered vehicles.

Visitor parking

Residents' visitors may, with the owner's consent, park in private driveways if this is possible, or arrange their visits outside the control period of the CPZ. If this is not possible they may use visitor permits supplied by the resident.

Visitors can park in a permit holders bay during the control period provided a valid visitor permit is displayed in their vehicle. Outside the control period visitors do not need to display a permit.

Visitor permits are in the form of "scratch cards" and are sold in books of 10.

A book of ten costs £10 for the Wealdstone Zone (CA). The cost for people over 65 or on disability benefit is reduced to £5. Each visitor permit would be valid for either the morning or afternoon. Two visitor permits would be needed to park all day.

It should be noted that

- only residents are allowed to buy visitors' permits
- only two books can be bought at any one time
- the number of books issued to each household is limited to 10 per year.

Visitor parking, within the zone, will reduce the parking available to residents.

Business parking

Our policy and criteria for issuing permits to businesses has changed recently so businesses will in future be able to purchase parking permits for up to two of their vehicles. These permits enable parking in the permit and shared use¹ bays in the zone in which the business is located, in this case zone CA. It is necessary to show the vehicle is being used for the operation of the business and not just by a person to get to their work. The annual cost is **£300 per permit**.

Pay and display bays

These bays accommodate the parking needs of shoppers and/or visitors to the area. The current tariff structure in Wealdstone is:

- 30 pence per 20 minutes up to 3 hours
- £10 over 3 hours

There are these bays in Headstone Drive and also proposed in High Street opposite the Police station.

Shared use bays

These bays may be used by the three permit groups (residents, (resident's) visitors and businesses) displaying their permit or other visitors displaying a pay and display ticket (cost as above). The hours which these bays operate are different to the permit bays and are shown on the signs. Shared use bay are in a number of side streets and we propose to introduce more.

Parking for disabled badge holders

Drivers who properly display a Blue Badge can park for free in all the above bays. Blue badge holders are also allowed to park for up to 3 hours on yellow lines provided that there are no loading restrictions, and not causing safety or congestion problems.

Motorcycle Parking

We are changing our policy on this so in future motorcycles can be parked in permit bays or pay and display bays free of charge.

Other frequently asked questions

Why is there a charge?

Government regulations require CPZ schemes to be self-financing: they cannot be financed from council tax. The charge will need to cover the implementation of the scheme, administration and enforcement costs. Any cash surplus goes into a 'parking fund', which is primarily used to fund the concessionary fares which provides free travel for elderly and disabled people.

Are all the signs, lines and ticket machines necessary?

To enforce a CPZ we must install road markings, signs and ticket machines if applicable. All parking bay signs (both new and existing) will detail the operational times of each bay. However, we are very conscious of the need to keep the street scene as clear as possible and will always try to minimise the visual intrusion of the equipment. A positive aspect is that controlled parking zones can improve the visual environment by reducing the number of parked vehicles.

We don't have parking problems, so why include my road?

Streets just outside the zone would probably have an increase in the number of parked vehicles as a result of the proposed CPZ extension. For this reason it may be in your interest to be part of the parking zone rather than just outside it.

What about loading / unloading?

CPZs do not prevent loading/unloading. Normally you may load / unload for up to 20 minutes in any parking bay or yellow line, except where loading is specifically prohibited (for example on a zigzag line or where there are yellow marks on the kerb or at the edge of the carriageway which indicate loading restrictions). Someone must be in attendance at all times to avoid a parking ticket.

Yellow lines give us less room to park. Why have them?

The CPZ rules are that either a parking bay or a yellow line must control all kerbside space. Yellow lines extend either side of driveways to enable residents to manoeuvre safely on/off their driveways. Junctions and blind spots must be kept clear to provide sight lines for drivers and pedestrians and to deter obstructive parking so double yellow lines are proposed. We keep yellow lines to a minimum but will not compromise safety.

Can we park over our own driveway?

Residents and their visitors can park on the single yellow line marked across driveways except during the zone hours, during this period parking ticket would be issued. We have new powers to ticket vehicles which don't have permission and park across your drive even if the restrictions are not in force.

Will the scheme guarantee me a space outside my house?

No, a CPZ cannot reserve specific parking spaces for individuals. However, the removal of all day parking by people outside the area should make it easier to park near your home.

We have more than one vehicle in our household.

You will need a permit for each vehicle if you wish to park them on the street during the restricted time.

Will permits be interchangeable?

No each permit carries the registration number of the vehicle, which protects it from theft, so a permit is needed for each car you wish to park in the permit bays during the zone hours.



Community & Environment Services

Possible extension to Harrow and Wealdstone controlled parking zone
Zone C
public consultation



- **What do you think about on-street parking in and around your road?**
- **This is your opportunity to have your say**

*Please read this document – it affects you,
and your views matter*



working in partnership with



What is this about?

About five years ago, we consulted people in Wealdstone about residents' parking. Most people supported the idea so we extended the controlled parking zone (CPZ). We believe that residents' needs for parking in the CPZ area have been addressed since its introduction in June 2003.

However, residents of many of the roads just outside the zone have complained that parking has become more difficult for them. This difficulty is often experienced in roads just outside CPZs especially if the roads are comparatively close to where people want to go like shops or businesses.

Regrettably due to demand for such schemes across the borough it has taken this long to come back and review the zone. At some stage, as a zone is increased in size, most people are not prepared to walk from outside the CPZ and parking from non-residents becomes less of an issue. Businesses have also raised issues, although these are mainly associated with zone CA.

Residents' Parking and other Parking Restrictions

For these reasons, we held a stakeholder meeting last year, attended by representatives of residents and business. At the meeting we agreed to consult people living in the orange area of Plan 1 about controlled parking. The orange area is our own initial assessment of a scheme that would create limited displaced parking without being too extensive.

Your road lies in the yellow area, outside the area where we have developed detailed proposals for residents parking. You are being given the option of being included if you so wish, in case you consider parking is already a problem or that you are likely to suffer the effects of displaced parking. If the responses for your area show demand we will consult you on detailed proposals.

People tell us that parking right up to the junctions causes visibility problems and can

obstruct refuse and emergency service vehicles. We are proposing double yellow lines near to the junctions to address this, which is separate from the CPZ proposals.

This stage of the consultation process

To help you make your decision, we enclose:

- Provisional controlled parking zone boundary plan, showing the present and suggested new extent of zone C (Plan 1).
- Detailed plan(s) showing the parking restriction proposals for your immediate area and the bay layout within the proposed CPZ, if nearby. There are single yellow line restrictions between the parking bays in CPZs but they are not shown on the plan for reasons of clarity. These single yellow lines and the residents parking bays would operate for the zone times (at present Monday to Friday 10-11am). Outside of this period only the separately signed lines and double yellow lines will apply.
- Response form

Plans Displayed

We will display detailed plans in the One Stop Shop Reception Area on the ground floor at the Civic Centre, Station Road, Harrow during the consultation period. Officers will be available if you want to ask them about the scheme.

We need your views

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

Please complete the enclosed response form and return it in the freepost envelope provided, to reach us by 27 July 2007.



What happens next?

We will analyse the responses to see what support there is for the proposals.

If many people from your area say they want to be included in further consultation we will re-

consult you on detailed proposals. Should you accept these proposals they will be included in a revised scheme.

We will advertise the revised scheme by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what scheme, if any, we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce any changes before winter 2007/08.

Should we go ahead with a the residents' parking scheme in your road, we will send you permit application forms and further information, before it comes into operation.

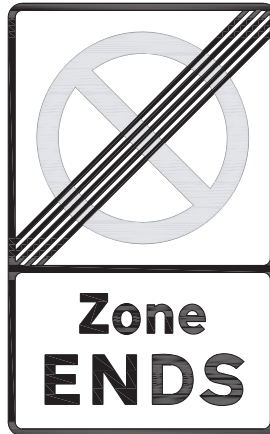
More information

We are sorry, but because of the large number of responses, we will not be able to reply to your response forms individually. If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the project engineer, Stephen Freeman (020 8424 1437 or e-mail stephen.freeman@harrow.gov.uk) You can also write to the address below and enclose it with completed response form in the reply paid envelope.

Via the web

This document is also available on line at: www.harrow.gov.uk - please go to the consultations section. For details please see the response form. We will put the consultation results and other progress information on our website: www.harrow.gov.uk – look in “Transport and streets” and then “Parking”.

**Traffic and Road Safety,
Harrow Council,
P.O. Box 39,
Civic Centre,
Harrow,
Middlesex HA1 2UZ**





Community & Environment Services

**Review of Harrow and Wealdstone
controlled parking zone
Zone C**
public consultation



- **What do you think about on-street parking in and around your road?**
- **This is your opportunity to have your say about the zone hours**

*Please read this document – it affects you,
and your views matter*



working in partnership with



What is this about?

About five years ago, we consulted people in your area on a controlled parking zone (CPZ) including its operating hours. Based on what people said, we extended the Wealdstone CPZ and split it into two, zones C and CA. Your address is within zone C which operates between 10am and 11am on weekdays. The CPZ has addressed most parking issues for residents living within the CPZ. However, some people have told us they have parking problems after 11am, so we are now asking you if you want more restrictions.

Residents of the roads outside the zones C and CA have complained that parking has become more difficult for them. Businesses have also raised issues, although these are mainly associated with zone CA. So we will be consulting people about possibly extending the CPZ and about other parking issues. People tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines near to the junctions to address this.

Residents' Parking and other Parking Restrictions

We held a stakeholder meeting last year, attended by representatives of residents and business. The meeting helped us decide how far we should go with consultation and the parking issues to ask people about. Plan 1 shows you the current and possible future extent of zone C and the area where just junction restrictions are being considered. How far we extend the CPZ, if at all, will depend on what people tell us they want.

Businesses have told us about parking problems outside the shopping parade at the end of Princes Drive. You should receive extra details and a response form if your address is nearby.

We are asking all the people in the CPZ about which hours it should operate. During the last review most people told us they wanted Monday to Friday 10 – 11am, which is the operating period for zone C. We are asking you again about the hours as the following things have now changed:

- An increasing number of people tell us of problems due to parking after 11am;
- The council's policy has changed, so the "permit holder only" plates by each parking bay will in future show the zone time(s);
- The council is considering how to control parking at the Civic Centre, it may include more charging for parking. This could mean more parking in surrounding roads.

The choice of zone hours is a balance between deterring parking from non-residents to make it easier for residents to park, while keeping flexibility for residents' visitors. The shops in Wealdstone, the train station and the Civic Centre are perhaps the cause of increasing parking pressure.

Showing the times of operation on every permit bay sign will give greater transparency for drivers in general but it may mean more non residents park in permit bays if arriving after 11am or at weekends. The cost of varying the operational hours, requiring the replacement of many more signs, means changing times in future would be too expensive. So this is the last opportunity to change the hours. The effect on parking on surrounding streets of any changes in Civic Centre is difficult to predict, but you may feel that protecting your parking in the afternoon is important. The choice is between the present **morning hour or adding 2pm to 3pm. We need your views on this subject.**



This stage of the consultation process

To help inform your decision, we enclose:

- Provisional controlled parking zone boundary plan, showing the present and suggested new extent of zone C (Plan 1).
- Detailed plan(s) showing any restriction changes proposed for your immediate area.
- Response form

Plans Displayed

We will display detailed plans in the One Stop Shop Reception Area on the ground floor at the Civic Centre, Station Road, Harrow during the consultation period. Officers will be available if you want to ask them about the scheme.

We want to make sure that everyone who may be affected by these proposals knows what is happening, and has the opportunity to let us know what they think. **We need your views** so that we can make the right decision.

Please complete the enclosed response form and return it in the reply paid envelope provided, to reach us by 27 July 2007.

What happens next?

We will analyse the returned responses to see what support there is for the proposals.

We will prepare a revised scheme after considering what you say.

We will advertise the revised scheme by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what scheme, if any, we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce any changes before winter 2007/8. We will send you further information if, on the basis of responses, we decide to change the hours of operation for zone C.



More information

We are sorry, but because of the large number of responses, we will not be able to reply to your response forms individually. If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the project engineer, Stephen Freeman (020 8424 1437 or e-mail stephen.freeman@harrow.gov.uk) You can also write to the address below and enclose it with completed response form in the reply paid envelope.



or possibly



This document is also available on line at: www.harrow.gov.uk - please go to the consultations section. We will put the consultation results and other progress information on our website: www.harrow.gov.uk

**Traffic and Road Safety,
Harrow Council,
P.O. Box 39,
Civic Centre,
Harrow,
Middlesex HA1 2UZ**

Wealdstone (C) Controlled parking zone review

Supplemental response form – Princes Drive parade parking

This form is being sent and applies to addresses near to the parade at the junction between Princes Drive and Headstone Drive.

Residents and businesses have asked the council to look into parking outside the shops. Parking in the “lay-by” area in front of guard-railing is often taken up by vehicles which are left all day which stops customers parking. As the parking occurs at right angles to the road some vehicles stick out into the road. Although the yellow lines opposite operate between 8am and 6.30pm short term parking does occur here. Traffic turning left at the roundabout into Princes Drive suddenly faces this parking. Traffic coming in the opposite direction may have to pull out past parking overhanging the carriageway. These situations produce a traffic hazard that the council has a responsibility to put right.

We propose extending the double yellow lines opposite the parade and introducing marked spaces within the lay-by area as shown on the detailed plan. The diagonally arranged bays provided less parking than at present as we have to allow for vehicles to park with recommended gaps and not overhanging the carriageway. We considered widening the lay-by to allow more parking places but this was too expensive. Although we had thought of providing a space just for loading a business representative told us maximising ordinary parking was more important so that is what we are showing. Please let us know your views on these proposals by completing the response form, over the page.

All space within a CPZ is supposed to be controlled even if it is termed a free-bay. To stop all the spaces being used by the same vehicles all day long we need some parking control. A free-bay would not stop this parking which is causing problems for business’s customers. The council are not able to properly monitor time limited free-bays. This leaves us three options and we need your views on which to use by filling in the response form over the page.

Each option has advantages and drawbacks which are explained below.

- Permit parking – These are the same as the other parking bays in the CPZ. This is the simplest and cheapest option. Permit holders, usually residents, would be able to park at all times. Any spare space would be open to anyone else before 10am, after 11am and at weekends (with current restrictions). There would be no pay and display machine to pay for and parking would remain free. The main disadvantages are the uncertainty over how much space would be left after permit holders had parked and that other parking just after 11am could block spaces.
- Pay and display parking – This had the advantage of encouraging a turnover of parking throughout the restricted period, normally 8am to 6.30pm. A relatively low initial charge could be made but the council could not justify a free period, as some income was necessary to justify the cost of the pay and display machine. This option’s main disadvantages were that any cost for parking might dissuade potential customers and it would prevent residents using this space.
- Shared use parking (between pay and display and permits) – This would again normally involve a restriction between 8am and 6.30pm. This has the advantage over pay and display only, of also allowing residents to park and apart from permit holder parking, there should be a turnover of parking throughout the day. However there remains the uncertainty over how much space would be left for customer parking. Additionally unlike a permit bay there would be a charge for customer parking.

P.T.O.



Community & Environment Services


**Review and possible extension to
Wealdstone controlled parking zone**
Zone CA
public consultation



- **What do you think about on-street parking in and around your road?**
- **This is your opportunity to have your say**

*Please read this document – it affects you,
and your views matter*



working in partnership with ACCORD 

What is this about?

In July 2006 we consulted people on proposals to extend the Wealdstone controlled parking zone (CPZ) and about junction and main road restrictions. Most people decided to join the CPZ and agreed the other proposals so we taking these forward to the next stage.

At that time we did not provide you detailed proposals for your area but asked if you would like more information for you to consider. Most of the people from your area said they would like to consider joining the CPZ further. This is the purpose of this consultation. A CPZ would deter all day parking for people without a permit.

Residents' Parking and other Parking Restrictions

Following the consultation in July we have decided to extend the CPZ to the orange shaded area of Plan 1. We agreed to ask people whose addresses are in the green shaded area of Plan 1 about joining the CPZ as well. Whether your area joins the CPZ depends on what you tell us.

The new extended zone CA will operate Monday to Friday 10 – 11am and 2 – 3pm.

These hours have proved effective at stopping non-residents from parking all day, and making it easier for residents to park, while keeping flexibility for residents' visitors.

Please read the attached guide about controlled parking zones, then fill in the response form. Each area has its own issues, and whether your road is included in the CPZ is up to you: we will plan the scheme based on responses received. However, we will not be able to allow you to opt in or opt out of the scheme against the majority view of people in your road.



This stage of the consultation process

To help you make your decision, we enclose:

- Information on controlled parking zones which explains their benefits, limitations and costs;



- Plan showing the extent of current zone CA, agreed extension so far and potential further extension (Plan 1);
- Detailed plan(s) showing the bay layout and any other restriction proposals for your immediate area. There are single yellow line restrictions between the parking bays in CPZs but they are not shown on the plan for reasons of clarity. These single yellow lines and the permit parking bays would apply for the zone times (ie Monday to Friday 10-11am and 2-3pm). Outside of this period only the separately signed lines and double yellow lines will apply.

- Response form.

Other proposals

We enclose further details of other proposals, if there are any in your road. Please complete the extra response form (if you have been sent one) and enclose it with the controlled parking zone response form in the reply paid envelope.

Plans displayed

We will display detailed plans in the One Stop Shop Reception Area on the ground floor at the Civic Centre, Station Road, Harrow during the consultation period. Officers will be available if you want to ask them about the scheme. Similar plans will be on display in the Wealdstone Centre, High Street. Officers will be available here on 12 July between 10am and 4pm and on 19 July between 3pm and 8pm to answer questions or discuss the proposals.

We want to make sure that everyone who may be affected by these proposals knows what is happening, and has the opportunity to let us know what they think. **We need your views** so that we can make the right decision.

Please complete the enclosed response form and return it in the reply paid envelope provided, to reach us by 20 July 2007.

What happens next?

We will look at all the responses to see what support there is for the proposals.

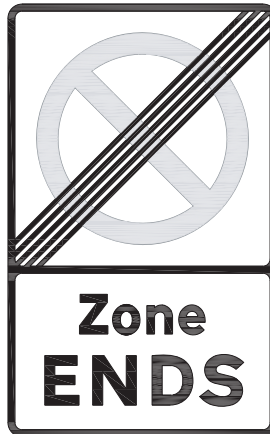
We will prepare a revised scheme after considering what you say.

We will advertise the revised scheme by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people the chance to comment on or object to the scheme if they wish. We



consider these before making a final decision on what scheme, if any, we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8. Should your road be joining the CPZ, we will send you permit application forms and further information before scheme comes in.



More information

We are sorry, but because of the large number of responses, we will not be able to reply to your response forms individually. If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the

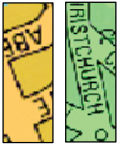
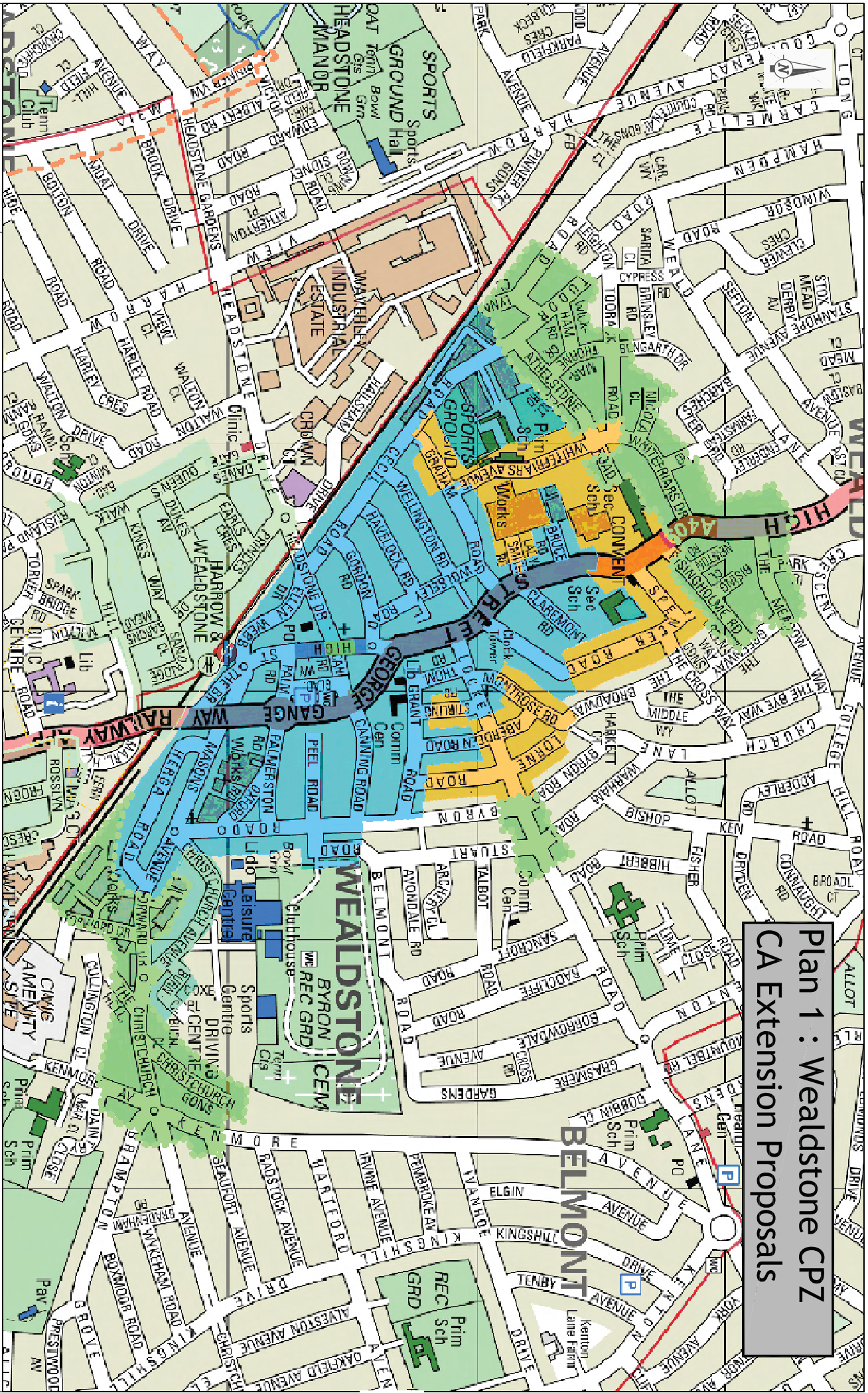
project engineer, Stephen Freeman (020 8424 1437) or e-mail stephen.freeman@harrow.gov.uk) You can also write to the address below and enclose it with completed response form in the reply paid envelope.

Via the web

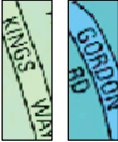
This document is also available on line at: www.harrow.gov.uk - please go to the consultations section. For details please see the response form. We will put the consultation results and other progress information on our website: www.harrow.gov.uk - look in "Transport and streets" and then "Parking".

**Traffic and Road Safety,
Harrow Council,
P.O. Box 39,
Civic Centre,
Harrow,
Middlesex HA1 2UZ**

Plan 1 : Wealdstone CPZ CA Extension Proposals



Possible further extension of CPZ
Extension to Wealdstone CPZ (zone CA)
agreed from July 2006



Existing Wealdstone CPZ (zone CA)
Other Controlled parking zones

Appendix F – Sample consultation documents – Zone CA review

Contains:

Consultation V – Consultation on CPZ hours, restrictions and parking bay

Consultation VI – Double yellow lines (3 separate locations)

Consultation VII – Cardinal Way parking bay controls

Consultation VIII – Havelock Road possible restriction change

Consultation IX – Spencer Road parking bay changes and restrictions

Consultation X – Possible footway parking bays

Consultation XI – Tudor Road parking bay changes

Consultation XII – School keep clear markings and additional restrictions

This page is intentionally left blank

Consultation V – Consultation on CPZ hours, restrictions and parking bay

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Masons Avenue and Herga Road
Wealdstone

Dear Sir / Madam

Possible changes to restrictions Masons Avenue and Herga Road, Wealdstone

We consulted people in your area about five years ago when the present controlled parking zone was last reviewed. In July 2006 we consulted some people on proposals to extend the Wealdstone controlled parking zone (CPZ) and about junction and main road restrictions. Most of the proposals were agreed so are being taken forward.

People and the residents' association covering the above roads (MAHCA) have contacted us about parking problems in the evenings. We have been asked to consider a restriction in the evening. When we held a stakeholders' meeting most people wanted to retain the current zone hours – Monday to Friday 10-11am and 2-3pm so no change is proposed for the zone as a whole. Changes in zone-time from one road to the next can cause confusion and we try to avoid this. However we are going to show the zone-time on all permit bay signs and your roads are only connected to other zone roads at two or three points so we feel it is worth considering. The additional restricted period that is being suggested is between 7am and 8pm. There could be similar restrictions on Saturday if that is what you want. Whatever you decide your permits will still allow parking in all of zone CA.

We are also proposing an additional parking bay on Masons Avenue under the flyover. We think this should only be available away from the busy periods in the morning and evening (10am to 4pm and after 6.30pm). People with permits or who pay and display could park. If people tell us they want a restricted period in the evening we will extend other no waiting restrictions to match. We also propose double yellow lines on the junction between Herga Road and Masons Avenue. The enclosed plan shows the proposals. Please complete the response form and return it in the reply paid envelope by 20 July 2007.

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the project engineer, Stephen Freeman (Tel No. 020 8424 1437) or e-mail stephen.freeman@harrow.gov.uk

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S.F.', with a long horizontal flourish extending to the right.

Stephen Freeman
Project Engineer

Consultation VI – Double yellow lines (3 separate locations)

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Weald Lane and adjacent streets
Harrow Weald

Dear Sir / Madam

Modified parking proposals for Weald Lane, Harrow Weald

In July 2006 we consulted some people in Weald Lane on double yellow line proposals. Most people agreed with the junction proposals however there were a variety of comments made which caused us to revise some of our proposals.

We are proposing double yellow lines, no waiting at any time, at junctions and some narrow sections of road to improve visibility and ensure access especially for refuse and emergency vehicles. We have changed the proposed extent of the double yellow lines in the first section of Weald Lane from High Road. The roadway beside No.3 Weald Lane has recently become public highway (adopted). Double yellow lines are proposed for both sides of this narrow roadway so this access is kept clear. All the revised proposals are shown on the attached plan. We think it is important for safety reasons to introduce these double yellow lines but it may be possible to change the extent of them based on what you tell us. Please let us know your views by completing the response form and returning it in the reply paid envelope by 20 July 2007.

We will consider what you tell us and try to modify the proposals. We will then advertise the proposals by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what restrictions we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8.

If you have any further questions, please contact the project engineer, Stephen Freeman whose contact details are below.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S.Freeman'.

Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Dobbin Close
Belmont

Dear Sir / Madam

Modified parking proposals for Dobbin Close, Belmont

In July 2006 we consulted some people in Dobbin Close on a proposal to put double yellow lines at the junction with Kenton Lane. Most people agreed but we have also had requests for more restrictions further into Dobbin Close to stop some obstructive parking.

We need to ensure that people can get in and out of the parking areas either side of Dobbin Close and for refuse and emergency vehicles so we are proposing some further double yellow lines - no waiting at any time, as shown on the enclosed plan.

We think it is important for safety reasons to introduce these double yellow lines but it may be possible to change the extent of them based on what you tell us. Please let us know your views by completing the response form and returning it in the reply paid envelope by 20 July 2007.

We will consider what you tell us and try to modify the proposals. We will then advertise the proposals by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what restrictions we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8.

If you have any further questions, please contact the project engineer, Stephen Freeman whose contact details are below.

Yours sincerely



Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Date: June 2007

Our ref: SMF/92.05/3/3/CA

The Occupier
College Hill Road and Kenton Lane
Harrow Weald

Community & Environment Services
Andrew Trehern
Corporate Director

Dear Sir / Madam

Modified parking proposals for College Hill Road and Kenton Lane, Harrow Weald

In July 2006 we consulted some people in the area of the junctions along Kenton Lane and College Hill Road about double yellow lines. This was proposed to provide better visibility and hence road safety and to safeguard access for larger emergency/refuse vehicles. Most people agreed but we did get requests to adjust the extent of some of the restrictions. We have made changes where this would not spoil the purpose for the restrictions.

We also received suggestions on other locations where parking restrictions were needed. Such a location is the north side of College Hill Road near the new refuge island. Similar requests came for the traffic island outside Vernon Lodge in Kenton Lane. We appreciate proposed parking restrictions by the shops might lead to more parking further along the road which here could make it dangerous for people trying to cross the road. We also have received complaints about the access to Willow Court being blocked.

The enclosed plan shows the modified junction proposals (shown in red) and the new sections of double yellow lines (shown in blue). We think it is important for safety reasons to introduce these double yellow lines but it may be possible to change the extent of the new proposals based on what you tell us. Please let us know your views by completing the response form and returning it in the reply paid envelope by 27 July 2007.

We will consider what you tell us and try to modify the proposals. We will then advertise the proposals by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what restrictions we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8. If you have any further questions, please contact the project engineer, Stephen Freeman whose contact details are below.

Yours sincerely



Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Consultation VII – Cardinal Way parking bay controls

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Cardinal Way
Wealdstone

Dear Sir / Madam

Modified parking proposals for Cardinal Way, Wealdstone

In July 2006, in response to complaints of obstructive parking, we consulted you on proposals for an 8am to 6.30pm Monday to Saturday waiting restriction in Cardinal Way. People supported this so we will also be taking forward these proposed restrictions.

Since the consultation, people have told us of disputes over parking outside Admiral House. The roadway here, including the marked bays, is part of the public highway. As Cardinal Way is within the controlled parking zone area all the parking is meant to be controlled, even if it is as a "free-bay". Due to its central location we do not think it should remain free parking. There are two options we are considering and we should like to know which you prefer.

The first option is for the bay to be for permit holders only during the zone hours, weekdays 10am to 11am and 2pm to 3pm. Apart from these times it would be available for anyone to park there free of charge. The other option is to allow shared use so people could additionally pay and display. This would operate Monday to Saturday 8am to 6.30pm. There are similar bays in Wolseley Road.

We need to know your views so we can take the best scheme forward. Please complete the response form and return it in the reply paid envelope by 20 July 2007.

If you have any further questions please contact the project engineer, Stephen Freeman (contact detail below).

Yours sincerely

A handwritten signature in black ink, appearing to read "S. Freeman".

Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Consultation VIII – Havelock Road possible restriction change

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Havelock Road
Wealdstone

Dear Sir / Madam

Possible changes to restrictions Havelock Road, Wealdstone

We consulted people in your area about five years ago when the Wealdstone controlled parking zone was last reviewed. In July 2006 we consulted people on proposals to extend the Wealdstone controlled parking zone (CPZ) and about junction double yellow lines. Most of the proposals were agreed so are being taken forward.

Since the last review people have asked us if they can at park at the western, closed end of Havelock Road where there are double yellow lines. These restrictions were introduced in 2003 to ensure vehicles could turn around. Although there is an entrance beside No. 59 only the area in line with the pavement is public highway, so can be relied on for turning. A turning facility is still required. We appreciate there is great demand for parking especially in the evening and at week-ends. It is proposed to downgrade a section of the double yellow lines to zone-time (ie Monday to Friday 10-11am and 2-3pm). This should enable two car sized vehicles to park except during the two hours. To clarify where you can park, we propose that two parking bays are marked, but with a single yellow line around the kerb-line so they will not be available even to permit holders during the zone hours. A plan of the suggested road markings is shown overleaf. This consultation is to find out your views.

Please complete the response form and return it in the reply paid envelope by 20 July 2007. If there is sufficient support for the change we will include it with changes to be made to the CPZ elsewhere. If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the project engineer, Stephen Freeman (contact details below).

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Freeman'.

Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Consultation IX – Spencer Road parking bay changes and restrictions

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Spencer Road
Wealdstone

Dear Sir / Madam

Modified parking proposals for Spencer Road, Wealdstone

In July 2006 we consulted you on proposals to extend the Wealdstone controlled parking zone (CPZ). Most people in Spencer Road wanted to join the CPZ so we are taking forward these proposals. We will also be taking forward junction restrictions that we consulted you upon. People however also told us they were concerned about parking by the GP surgery at the northern end of the road which can almost block the road. It is now our policy to provide some opportunity for people to pay and display (P&D) outside doctor's surgeries in CPZs.

To address the parking problems near the surgery we have changed our proposals just in that area. The bays where P&D is proposed would still allow you to park, if you have a permit, without further charge. This parking bay would operate between 8am and 6.30pm Monday to Saturday so would give more parking opportunities for permit holders. The remaining "permit holder only" bays would still operate for the zone time (Monday to Friday 10-11am and 2-3pm). Double yellow lines are proposed on the sharp bend. We propose some extra bays on the first section of The Cross Way, before the start of the houses in that road.

I hope the enclosed plan help to explain the new proposals.

We need to know your views on these proposed changes so we can take the best scheme forward. Please complete the response form and return it in the reply paid envelope by 20 July 2007.

Based on what people tell us in this consultation we hope to modify the scheme and will advertise it by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what scheme, if any, we should put in.

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8.

If you have any further questions, or if you wish to know the outcome of the consultation in due course, please contact the project engineer, Stephen Freeman (020 8424 1437) or e-mail stephen.freeman@harrow.gov.uk

Thank you for your time in considering this matter.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Freeman', with a long horizontal flourish extending to the right.

Stephen Freeman
Project Engineer

Consultation X – Possible footway parking bays

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Bengarth Drive
Harrow Weald

Dear Sir / Madam

Footway Parking proposals – Bengarth Drive, Harrow Weald

In July 2006 we consulted people in the Wealdstone area on proposals to extend the Wealdstone controlled parking zone (CPZ) and about double yellow line at some junctions. Most of the proposals were agreed so are being taken forward. We are consulting people further in part of Toorack Road about joining the CPZ as well.

Your road is beyond the area being considered for a controlled parking zone but people have told us you have parking problems. The roadway is too narrow to enable parking on both sides. People have asked us to allow some parking on the concrete strip to enable more parking in the road.

We do not generally allow parking on the pavement (footway parking) as it can damage the pavements and disadvantage disabled people. However we are prepared to consider it here due to the wide pavement and the concrete strip. Allowing parking partially on the footway has to be properly signed but before we make such a change we want to know your views. A proposed layout is enclosed. Please complete the response form and return it in the reply paid envelope by 20 July 2007.

If, based on what people tell us, we decide to allow footway parking, we will mark the extent to which parking can take place on the pavement. Parking on the pavement, before the markings and signs are in place or beyond the marked areas risks getting a parking ticket.

If you have any further questions, please contact the project engineer, Stephen Freeman whose contact details are below.

Yours sincerely



Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Consultation XI – Tudor Road parking bay changes

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Tudor Road
Wealdstone

Dear Sir / Madam

Possible changes to restrictions Tudor Road, Wealdstone

We consulted people in your area about five years ago when the present controlled parking zone was last reviewed. In July 2006 we consulted some people on proposals to extend the Wealdstone controlled parking zone (CPZ) and about junction double yellow lines. Most of the proposals were agreed so are being taken forward. We are asking people further north in Tudor and Atherstone Road about joining the CPZ.

In 2003, when the CPZ was last extended, we introduced free parking bays (free-bays) in Tudor Road. People have contacted the council since then to complain that much of the space is used all day by people who either use the station or work in Wealdstone. It is then not available to visitors to the local businesses. We are thinking about some form of parking control in these bays to stop commuter parking and we should appreciate your views on the two options. The first option is to have a waiting restriction between 8am and say 10am. Parking would remain free after this time. The other option is to have some form of pay and display perhaps with a maximum stay period to prevent its use for all day parking.

Parking in some of these parking bays cause problems if goods lorries are loading opposite, by the builder's merchant. We propose moving some of the parking spaces to the other side of the road to give more width for vehicles to pass. Plans of the present and suggested road markings are shown overleaf. This consultation is to find out your views.

We need to know your views on these proposed changes so we can take the best scheme forward. Please complete the response form and return it in the reply paid envelope by 20 July 2007. If you have any further questions please contact the project engineer, Stephen Freeman contact details below.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S.F.', written over a light blue horizontal line.

Stephen Freeman
Project Engineer

Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Consultation XII – School keep clear markings and additional restrictions

Date: June 2007

Our ref: SMF/92.05/3/3/CA

Community & Environment Services

Andrew Trehern
Corporate Director

The Occupier
Kenmore Avenue, Daintry Close and Cullington Close
Harrow Weald

Dear Sir / Madam

Parking Restriction Proposals - Kenmore Avenue, Wealdstone

In July 2006 we consulted you about a possible extension to the Wealdstone controlled parking zone. People whose addresses are in Christchurch Avenue and the section of Kenmore Avenue either side asked for further consultation on joining the CPZ but that was not the case for your immediate area. Further consultation on the CPZ is limited to the green area on the plan.

People told us of parking at some of the junctions causing problems with visibility. There are problems with vehicles stopped outside the school causing risk to children going to and from school. We propose double yellow lines at the school entrances and junctions with Daintry Close and Cullington Close. Regrettably some people are ignoring the school keep clear markings so we propose to make these enforceable. All the revised proposals in the area are shown on the attached plan. We think it is important for safety reasons to introduce these double yellow lines but it may be possible to change the extent of them based on what you tell us. Please let us know your views by completing the response form and returning it in the reply paid envelope by 20 July 2007.

We will consider what you tell us and try to modify the proposals. We will then advertise the proposals by placing notices on street and in the local paper (Harrow Times) and explaining where plans can be seen. This will give people in general the chance to comment on the scheme or object if they wish. We consider these before making a final decision on what restrictions we should put in.

Legal procedures, which the council must follow, and funding constraints, mean that we probably won't introduce the changes before winter 2007/8.

If you have any further questions, please contact the project engineer, Stephen Freeman whose contact details are below.

Yours sincerely

A handwritten signature in black ink, appearing to be 'S. Freeman'.

Stephen Freeman
Project Engineer

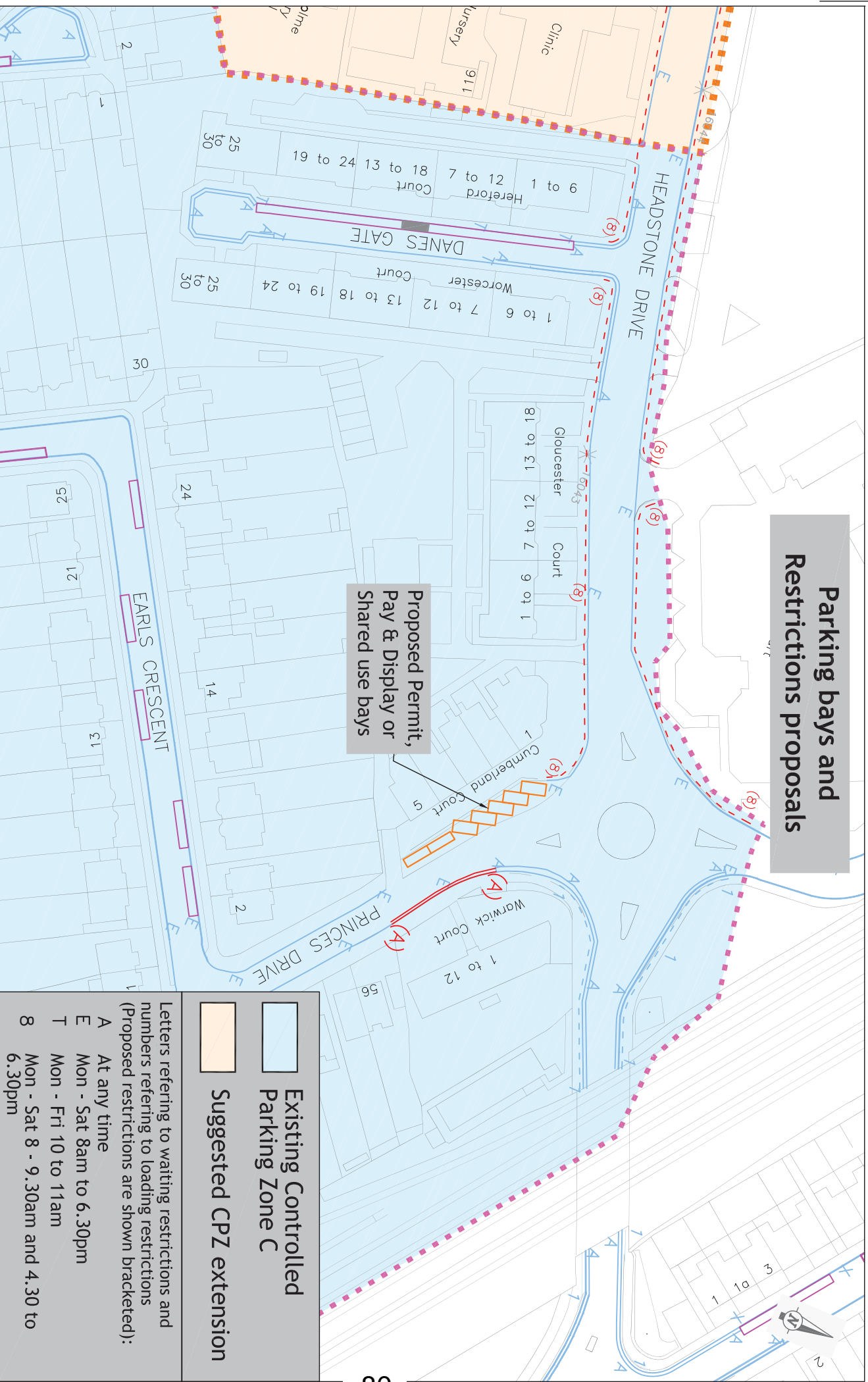
Stephen Freeman, Traffic Management (Central Area)

Tel: 020-8424 1437, Email: stephen.freeman@harrow.gov.uk, Fax: 020-8424 7662

Appendix G – Detailed plans used in consultation

Zone C review

Parking bays and Restrictions proposals



Proposed Permit, Pay & Display or Shared use bays

- Legend**
- Proposed Permit, Pay & Display or Shared use parking bay
 - Proposed no waiting at any time restrictions
 - Proposed no loading restrictions
 - Existing permit parking bay
 - Existing disabled persons' parking bay
 - Existing waiting restrictions
 - Existing no loading restrictions

Existing Controlled Parking Zone C

Suggested CPZ extension

Letters referring to waiting restrictions and numbers referring to loading restrictions (Proposed restrictions are shown bracketed):

A At any time
E Mon - Sat 8am to 6.30pm
T Mon - Fri 10 to 11am
8 Mon - Sat 8 - 9.30am and 4.30 to 6.30pm

Note:
 Zone time restrictions apply within CPZs - at present no waiting Mon-Fri, 10-11am unless shown otherwise.

Layout 1

Scale 1:1000

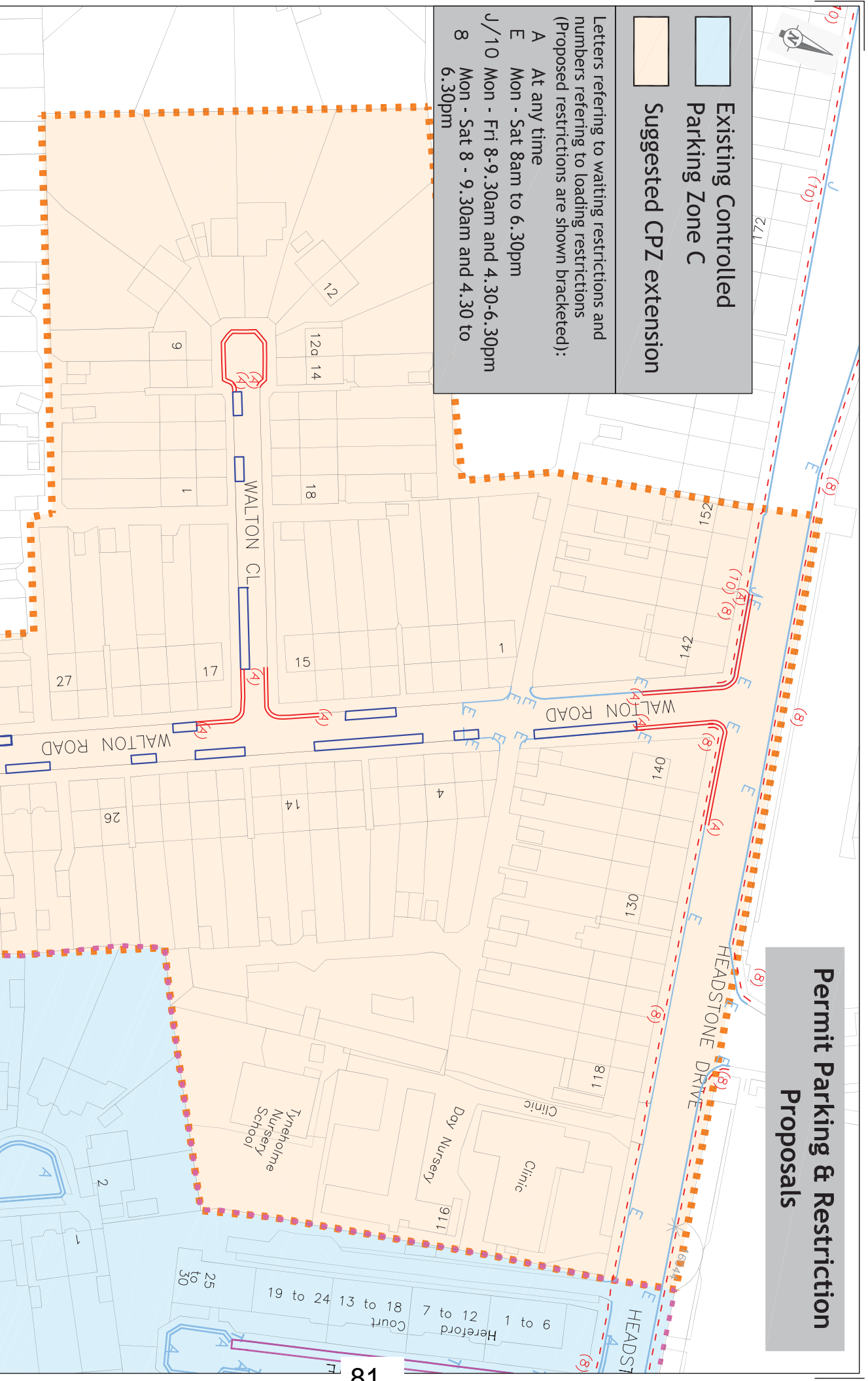
Permit Parking & Restriction Proposals

Existing Controlled Parking Zone C

Suggested CPZ extension

Letters referring to waiting restrictions and numbers referring to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- E Mon - Sat 8am to 6.30pm
- J/10 Mon - Fri 8-9.30am and 4.30-6.30pm
- 8 Mon - Sat 8 - 9.30am and 4.30 to 6.30pm



Legend

- Proposed permit parking bay
- Proposed no waiting at any time restrictions
- Proposed no loading restrictions
- Existing permit parking bay
- Existing disabled persons' parking bay
- Existing waiting restrictions

Note:
Zone time restrictions apply within CPZs - at present no waiting Mon-Fri, 10-11am unless shown otherwise.

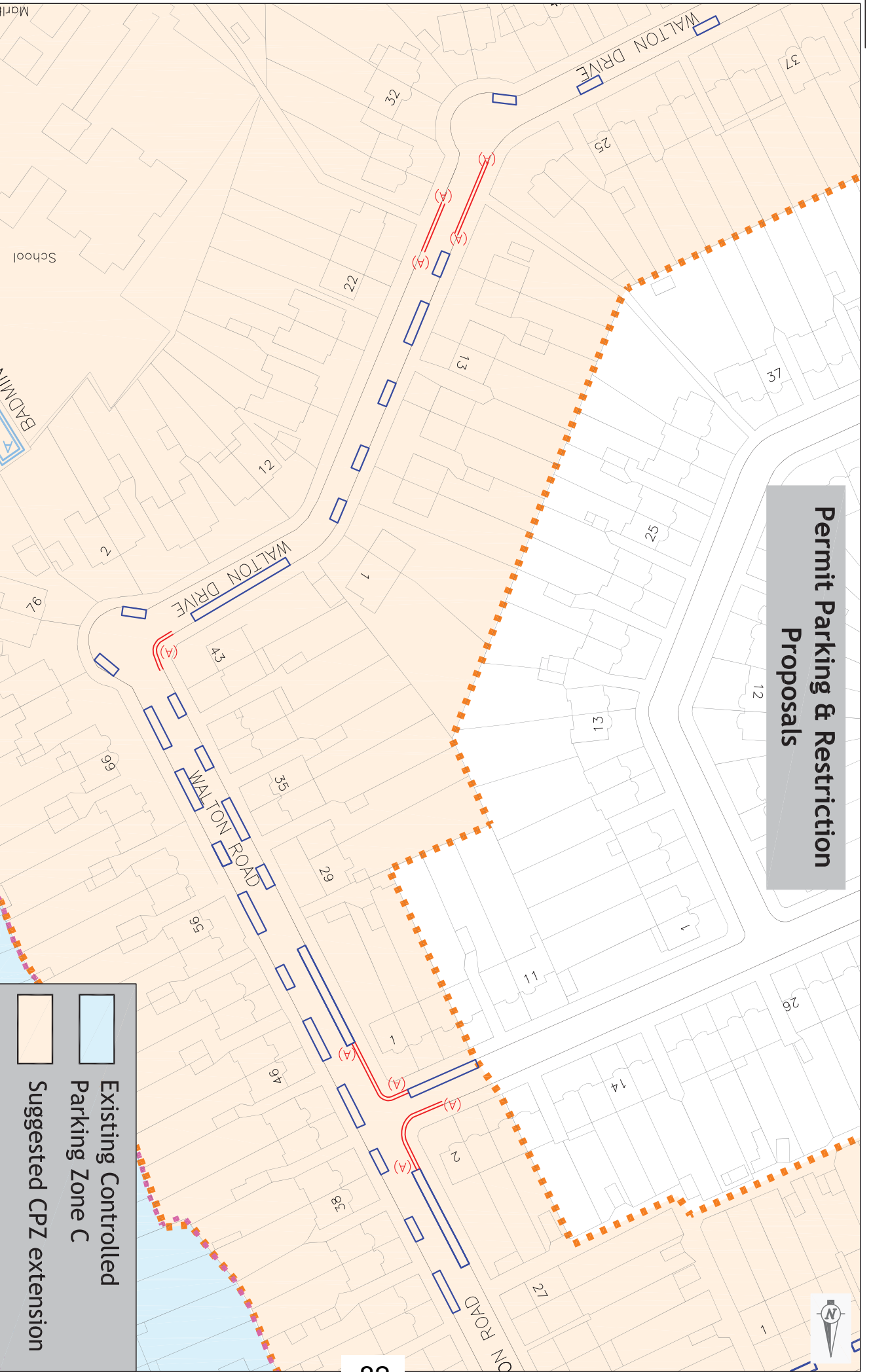
Scale 1:1000

Layout 2

Harrow Council
LONDON

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright and may need to prosecution or civil proceedings. London Borough of Harrow 100019206.

Permit Parking & Restriction Proposals



Legend

-  Proposed permit parking bay
-  Proposed no waiting at any time restrictions
-  Existing permit parking bay
-  Existing waiting restrictions

Existing Controlled Parking Zone C

Suggested CPZ extension

Note:
 Zone time restrictions apply within CPZs - (at present) no waiting Mon-Fri, 10-11am unless shown otherwise.

Scale 1:1000

Layout 3





Permit Parking & Restriction Proposals






Harrow Council
LONDON

Representation from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 1000192006.

Legend

-  Proposed permit parking bay
-  Proposed no loading restrictions
-  Proposed no loading restrictions
-  Waiting restrictions already agreed through consultation in Jan 2007

-  Existing permit parking bay
-  Existing Disable persons' parking bay
-  Existing waiting restrictions

Note:
Zone time restrictions apply within CPZs - (at present) no waiting Mon-Fri, 10-11am unless shown otherwise.

Scale 1:1000

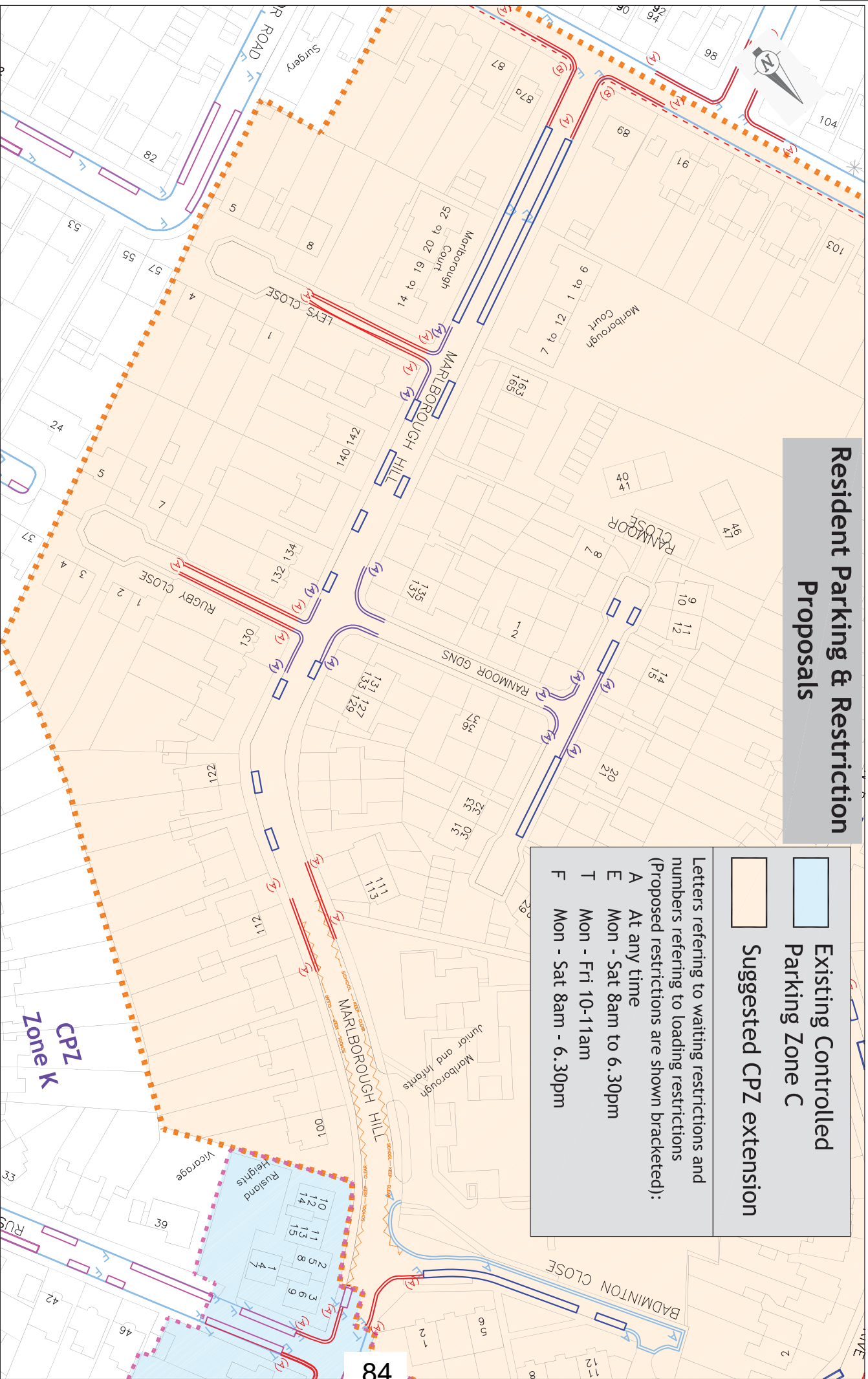
Layout 4

Suggested CPZ extension

Letters referring to waiting restrictions and numbers referring to loading restrictions (Proposed restrictions are shown bracketed):

A At any time
E Mon - Sat 8am to 6.30pm
8 Mon - Sat 8 - 9.30am and 4.30 to 6.30pm

Resident Parking & Restriction Proposals



Existing Controlled Parking Zone C

Suggested CPZ extension

Letters referring to waiting restrictions and numbers referring to loading restrictions (Proposed restrictions are shown bracketed):

A	At any time
E	Mon - Sat 8am to 6.30pm
T	Mon - Fri 10-11am
F	Mon - Sat 8am - 6.30pm

Harrow Council
LONDON

Reproduction from the Ordnance Survey Mapping with the permission of the Ordnance Survey. All rights reserved. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Ordnance Survey of Harrow, 1500193268.

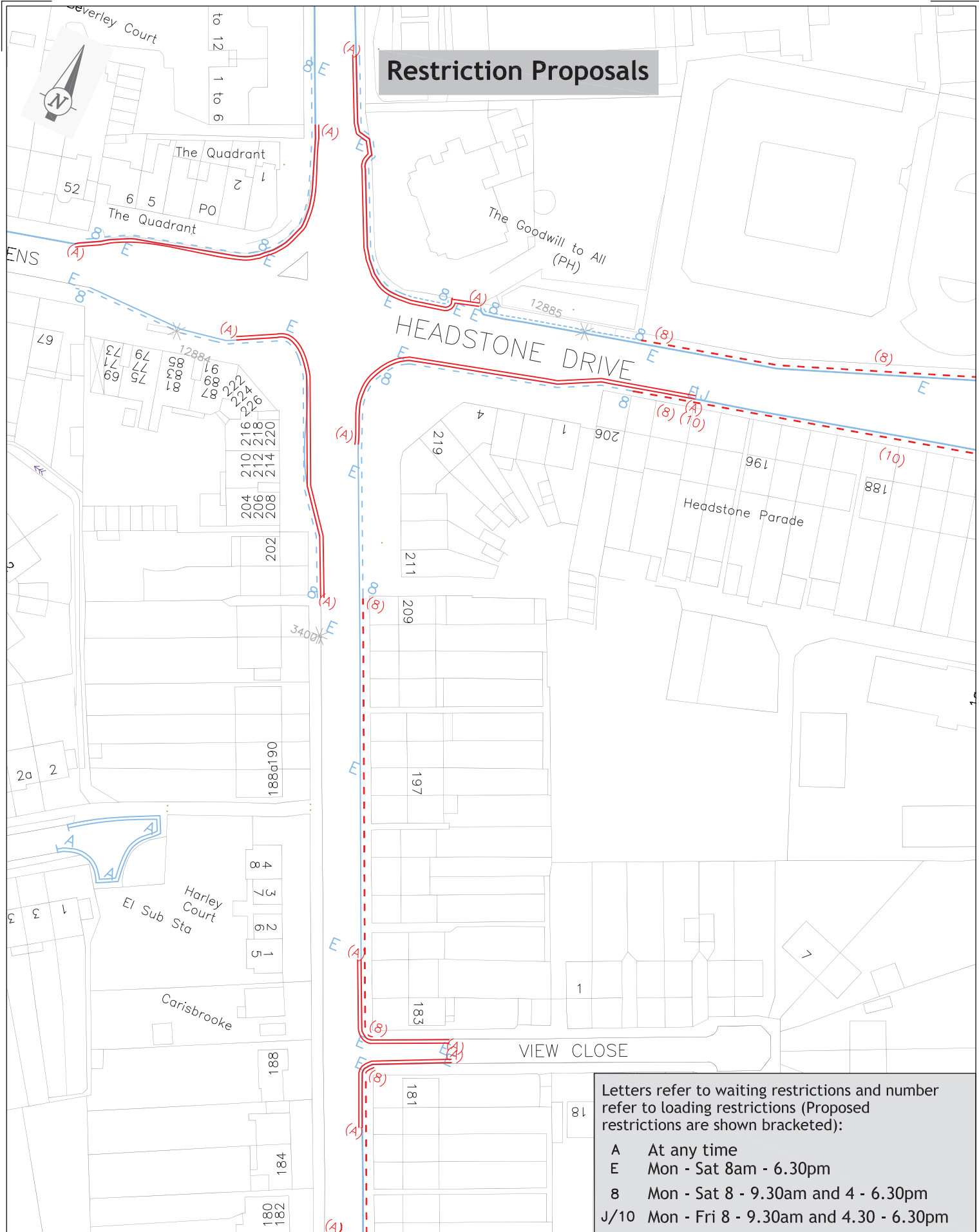
- Legend**
- Proposed permit parking bay
 - Proposed waiting restrictions
 - Waiting restrictions already agreed through consultation in Jan 2007
 - Existing permit parking bay
 - Existing waiting restrictions

Note:
Zone time restrictions apply within CPZs - at present no waiting Mon-Fri, 10-11am unless shown otherwise.

Layout 5

Not to Scale

Restriction Proposals



Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- E Mon - Sat 8am - 6.30pm
- 8 Mon - Sat 8 - 9.30am and 4 - 6.30pm
- J/10 Mon - Fri 8 - 9.30am and 4.30 - 6.30pm



- Legend
- — — Proposed double yellow line waiting restrictions
 - - - Proposed loading restrictions
 - — — Existing waiting restrictions
 - - - Existing loading restrictions

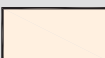
Scale - 1:1000

Layout 6

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

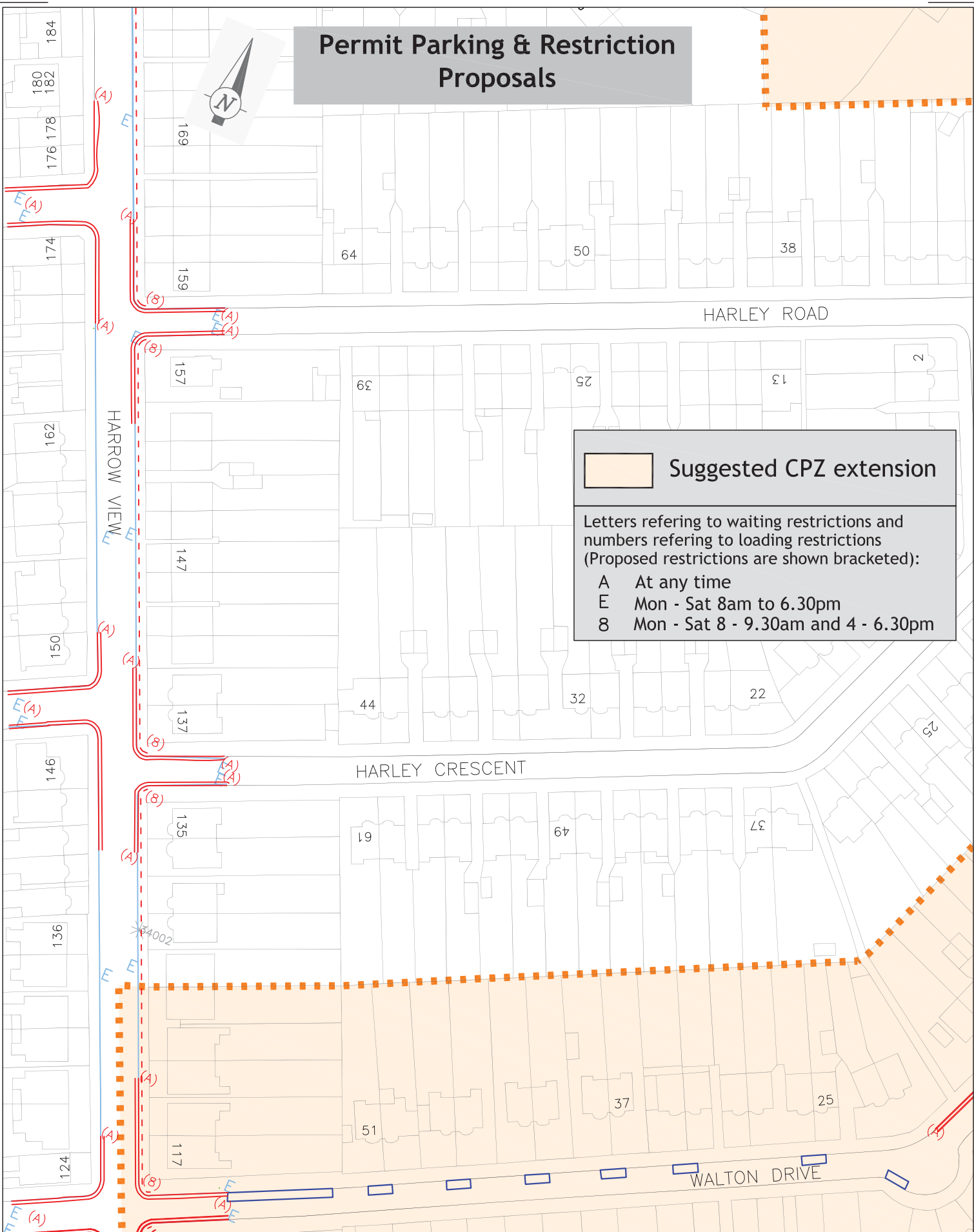
Permit Parking & Restriction Proposals







 Suggested CPZ extension

Letters referring to waiting restrictions and numbers referring to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- E Mon - Sat 8am to 6.30pm
- 8 Mon - Sat 8 - 9.30am and 4 - 6.30pm



- Legend
-  Proposed permit parking bay
 -  Proposed no waiting at any time restrictions
 -  Proposed loading restrictions
 -  Existing waiting restrictions

Note:
Zone time restrictions apply within CPZ's - at present no waiting Mon-Fri, 10-11am unless shown otherwise.

Scale 1:1000

Layout 7

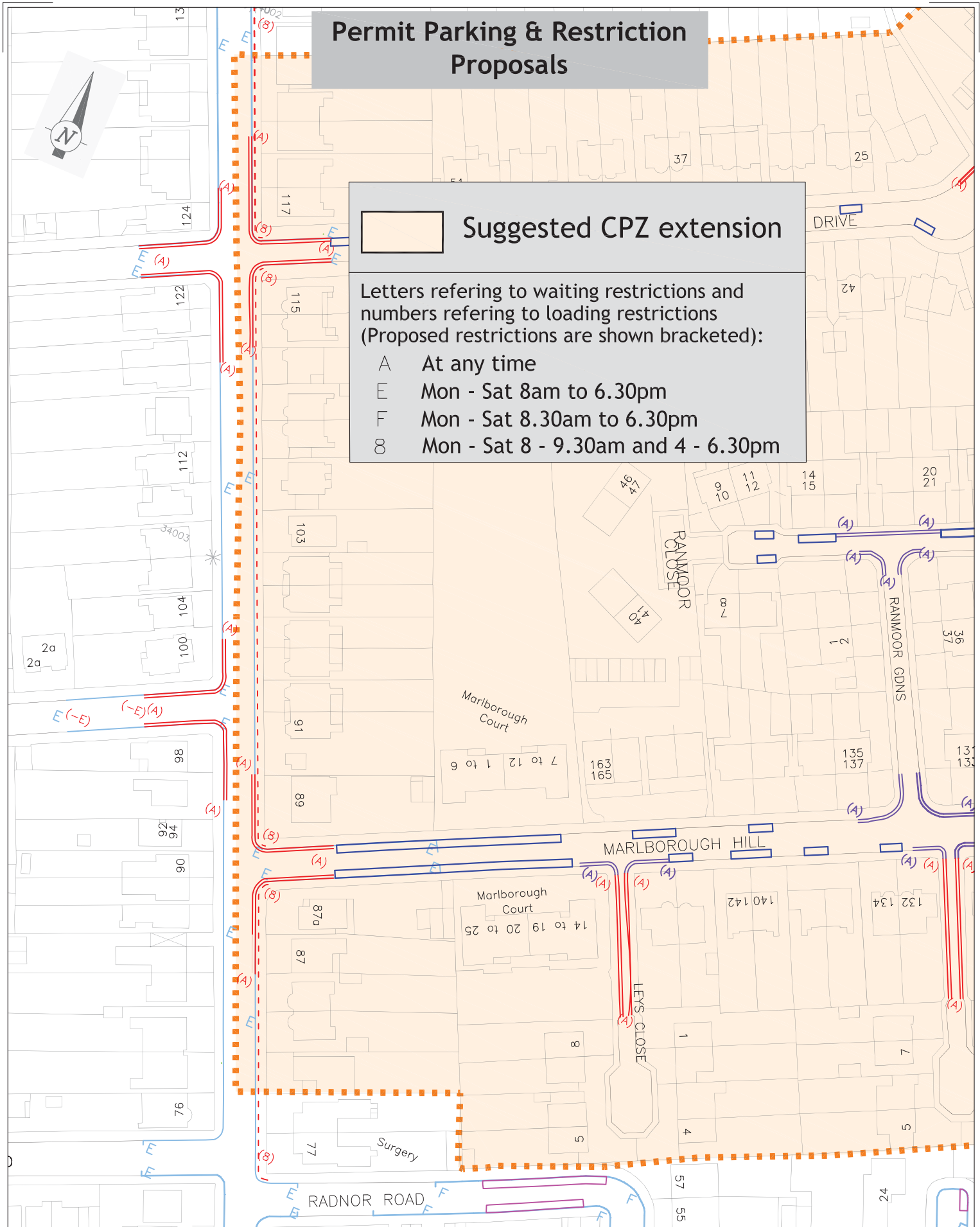
Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Permit Parking & Restriction Proposals

Suggested CPZ extension

Letters referring to waiting restrictions and numbers referring to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- E Mon - Sat 8am to 6.30pm
- F Mon - Sat 8.30am to 6.30pm
- 8 Mon - Sat 8 - 9.30am and 4 - 6.30pm



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

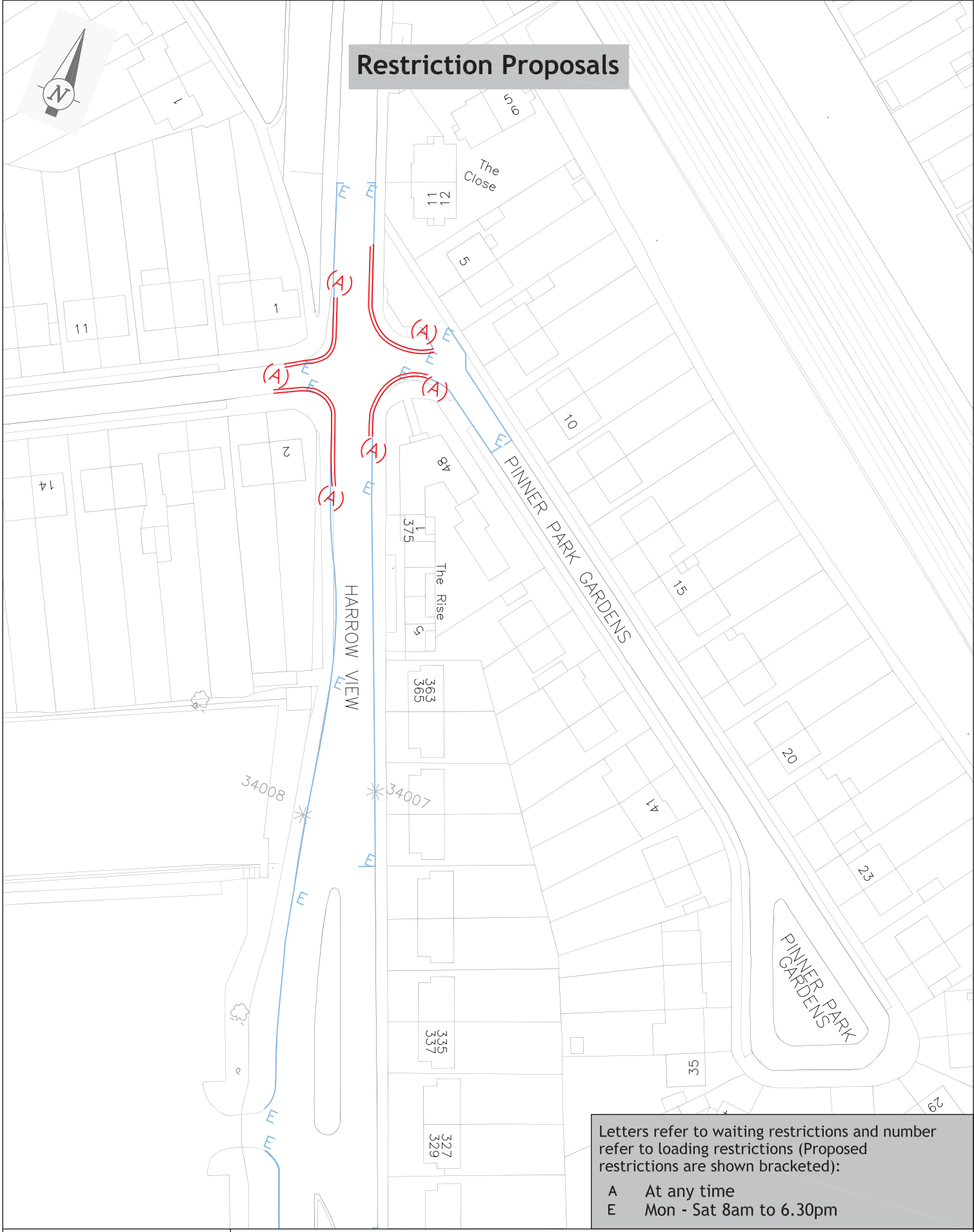
- Proposed permit parking bay
- Proposed no waiting at any time restrictions
- Proposed loading restrictions
- Existing waiting restrictions
- Existing permit parking bay
- (-E) Waiting restrictions to b

Note:
Zone time restrictions apply within CPZ's - (at present) no waiting Mon-Fri, 10-11am unless shown otherwise.

Scale: Not to Scale

Layout 8

Restriction Proposals



Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

A At any time
E Mon - Sat 8am to 6.30pm



Legend

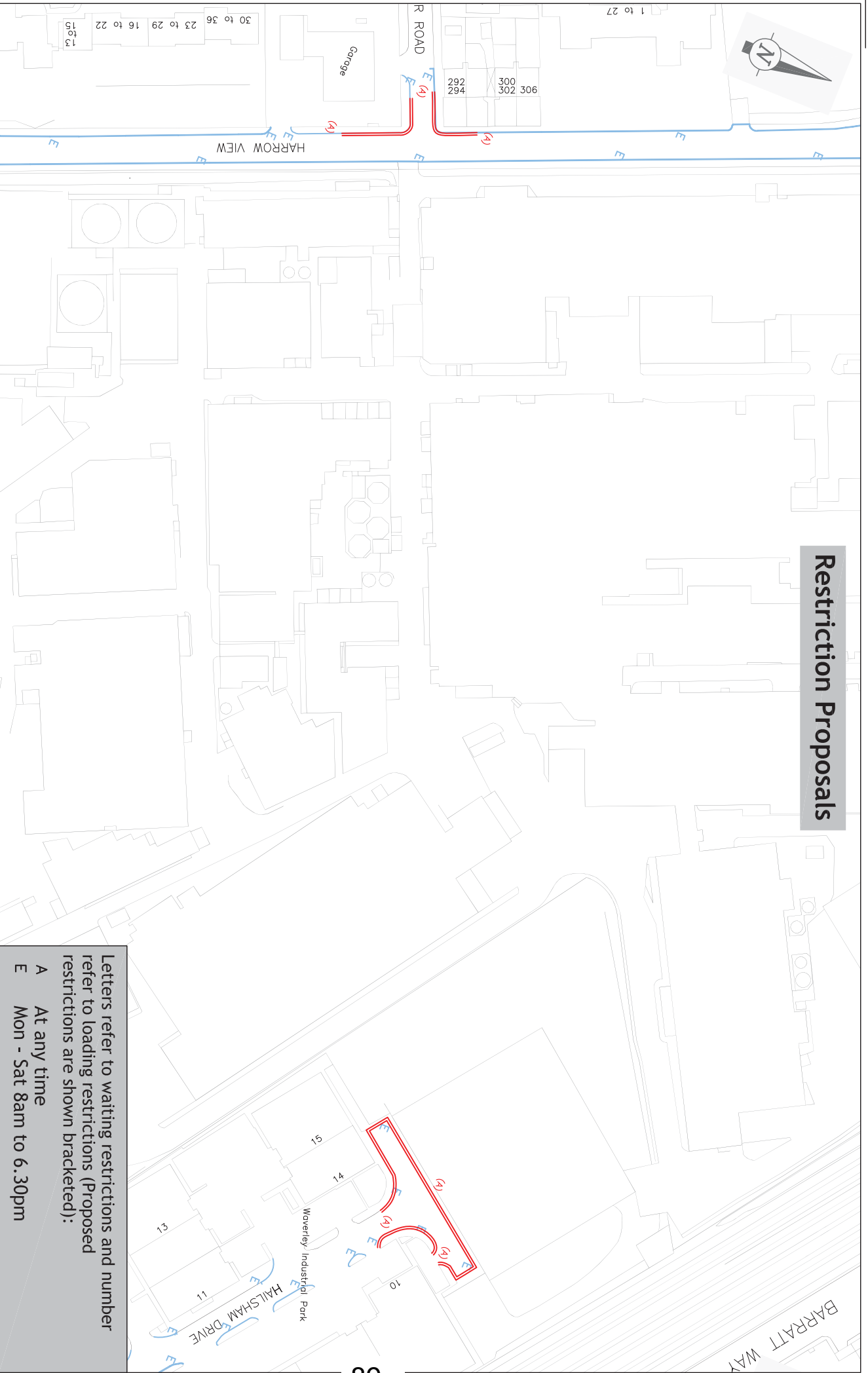
— Proposed no waiting at any time restrictions
— Existing waiting restrictions

Scale 1:1000

Layout 9

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Restriction Proposals



Legend

- ▬▬ Proposed no waiting at any time restrictions
- ▬▬ Existing waiting restrictions

Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

A At any time
E Mon - Sat 8am to 6.30pm

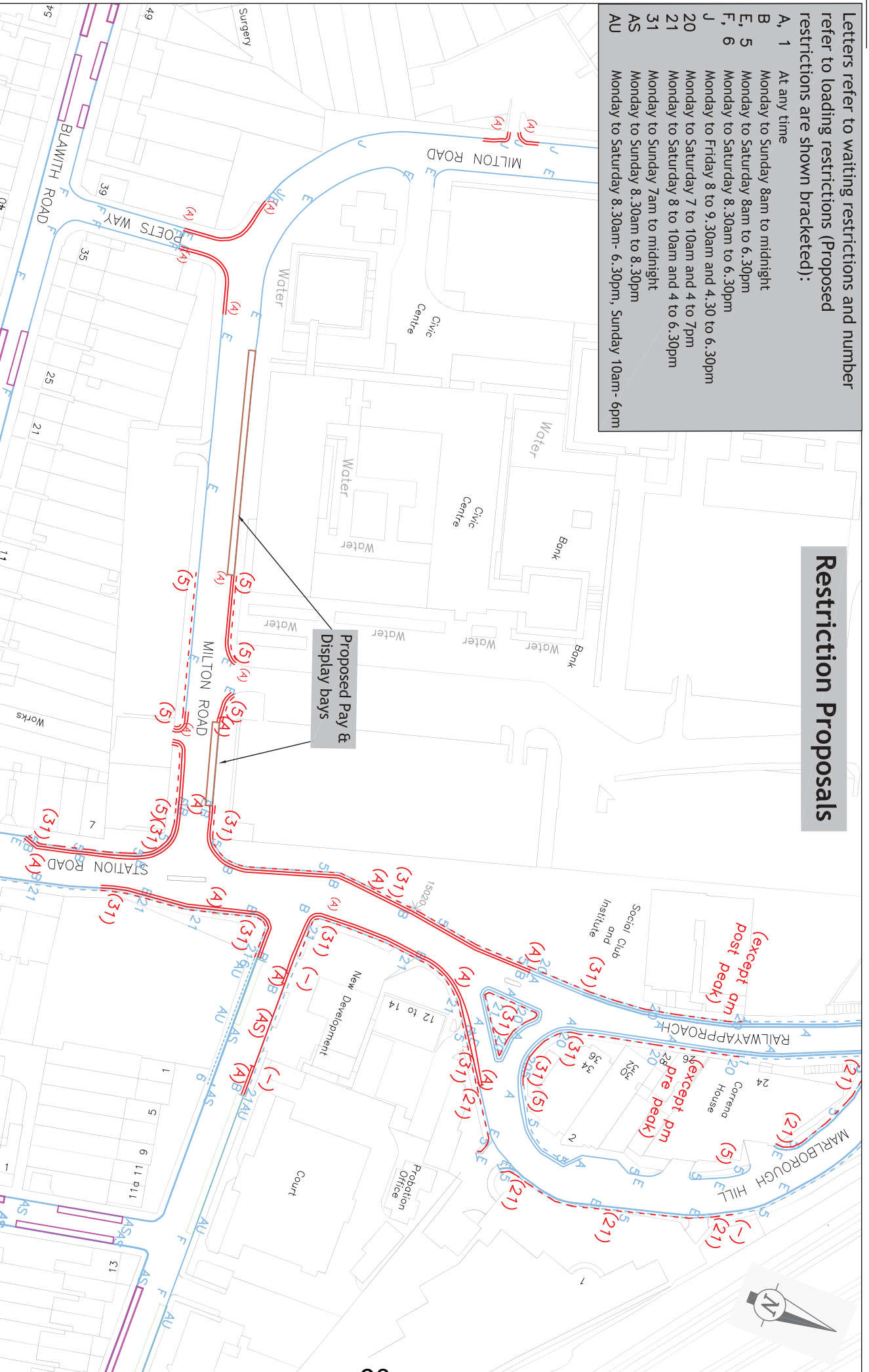
Plan : not-to-scale

Layout 10

Restriction Proposals

Letters refer to waiting restrictions (Proposed restrictions are shown bracketed):

- A, 1 At any time
- B Monday to Sunday 8am to midnight
- E, 5 Monday to Saturday 8am to 6.30pm
- F, 6 Monday to Saturday 8.30am to 6.30pm
- J Monday to Friday 8 to 9.30am and 4.30 to 6.30pm
- 20 Monday to Saturday 7 to 10am and 4 to 7pm
- 21 Monday to Saturday 8 to 10am and 4 to 6.30pm
- 31 Monday to Sunday 7am to midnight
- AS Monday to Sunday 8.30am to 8.30pm
- AU Monday to Saturday 8.30am- 6.30pm, Sunday 10am- 6pm



Proposed Pay & Display bays

Legend

- Proposed no waiting at any time restrictions
- Existing waiting restrictions
- - - Proposed loading restrictions
- - - Existing loading restrictions
- Proposed pay and display bays
- Existing Permit parking bay
- Existing shared use (P&D and permits) parking bay

Plan : not-to-scale

Layout 11

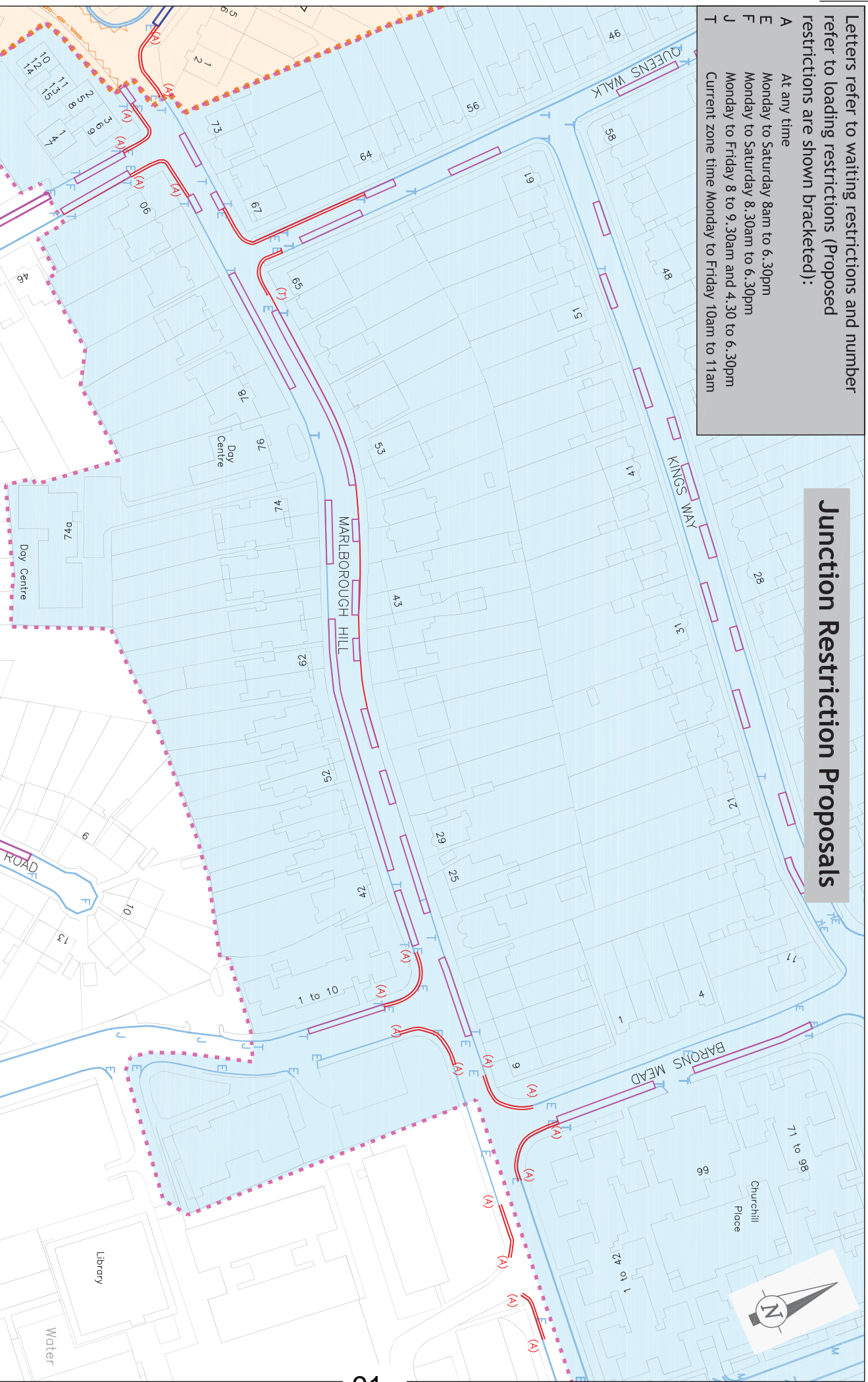
Harrow Council
LONDON

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- E Monday to Saturday 8am to 6.30pm
- F Monday to Saturday 8.30am to 6.30pm
- J Monday to Friday 8 to 9.30am and 4.30 to 6.30pm
- T Current zone time Monday to Friday 10am to 11am

Junction Restriction Proposals



Harrow COUNCIL
LONDON

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright and may be used to production of civil proceedings. London Borough of Harrow 1000192006.

- Legend
- Proposed no waiting at any time restrictions
 - Existing waiting restrictions
 - Existing permit parking bay

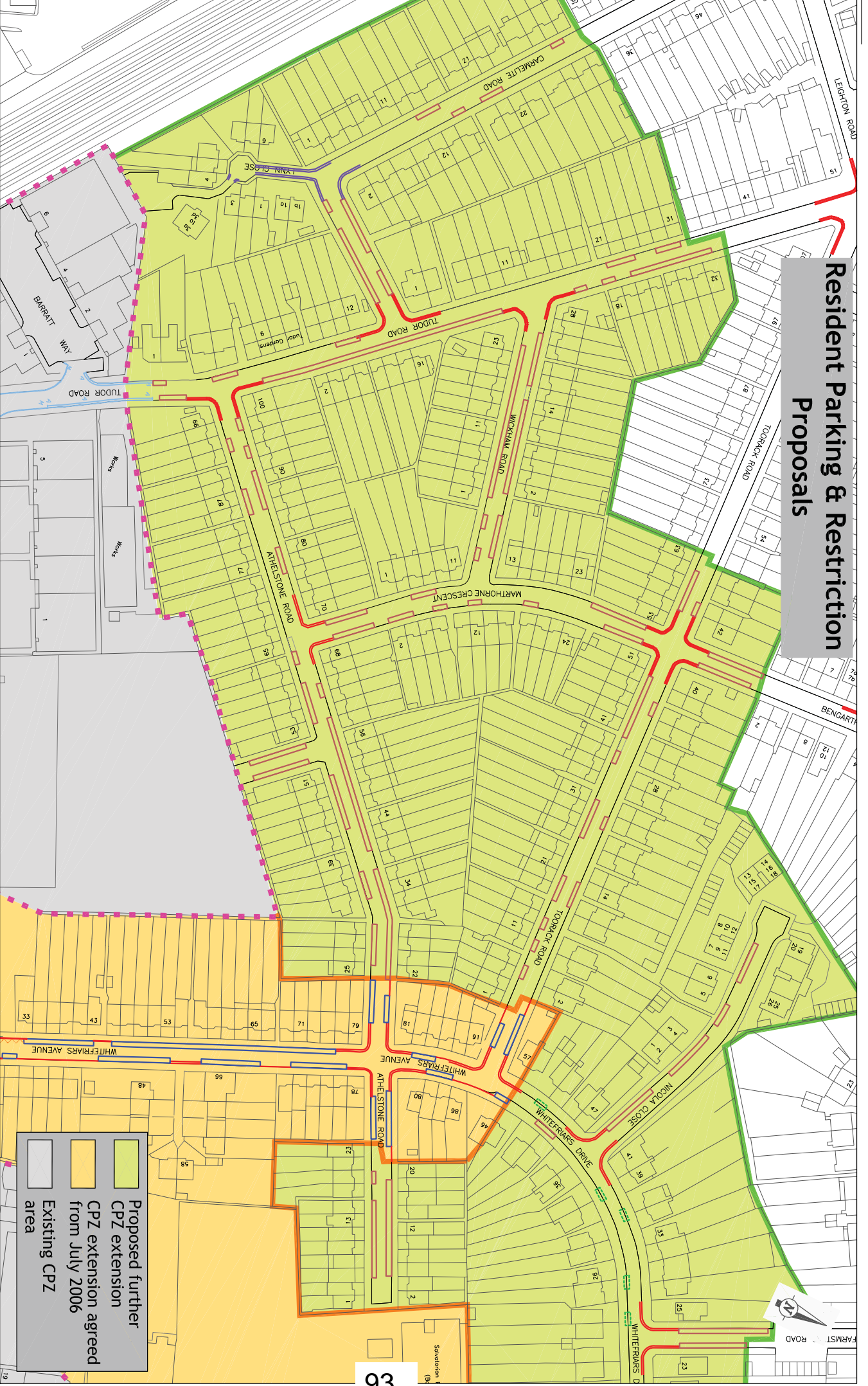
Plan : not-to-scale

Layout 12

Appendix G – Detailed plans used in consultation

Zone CA review

Resident Parking & Restriction Proposals



- Legend**
- Proposed permit parking bay
 - Proposed permit parking bay partly on footway
 - No waiting at any time restrictions agreed from July 2006
 - Proposed no waiting at any time restrictions

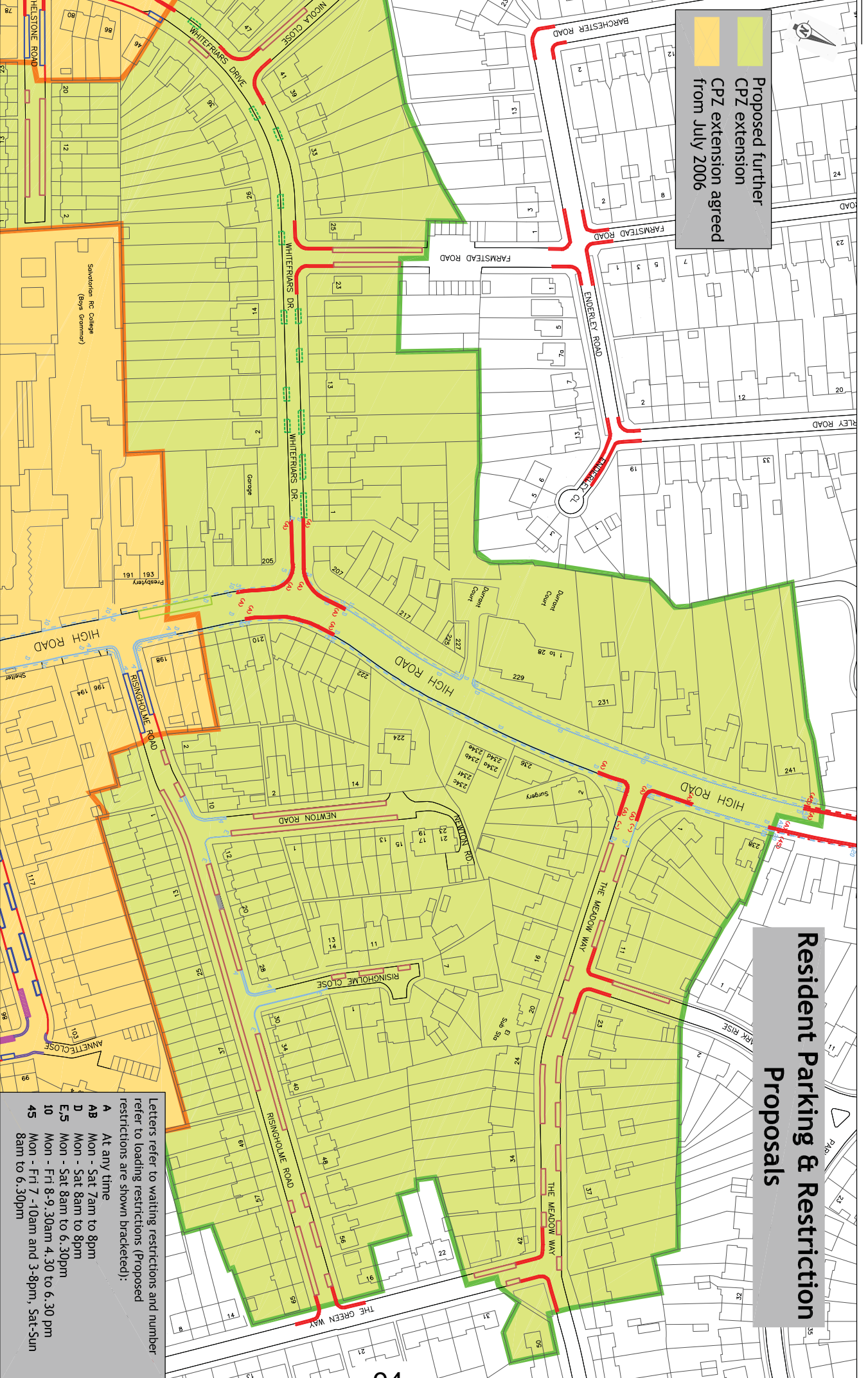
- Permit parking bay agreed from July 2006
- Existing Disabled persons' parking bay

Note:
Zone time restrictions apply between permit parking bays - no waiting Mon-Fri, 10-11am, 2-3pm unless shown otherwise.
Plan : not-to-scale

	Proposed further CPZ extension agreed from July 2006
	Existing CPZ area

Resident Parking & Restriction Proposals

Proposed further CPZ extension agreed from July 2006



Harrold COUNCIL
LONDON

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

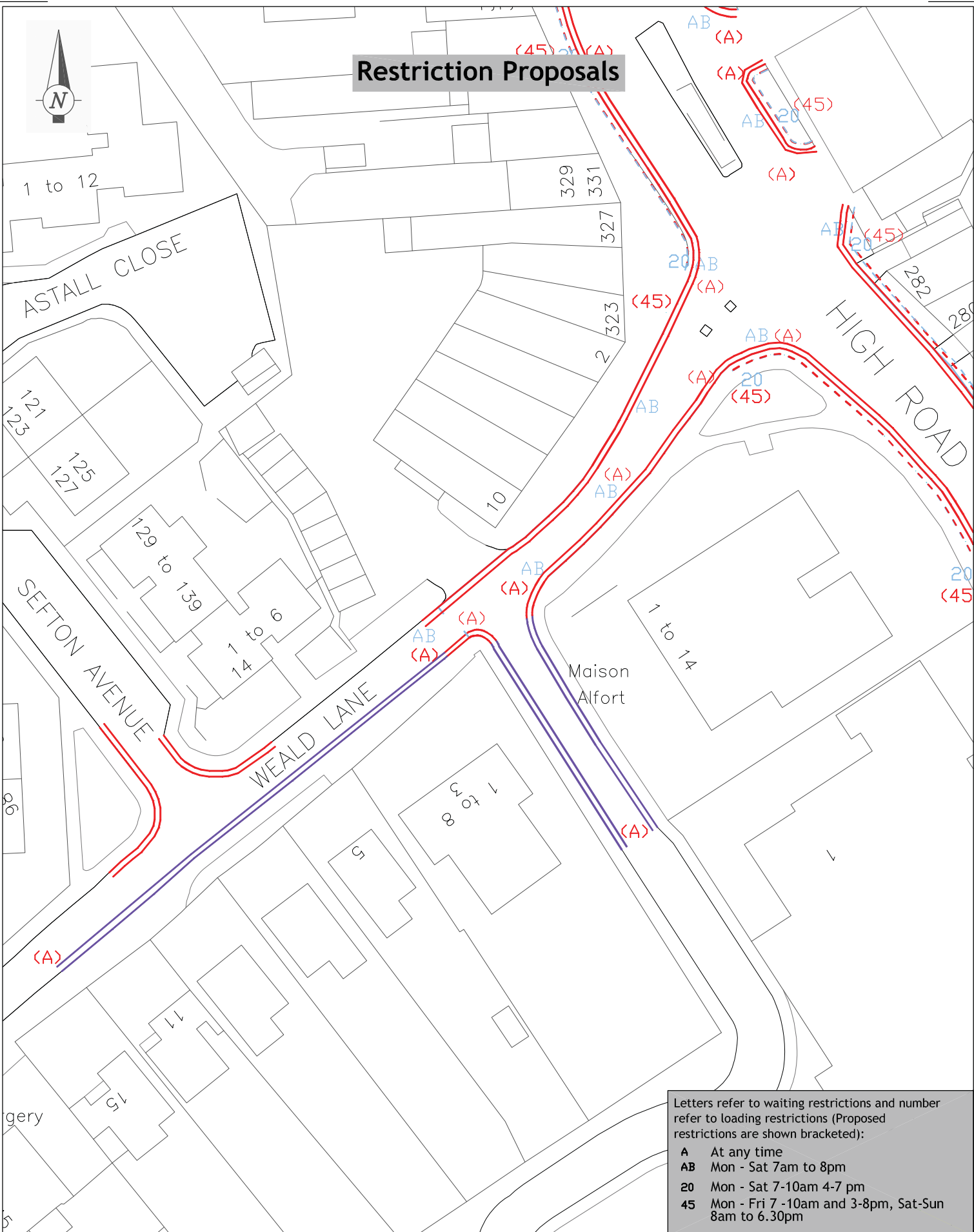
- Legend**
- Proposed permit parking bay partly on footway
 - Proposed No waiting at any time restrictions
 - Existing Disabled persons' parking bay
 - Permit parking bay agreed from July 2006
 - No Waiting at any time restrictions agreed from July 2006
 - Existing waiting restrictions
 - Existing loading restrictions
 - Waiting restrictions agreed from July 2006
 - Loading restrictions agreed from July 2006

Letters refer to waiting restrictions (Proposed restrictions are shown bracketed):

A At any time
AB Mon - Sat 7am to 8pm
D Mon - Sat 8am to 8pm
E/5 Mon - Sat 8am to 6.30pm
10 Mon - Fri 8-9.30am 4.30 to 6.30 pm
45 Mon - Fri 7 -10am and 3-8pm, Sat-Sun 8am to 6.30pm

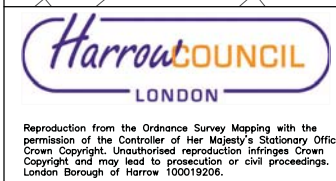
Note:
 Zone time restrictions apply between permit parking bays - no waiting Mon-Fri, 10-11am, 2-3pm unless shown otherwise.
 Scale : not-to-close
Layout 2

Restriction Proposals



Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- AB Mon - Sat 7am to 8pm
- 20 Mon - Sat 7-10am 4-7 pm
- 45 Mon - Fri 7 -10am and 3-8pm, Sat-Sun 8am to 6.30pm



- Legend
- Proposed No waiting at any time restrictions
 - - - Loading restrictions agreed from July 2006
 - Existing waiting restrictions
 - - - Existing loading restrictions
 - = No waiting at any time restrictions agreed from July 2006

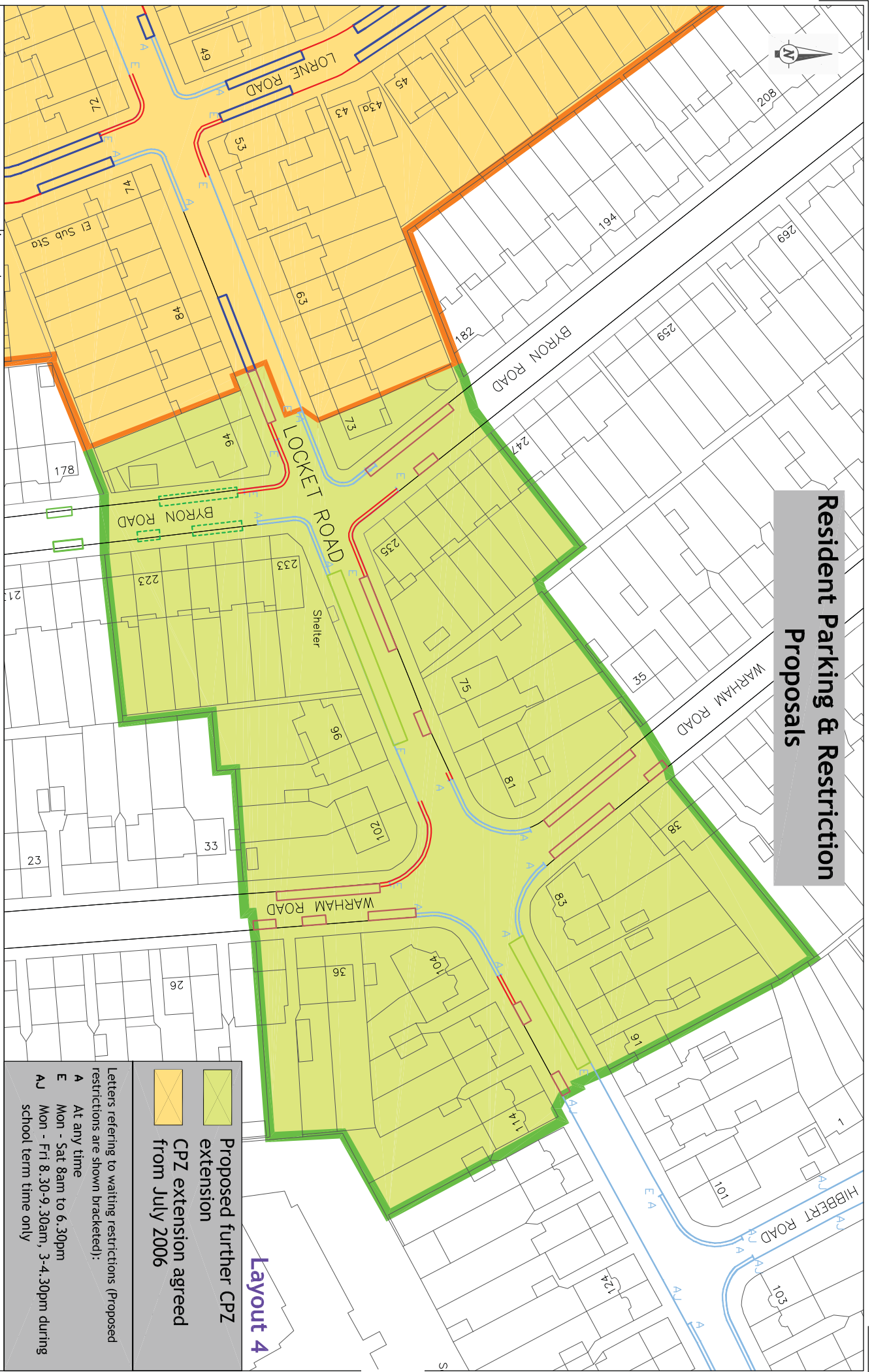
Note: Plan is not-to-scale

Layout 3

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



Resident Parking & Restriction Proposals



Legend

- Waiting restrictions agreed from July 2006
- No waiting at any time restrictions agreed from July 2006
- Permit parking bay agreed from July 2006
- Existing Bus stop clearway
- Existing waiting restrictions
- Proposed permit parking bay
- Proposed permit parking bay partly on footway
- Footway parking bay agreed July 2006

Note:
Zone time restrictions apply between permit parking bays - no waiting Mon-Fri, 10-11am, 2-3pm unless shown otherwise.
Scale 1:1000

Layout 4


- Proposed further CPZ extension
- CPZ extension agreed from July 2006

Letters referring to waiting restrictions (Proposed restrictions are shown bracketed):

- A** At any time
- E** Mon - Sat 8am to 6.30pm
- AJ** Mon - Fri 8.30-9.30am, 3-4.30pm during school term time only

Resident parking & Restriction Proposals



 **Proposed CPZ Extension**







Letters referring to waiting restrictions (Proposed restrictions are shown bracketed):
A At any time
E Mon - Sat 8am to 6.30pm
X Mon - Fri 10 - 11am and 2 - 3pm

Note:
 Zone time restrictions apply between permit parking bays - no waiting Mon-Fri, 10-11am, 2-3pm unless shown otherwise.
 Plan: Not-to-scale

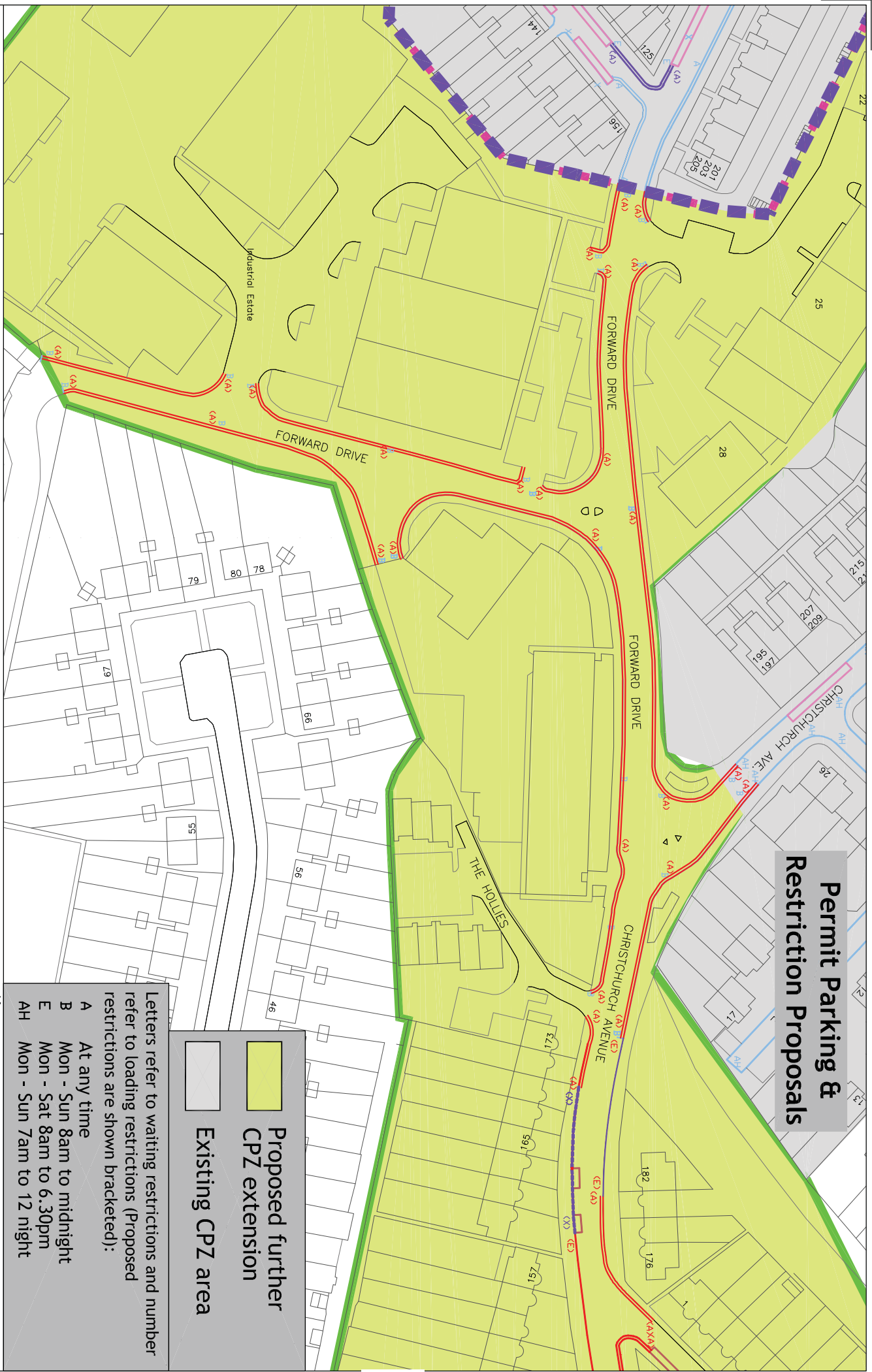
Layout 5



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

- Legend**
-  Proposed permit parking bay
 -  Proposed No waiting at any time restriction
 -  Waiting restrictions agreed from July 2006
 -  No Waiting at any time restrictions agreed from July 2006
 -  Existing Bus stop
 -  Proposed permit bays partially on pavement

Permit Parking & Restriction Proposals



- Legend**
- Proposed permit parking bay
 - Existing permit parking bay
 - No waiting restrictions agreed from July 2006
 - Proposed loading restrictions
 - Proposed waiting restrictions
 - Existing waiting restrictions
 - Existing loading restrictions

Proposed further CPZ extension

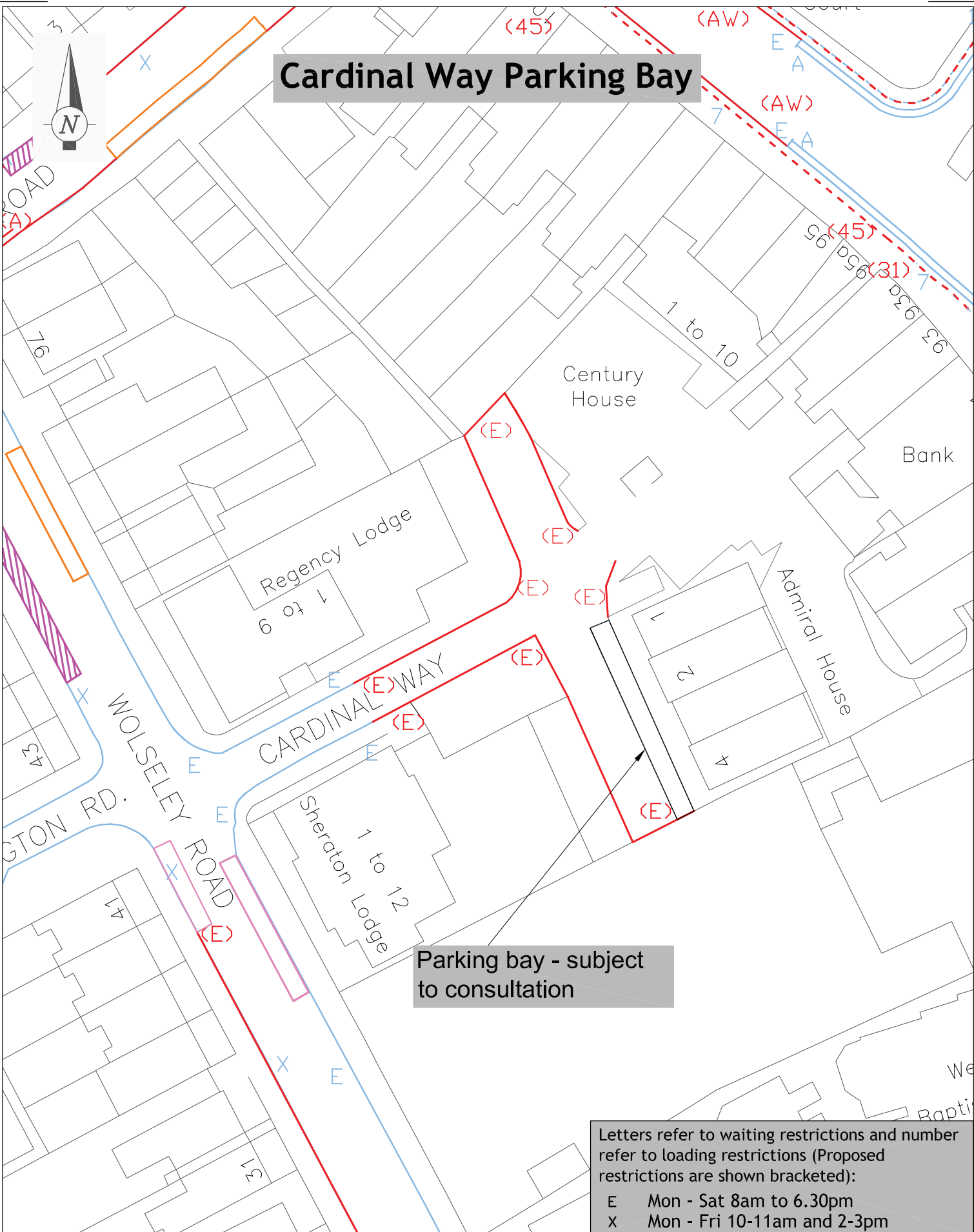
Existing CPZ area

Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

- A At any time
- B Mon - Sun 8am to midnight
- E Mon - Sat 8am to 6.30pm
- AH Mon - Sun 7am to 12 night

Note:
Zone time restrictions apply between permit parking bays - no waiting Mon-Fri, 10-11am, 2-3pm unless shown otherwise.
Scale 1:1250

Cardinal Way Parking Bay



Parking bay - subject to consultation

Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):
 E Mon - Sat 8am to 6.30pm
 X Mon - Fri 10-11am and 2-3pm



Legend

- Existing shared use P&D bay
- Shared use P&D bay agreed from July 2006
- Proposed parking bays subject to consultation

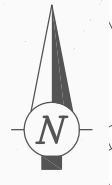
- Existing waiting restrictions
- Existing loading restrictions
- Waiting restrictions agreed from July 2006
- Proposed loading restrictions

Scale 1:500

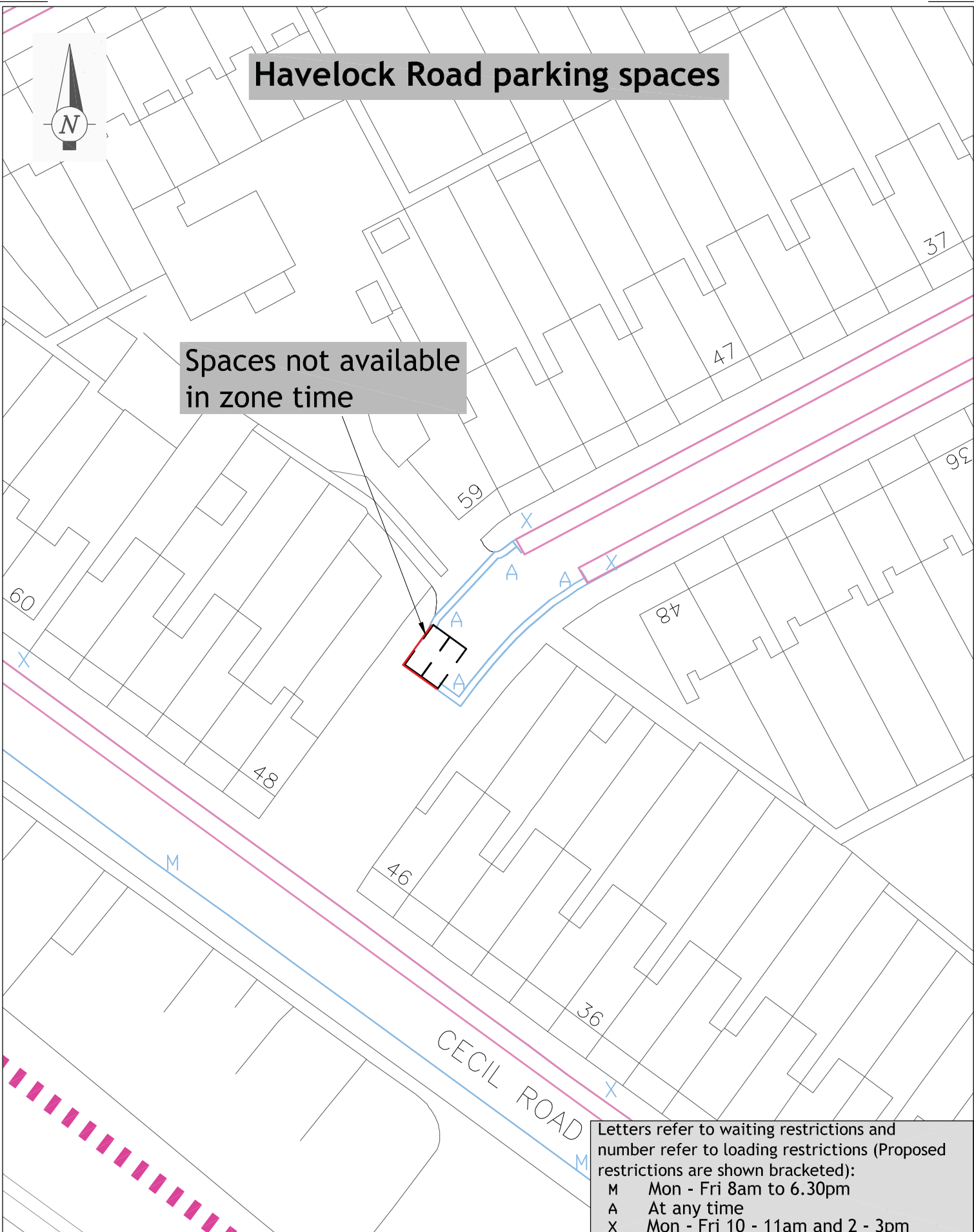
Layout 7

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Havelock Road parking spaces



Spaces not available in zone time



Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):
 M Mon - Fri 8am to 6.30pm
 A At any time
 X Mon - Fri 10 - 11am and 2 - 3pm

Legend

- Existing permit use bay
- Existing waiting restrictions
- Proposed Zone time waiting restrictions

Existing waiting restrictions

Scale 1:500

Layout 8



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Spencer Road Proposals



ANNETTE CLOSE
103

4

99

2

97

98

910

91

El Sub Sta
84

Proposed shared use bays (P&D and Permits)

Additional permit parking bays

	CPZ extension agreed from July 2006
	Existing CPZ area

Legend

	Proposed shared use P&D or Permit bays
	Proposed no waiting at any time restrictions
	No waiting at any time restrictions agreed from July 2006
	Shared use P&D or Permit bays agreed from July 2006

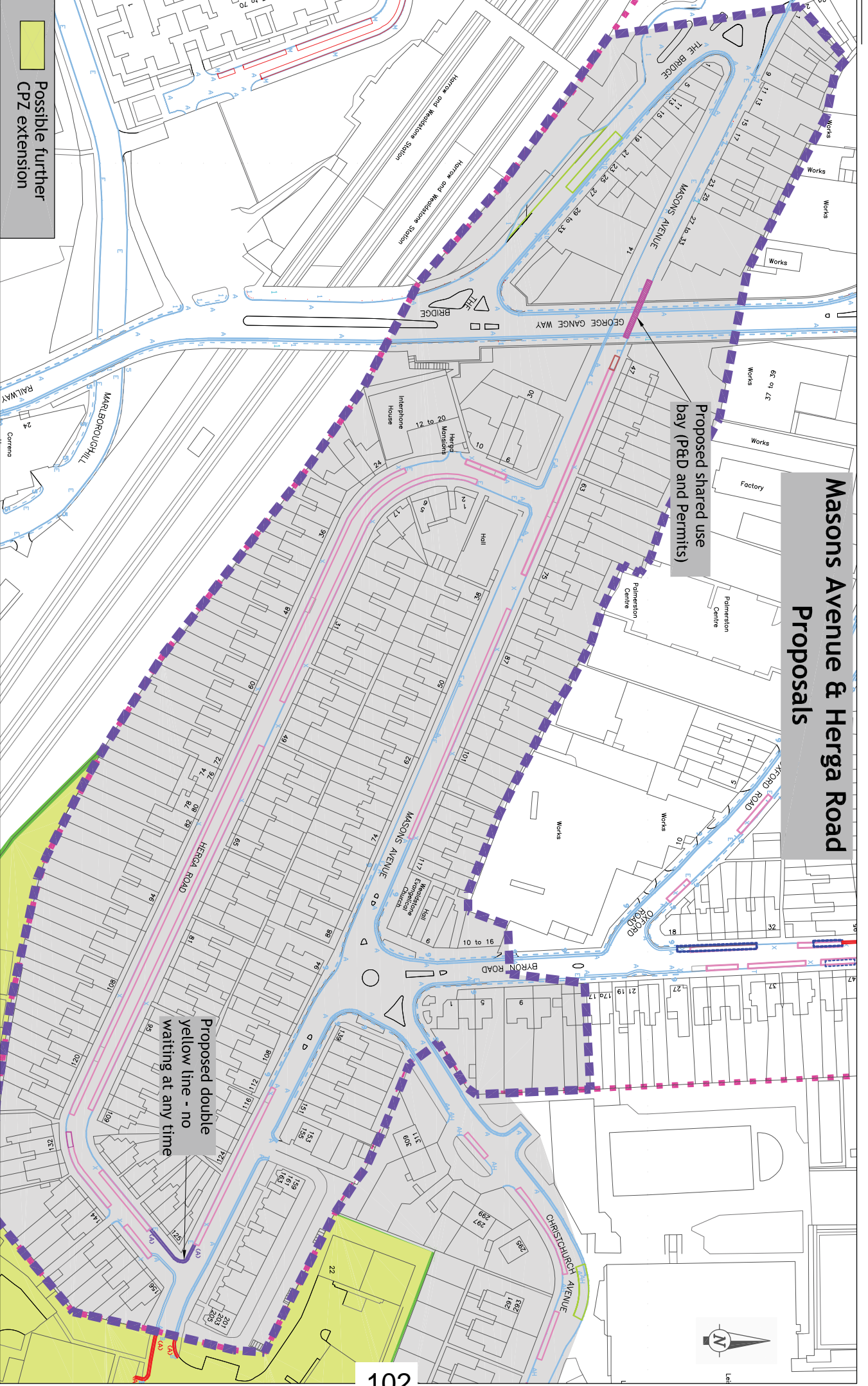
Scale 1:500

Layout 9



Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Masons Avenue & Herga Road Proposals



Possible further
CPZ extension

Proposed shared use
bay (PtD and Permits)

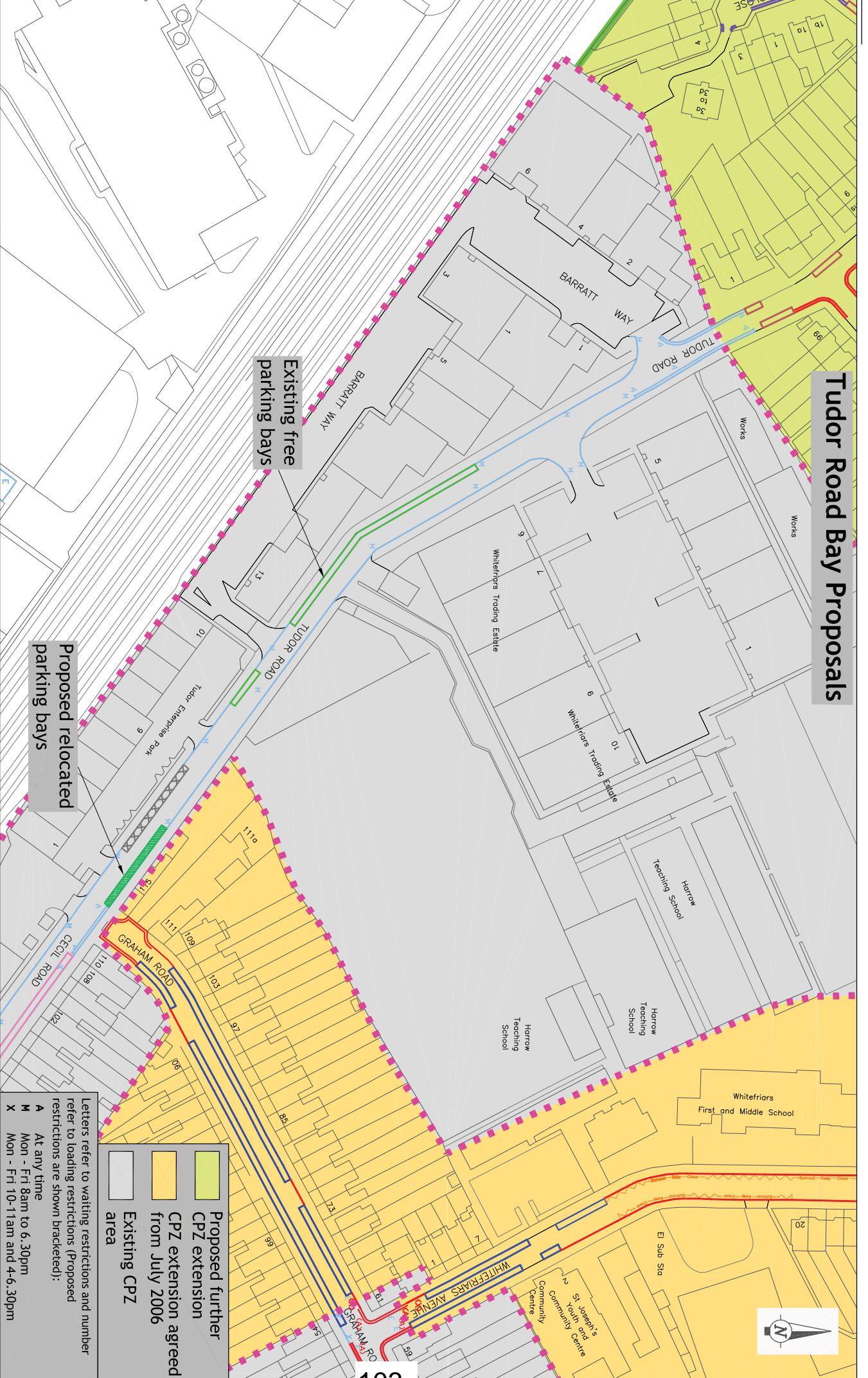
Proposed double
yellow line - no
waiting at any time

- Legend
- Proposed shared use PtD and Permit bay
 - Proposed no waiting at any time restrictions
 - Proposed permit parking bay partly on footway
 - No waiting at any time restrictions agreed from July 2006

- Permit parking bay agreed from July 2006
- Existing permit parking bay
- Extra permit bay space

Plan : not-to-scale

Tudor Road Bay Proposals



- Legend**
- Existing parking bay to be relocated
 - Proposed relocated parking bay
 - Existing free parking bay
 - No waiting at any time restrictions agreed from July 2006
 - Further proposed permit parking bays
 - Permit parking bay agreed from July 2006
 - Existing permit parking bay
 - Existing waiting restrictions

Note:
Zone time restrictions apply between permit parking bays - no waiting Mon-Fri, 10-11am, 2-3pm unless shown otherwise.
Plan : not-to-scale

Layout 11

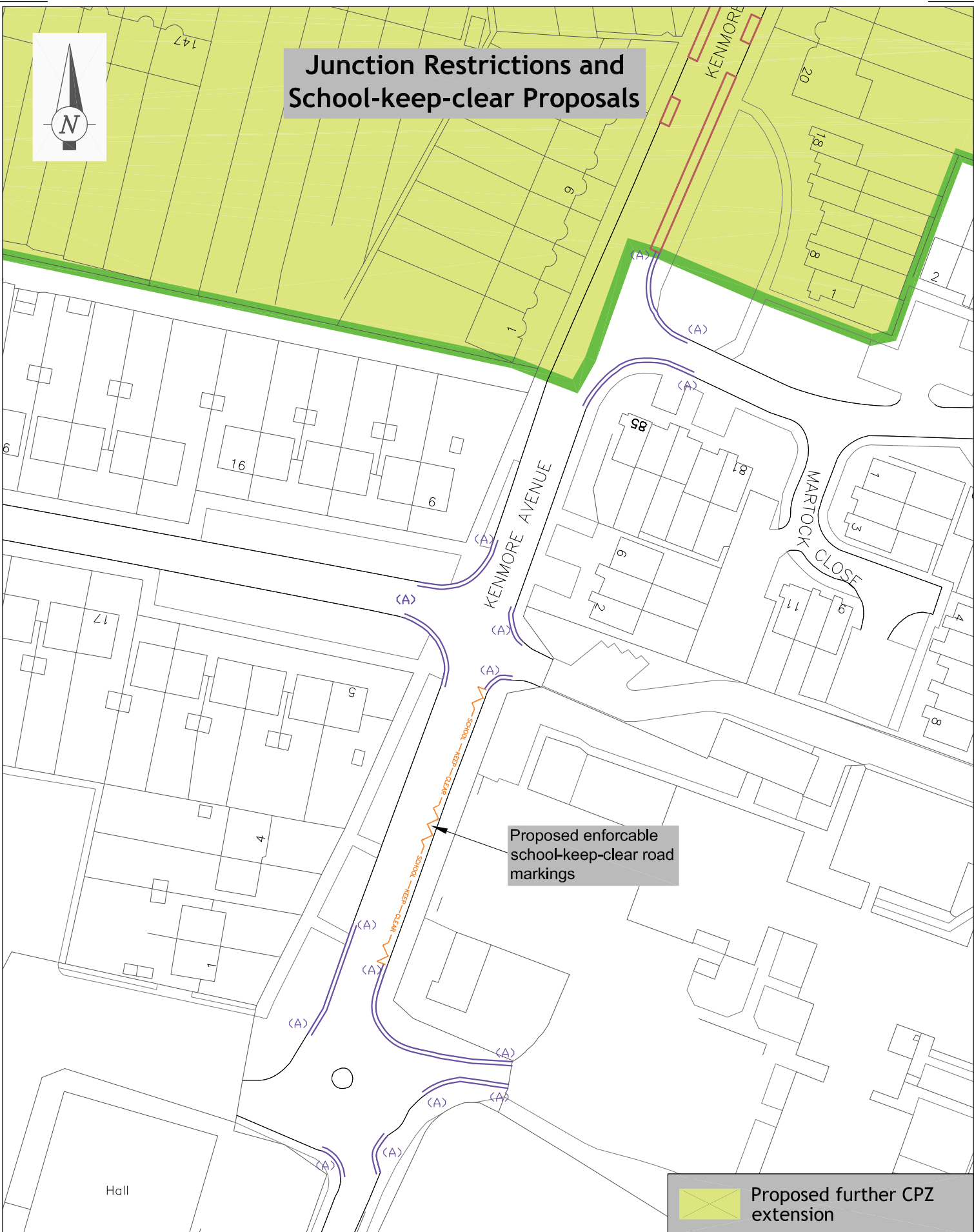
Letters refer to waiting restrictions and number refer to loading restrictions (Proposed restrictions are shown bracketed):

- A** At any time
- M** Mon - Fri 8am to 6.30pm
- X** Mon - Fri 10-11 am and 4-6.30pm


- Proposed further CPZ extension
- CPZ extension agreed from July 2006
- Existing CPZ area






Junction Restrictions and School-keep-clear Proposals



Proposed enforceable school-keep-clear road markings

 Proposed further CPZ extension



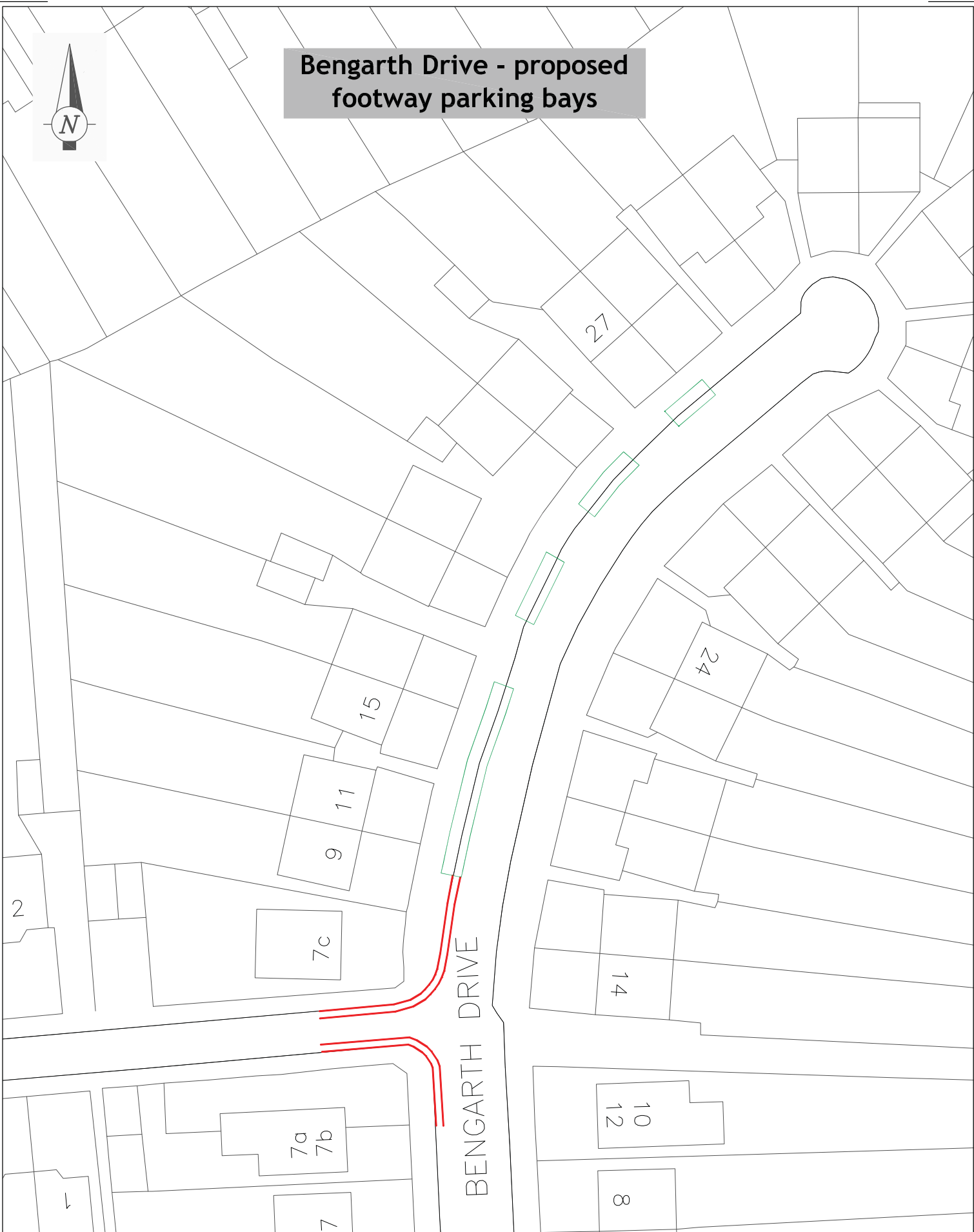
- Legend
-  SCHOOL —KEEP—CLEAR School-Keep-Clear road markings to be made enforceable
 -  Proposed double yellow line waiting restrictions
 -  Proposed permit parking bays

Plan : not-to-scale

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Layout 12

Bengarth Drive - proposed footway parking bays



Legend



Proposed parking freebays partially on footway



No waiting at any time restrictions agreed from July 2006

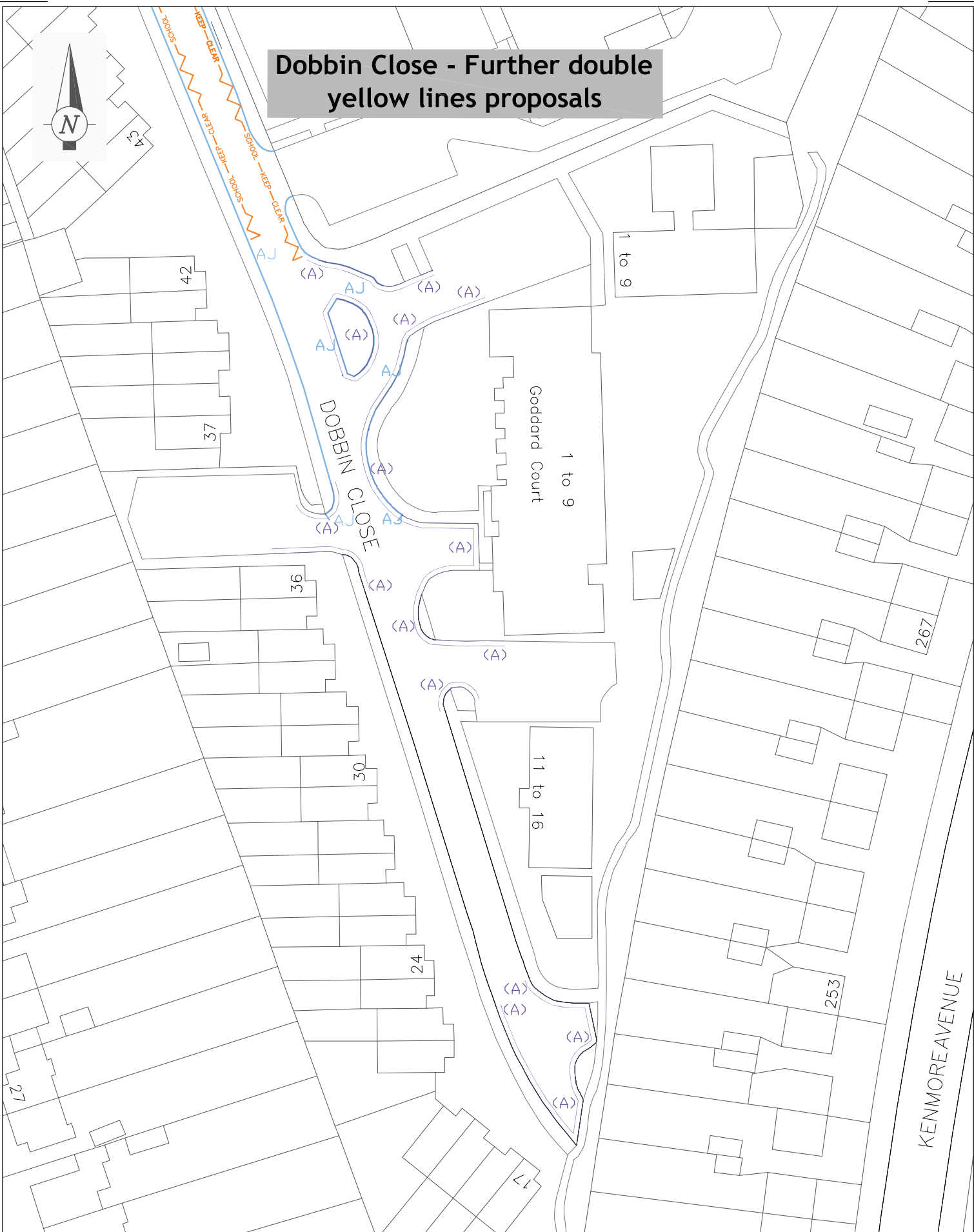
Plan : not-to-scale





Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Layout 13

Dobbin Close - Further double yellow lines proposals



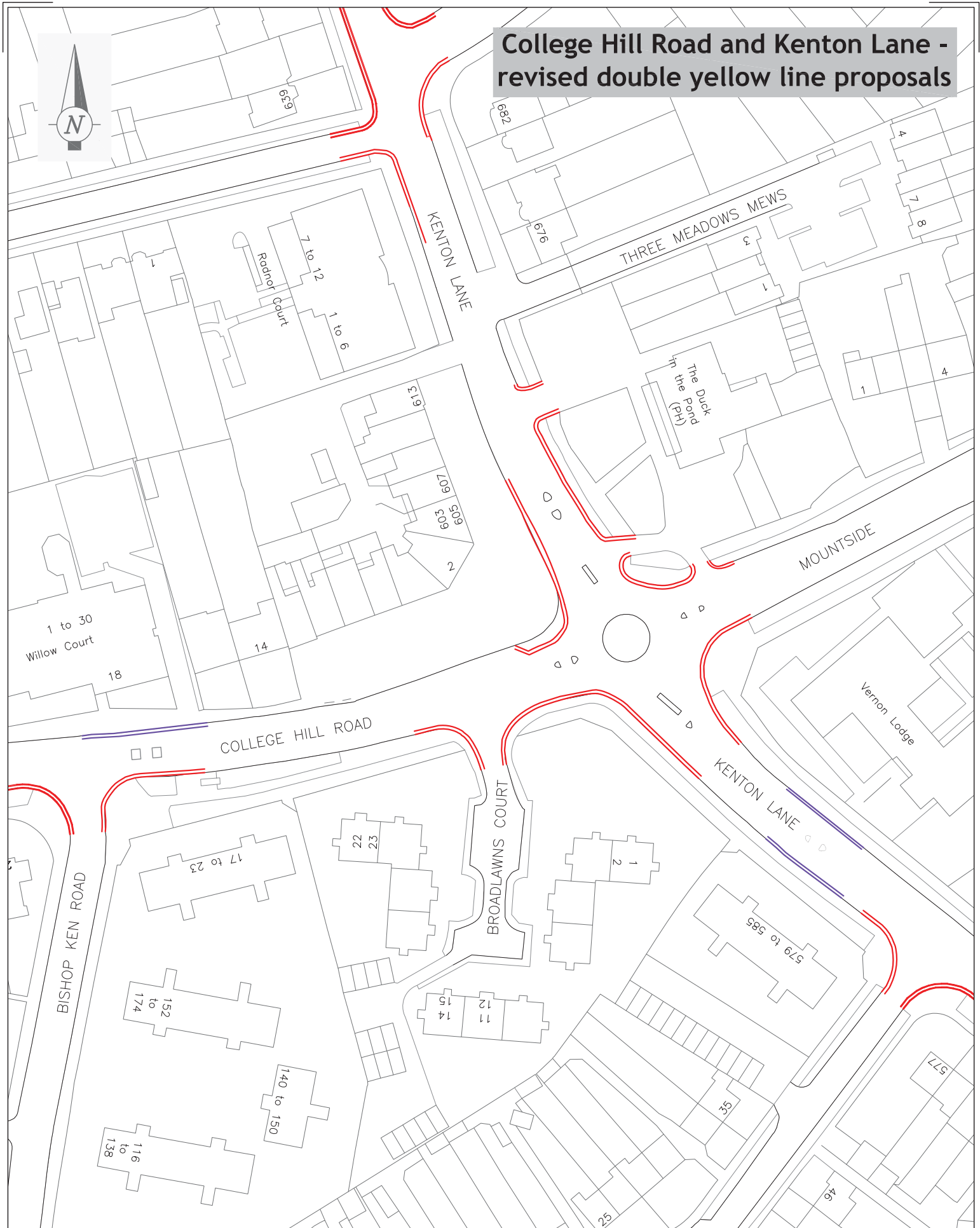
Legend
 Existing School-Keep-Clear road makings
 Proposed double yellow line waiting restrictions

Plan : not-to-scale

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Layout 14

College Hill Road and Kenton Lane - revised double yellow line proposals



Legend

- — No waiting at any time restrictions agreed from July 2006
- — Proposed double yellow line waiting restrictions

Plan : not-to-scale

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

Layout 15

This page is intentionally left blank

Appendix H Consultation Responses Zone C Review
Table 6 – Double yellow lines and whether to join controlled parking zone

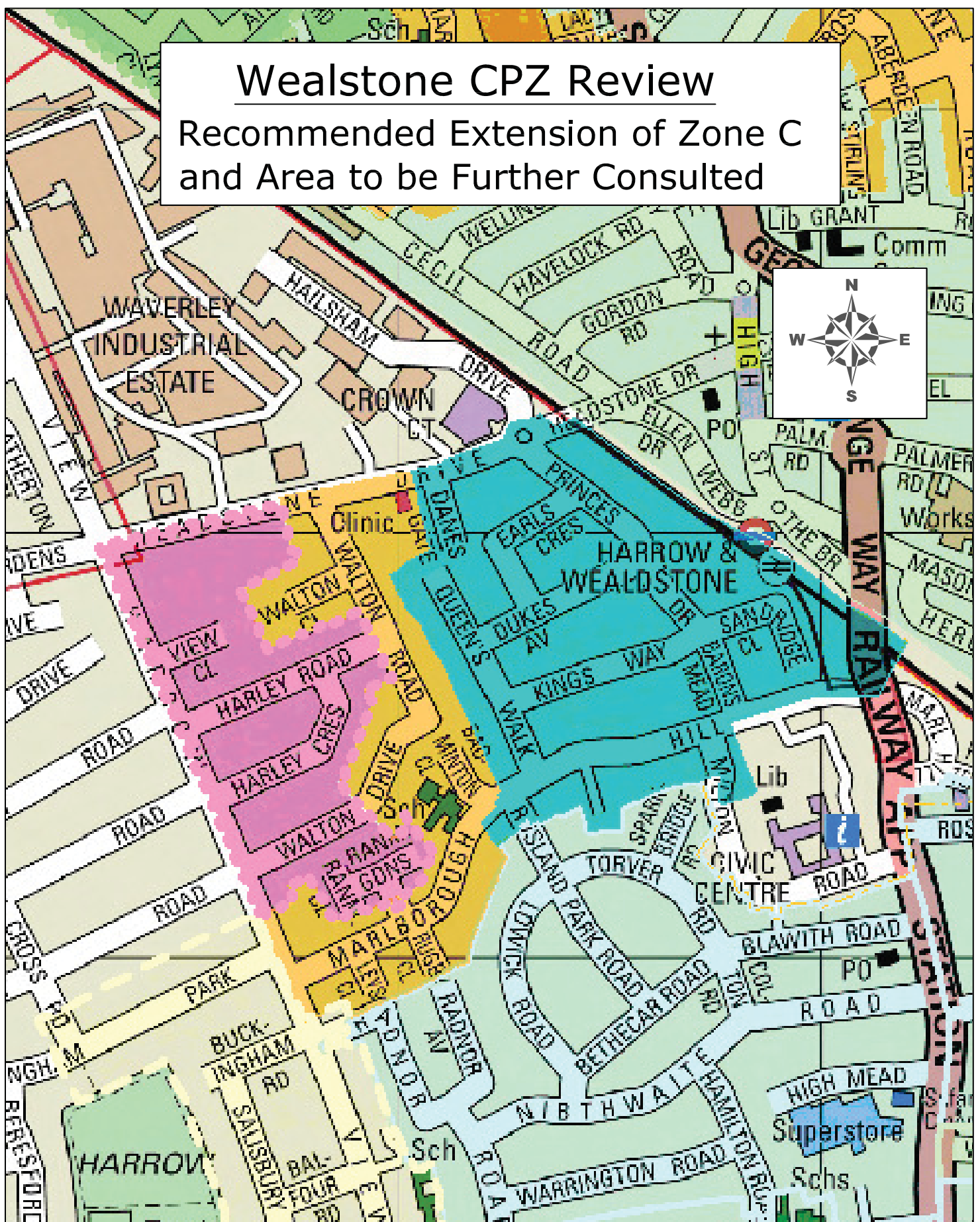
Road	Number delivered	Number returned	Percentage return	Double yellow lines?		Support CPZ?			Support for road?		
				Yes	No	Yes	No	No opinion	Yes	No	No opinion
Badminton Close	12	5	42%	3	1	2	2	1	2	2	1
Harley Road (Nos.3 to 6 only)	4	1	25%	0	1	0	1	0	0	1	0
Harrow View	36	5	14%	3	2	1	3	1	2	3	0
Headstone Drive (up to No.152)	21	0	0%								
Leys Close	8	3	38%	2	1	1	1	1	1	1	1
Marlborough Hill (111-165, 100-146, Marlborough Ct.)	77	16	21%	7	8	10	5	1	10	4	2
Ranmoor Close	8	3	38%	1	2	3	0	0	2	0	1
Ranmoor Gardens	36	12	33%	5	6	4	8	0	4	7	1
Rugby Close	8	3	38%	2	1	3	0	0	3	0	0
Walton Close	20	6	30%	4	2	3	2	1	3	2	1
Walton Drive	59	17	29%	11	7	9	8	1	6	9	3
Walton Road (incl 1&2 Harley Road)	62	17	27%	13	4	10	7	0	10	6	0
Consultation Totals	351	88	25.1%	51	35	46	37	6	43	35	10
			As a percentage	59%	41%	52%	42%	7%	49%	40%	11%
Ranmoor Gardens & Close	44	15	34%			7	8	0	6	7	2
Walton Drive (northeast end)	27	8	30%			8	0	1	6	0	3
Excluding Harrow View, Ranmoor Gardens & Close Walton Drive and Nos.3 to 6 Harley Road	212	51	24%			29	17	4	29	15	5
Ditto except including north-east end of Walton Road	239	59	25%			37	17	5	35	15	8
				As a percentage		63%	29%	8%			
Also including Harrow View (81-103) & Headstone Drive (up to 152)	275	64	23%			38	20	5	36	18	8
				As a percentage		60%	32%	8%			

Table 7 – Double yellow lines and whether wanting further consultation on controlled parking zone





Road	Number delivered	Number returned	Percentage return	Double yellow lines?		Do you want more consultation?			Percentage of those consulted wanting further consultation
				Yes	No	Yes	No	No opinion	
Harley Crescent	54	12	22%	10	1	9	1	2	17%
Harley Road (7-39,8-64)	46	12	26%	8	3	11	0	1	24%
Harrow View (76-226 & 127-219 & Goodwill PH)	169	15	9%	3	13	11	2	3	7%
Headstone Drive (154-206, Headstone Parade)	41	5	12%	2	2	1	2	2	2%
Headstone Gardens (52,69-91, The Quadrant)	23	3	13%	1	2	1	1	1	4%
View Close	20	7	35%	5	2	4	3	0	20%
Overall	353	54	15%	29	23	37	9	9	10.5%
Non distributor roads	120	31	26%			24	4	3	20.0%

Wealstone CPZ Review

Recommended Extension of Zone C
and Area to be Further Consulted



Legend

-  Existing CPZ Zone C
-  Recommended extension of CPZ Zone C
-  Further area to be consulted
-  Existing controlled parking zones

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

This page is intentionally left blank

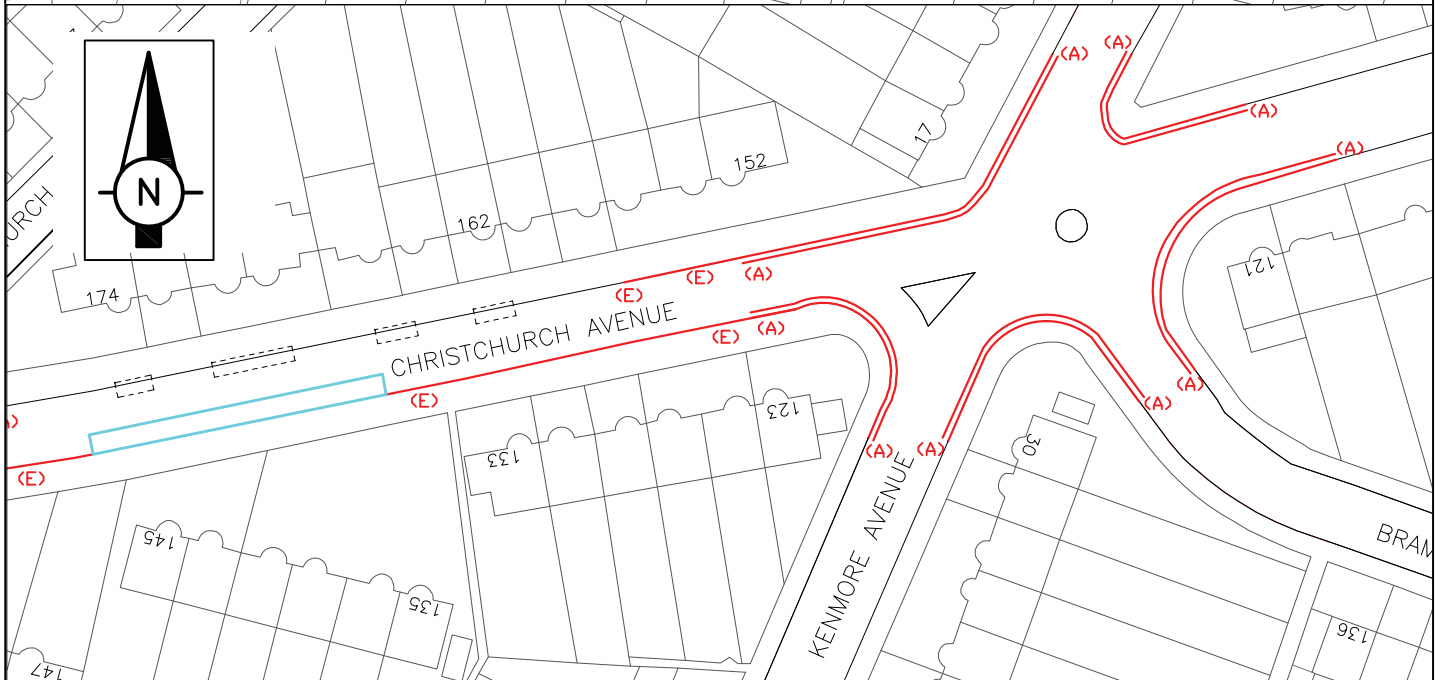
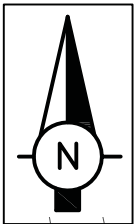
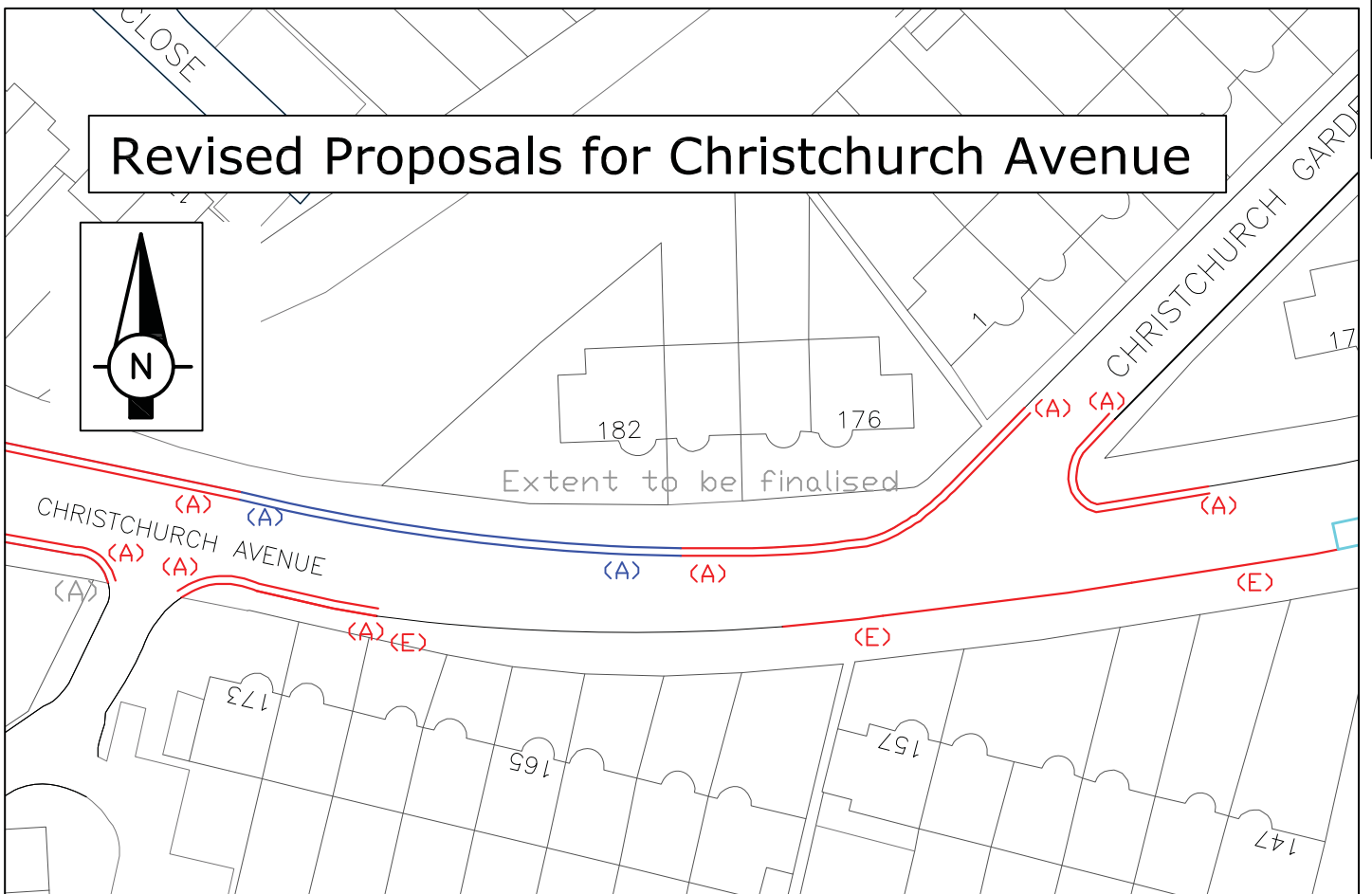
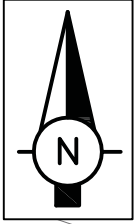
Appendix J Consultation Responses Zone CA Review

Table 9 – Double yellow lines and whether to join controlled parking zone

Road	Number delivered	Number returned	% return	Q2 Support CPZ?			Double yellow lines?	
				Yes	No	No opinion	Yes	No
Athelstone Road	101	17	17%	6	10	1	10	4
Atherstone Road east of Whitefriars Ave	23	3	13%	2	1	0		
CARMELITE ROAD (Up To 32 & 33)	33	13	39%	3	9	0	5	5
Lynn Close	16	4	25%	2	2	0	2	1
Marthorne Crescent	26	5	19%	0	5	0	3	1
Nicola Close	26	3	12%	2	1	0	4	0
Toorack Road	58	16	28%	0	12	0	5	6
Tudor Road incl Tudor Gardens	52	10	19%	3	15	0	11	6
Whitefriars Drive	51	12	24%	4	7	1	6	5
Wickham Road	26	9	35%	1	7	1	6	3
Area Subtotal	389	89	23%	21	68	3	52	31
High Road/Street (Nos195-243, 204-238)								
	60	16	27%	3	2	0	3	0
Newton Road								
	21	6	29%	2	4	0	4	1
Risingholme Close	14	5	36%	2	2	1	2	3
Risingholme Road	64	20	31%	4	14	2	8	8
The Meadow Way (west of the Green Way)	38	16	42%	5	10	1	9	6
Area Subtotal	137	47	34%	13	30	4	23	18
Northern Area Subtotals				37	100	7	78	49
Locket Road (by Byron and Warham Roads)								
	41	13	32%	1	12	0	6	6
Christchurch Avenue (upwards from 111 & 138 & incl The Hollies)								
	73	11	15%	6	4	1	7	3
Christchurch Gardens	50	15	30%	5	11	0	8	8
Forward Drive	12	1	8%	0	1	0	0	1
Kenmore Avenue (up to 53 & 38)	50	11	22%	5	6	0	8	2
Area Subtotal	185	38	21%	16	22	1	23	14
Overall Total								
	812	203	25.0%	54	134	8	107	69
				28%	68%	4%	61%	39%

This page is intentionally left blank

Revised Proposals for Christchurch Avenue








Letters referring to waiting restrictions
(Proposed restrictions are shown bracketed):

A At any time
E Mon - Sat 8am to 6.30pm



Legend

-  Proposed No waiting at any time restriction
-  Waiting restrictions agreed from July 2006
-  No waiting at any time restriction agreed from July 2006
-  Existing Bus stop
-  Proposed free bays partially on pavement

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

This page is intentionally left blank

Appendix L – Princes Drive consultation - Zone C Review

Table 10 – Consultation on parking bays and extended double yellow line

Parking bay arrangement outside shops	Support	3
	Against	1
	No opinion	2
Preferred means of parking control in bays	Permit bays	3
	Pay and Display	2
	Shared Use (permits and P&D)	0
Double yellow lines in Princes drive opposite shops	Support	4
	Against	0

This page is intentionally left blank

Appendix M – Other consultations Zone CA Review

Table 11 – Consultation on possible extra CPZ hour, double yellow lines and extra bay

Address is?	Extra CPZ hour?			CPZ on Saturday?		Double yellow line?			Extra bay under bridge?		
	Yes	No	Other	Yes	No	Yes	No	No opinion	Yes	No	Partially
Residential Byron Road (south of Oxford Road)	0	1	0	0	1	1	0	0	1	0	0
Herga Road	13	15	2	6	25	18	11	2	28	2	0
Masons Avenue The Bridge	13	13	2	12	16	17	5	1	26	0	1
Total Residents	26	29	4	18	42	36	16	3	55	2	1
Businesses	0	8	1	0	8	5	3	0	10	0	1
Total Overall	26	37	5	18	50	41	19	3	65	2	2

Table 12 – Further double yellow lines

Location	Support proposals or suggest more extensive restrictions	Against proposals
Dobbins Close	12	8
College Hill Road (near Kenton Lane)	9	2
Kenton Lane (just south of College Hill Road)	2	0
Weald Lane	5	5

Table 13 – Parking to apply to bay in Cardinal Way

Preferred parking control in parking bay in Cardinal Way	Responses
Permit holders only Mon-Fri 10-11am & 2-3pm (free at other times)	3
Shared use (permit holders and P&D) Mon-Sat 8am-6.30pm	0
Other	1 (Suggested left uncontrolled but also indicated preference for permit holders)

Table 14 – Spencer Road - Re-consultation by doctors surgery

Location	Extra double yellow lines?		Revised bay layout?	
	Yes	No	Yes	No
Spencer Road (Nos 91-109, 84-90); Annette Close; 1 & 2 The Cross Way	4	2	2	4

Table 15 – Proposal to allow parking partially on the footway in Bengarth Drive

	Responses
Support parking partially on the western footway within marked bays	13
Against	2

Table 16 – Proposed changes to “freebays” in Tudor Road

Issue	Responses
option 1- no waiting 8-10am	3
Preferred parking control for current freebays option 2- P&D 8am-6.30pm	2
option 2a- as 2 but max 4hrs	0
Stay free	1
Other	0
Change location of one bay as shown on plan Support	6
Oppose	0

Table 17 – Proposed enforceable school keep clear marking and double yellow lines in Kenmore Avenue

	Responses
Support making the school keep clear zig-zag markings enforceable as no stopping restrictions	15
Against	2
Support double yellow lines at junctions and turning area as shown on plan	17
Against	2



Cabinet/Committee:	Traffic and Road Safety Advisory Panel 25th September 2007
Date of Circulation:	
Subject:	INFORMATION REPORT – Progress update on key traffic schemes.
Responsible Officer:	Head of Property and Infrastructure
Portfolio Holder:	Councillor Susan Hall – Environment Services
Exempt:	No

SECTION 1 – SUMMARY

This information report is presented to members to up date them regarding progress on a number of key traffic management projects. The list can be summarised as follows:

- Kenton Lane – Local Safety Scheme
- Harrow on the Hill – 20 mph zone
- Wembley Event Day parking proposals
- Headstone Drive/Harrow View/Headstone Gardens - junction improvements
- Wealdstone High Street – re opening of the High Street
- Petts Hill Bridge

FOR INFORMATION

SECTION 2 - REPORT

2.1 Kenton Lane – Local safety scheme.

2.1.2 Kenton Lane is on this year's Local Safety Schemes programme for implementation this financial year following a successful bid to Transport for London to address the high number of personal injury accidents along its length. Details of the 2007/08 programme were circulated to TARSAP members in June.

2.1.3 All the schemes in the Local Safety Schemes programme are localised measures and involve essential and necessary alterations to the highway network to improve the safety of all road users. The scheme development work is focussed on the analysis of personal injury road traffic accidents data supplied by the Metropolitan Police and detailed assessments of how accidents have occurred and the layout of the environment in which they take place.

2.1.4 The proposed scheme includes:

- Sections of 'at any time' waiting restrictions (yellow lines) to improve driver's visibility which is in addition to waiting restrictions being placed on all the junctions for approximately 10 metres.
- Widening and upgrading of the existing pedestrian refuges at the Kenton Lane/ Uxbridge Road roundabout.
- The provision of four speed activated signs where speeding is occurring to alert drivers.
- The provision of two new pedestrian refuges to provide a safe crossing point for pedestrians.
- The construction of a parking lay-by outside the parade of shops to ease congestion and improve visibility.
- The construction of a raised entry treatment on Alicia Avenue at its junction with Kenton Lane to reduce speeds and provide a safe, level crossing facility for pedestrians.
- Central hatch and 'slow' road markings to discourage speeding.

2.1.5 The proposals are shown in **Appendix A and A1** and were sent to local ward members for comment prior to distribution and will be on display at the meeting. The public consultation ended on the 7th September 2007. It is anticipated that subject to the outcome of the public consultation the scheme will be implemented this financial year 2007/08.

- 2.1.6 During the consultation period two petitions were received from different sections of Kenton Lane. The first containing 45 signatures, from residents of No. 659 - 689 and No. 698 - 730 Kenton Lane objecting to double yellow lines in this part of Kenton Lane. The front sheet of the petition is shown in **Appendix D** for information.
- 2.1.6 The second, from the residents of Kenton Lane between Hartford Avenue and Ivanhoe Drive contained eighty-one signatures and was also objecting to the loss of parking as a result of the proposed double yellow lines in this section of Kenton Lane. The front sheet of the petition is shown in **Appendix E** for information. They also suggested that a 20 mph zone might be more appropriate in certain sections of Kenton Lane.
- 2.1.8 After receipt of the first petition officers agreed to meet with the lead petitioner and local residents on site to discuss their concerns. Following discussions on site, it was agreed that some of the proposed double yellow lines in Kenton Lane would be omitted, however, double yellow lines near to the junction of Kingfisher and Woodpecker Close would remain as part of the scheme. The lead petitioner was in agreement with the revised proposals.
- 2.1.9 Officers have visited the site to investigate the second petitioners concerns relating to the section between Hartford Avenue and Ivanhoe Drive. Following careful consideration it has been agreed to omit the proposed upgraded waiting restrictions (double yellow lines) fronting nos. 259 – 277 Kenton Lane. Every effort has been made to maximise on-street parking without compromising the safety and the effectiveness of the scheme. The lead petitioner will be informed of the amendments accordingly.

2.2 Harrow on the Hill – 20 mph zone proposals.

- 2.2.1 TfL has approved a programme of 20mph schemes on the basis of the council's 2007/2008 Borough Spending Plan (BSP) submission, which sets out the borough's programme of schemes and priorities. The schemes have been approved by the Mayor for London's office on the basis of this submission meeting the requirements of the Mayors Transport Strategy for London. TfL has approved a total budget of £250,000 inclusive of design costs for the scheme this financial year.
- 2.2.2 It is proposed to introduce a 20 mph zone in the roads surrounding and including Harrow School, John Lyon School, Roxeth School and Roxeth Mead schools. The scheme includes enhancing some of the existing safety features such as the priority kerb build outs in the High Street, which were introduced three years ago. The carriageway will be raised at these locations to a maximum of 50 mm. It is estimated that 1.5 million pedestrian movements occur annually at the existing pedestrian crossings located outside Harrow on the Hill school, therefore some of the existing pedestrian crossing areas will also be raised and widened to provide

- improved crossing facilities for pupils and pedestrians alike. Plans of the draft proposals will be on display at the meeting
- 2.2.3 It is a requirement that for 20 mph zones to be effective, self-enforcing traffic calming measures must be provided in order to deter drivers from exceeding the 20mph speed limit. Therefore raised speed platforms are proposed at other key locations in line with current Department for Transport guidelines in West Street and Middle Road.
- 2.2.4 The police, emergency services, transport operators and other statutory bodies have been consulted on the proposals through regular traffic liaison meetings and full support for the scheme has been indicated. Any comments made about the scheme have already been taken into account within the design where possible.
- 2.2.5 A detailed consultation exercise is planned with the local community including residents, businesses and the schools in the autumn 2007. The Harrow on the Hill Forum has seen the original plans and supports the proposals. In addition ward councillors were invited to view the plans recently prior to the detailed consultation leaflets being prepared and their comments have been considered as part of the detailed design, which is currently underway.
- 2.3 Wembley event day parking scheme.**
- 2.3.1 Harrow Council has secured £100,000 from section 106 funding from Wembley National Stadium Limited to implement parking control measures deemed necessary to mitigate the impact of the new Stadium.
- 2.3.2 AccordMP were commissioned last year (2006 / 07) to prepare a report exploring options for controlling parking in and around the Stanmore and Canons Park area, in particular around the underground stations, as a result of Wembley Stadium event day parking.
- 2.3.3 The report identified two main options to protect the areas surround the underground stations from parking associated with Wembley stadium. Option 1 - A stand-alone event day parking scheme, or; Option 2 - amendments to the hours of control of the existing Stanmore Controlled Parking Zones (CPZ) along with amendments to the existing zone boundaries.
- 2.3.4 Following on from the report a key stakeholder consultation meeting was held on 26th July 2007. The meeting involved the Portfolio Holder the chair of TARSAP and local ward members as well as representatives of local residents associations and members of the public. It was agreed at the meeting that a detailed scheme would be worked up to include extended boundaries in the Stanmore area and extended operational hours to cover both Saturdays and Sundays. The agreed consultation zone boundaries are shown in **Appendix B.** for information.

2.3.5 The scheme is likely to take a year to implement due to statutory consultation and the preparation of traffic regulation orders. The programme to completion is as follows: Initial design and consultation in autumn 07; Detailed design, traffic orders and statutory consultation winter 07; Consideration of objections and Portfolio Holder approval spring 08; and implementation summer 08.

2.4 Headstone Drive/Harrow View/Headstone Gardens - junction improvements

2.4.1 At the meeting of the Panel on 20 June 2006 a scheme to provide green-man crossing facilities and a small amount of shopper parking was presented for consideration and approval.

2.4.2 A disadvantage of the scheme was that the right turn from Headstone Gardens into Harrow View had to be banned to allow the system to operate without significant loss of junction capacity and to avoid carriageway-widening works that would not have been affordable within the scheme budget.

2.4.3 Public consultation on the proposal had, in general, indicated strong support but there was opposition to the right turn ban.

2.4.4 As a result the Panel referred the report back to officers for further consideration with a view to developing crossing facilities in a manner that did not introduce turning restrictions or significantly add to traffic delay.

2.4.5 TfL's Signals Modernisation Unit had carried out the original signals modelling work on behalf of the council as they were, at that time, preparing a scheme to replace the signals equipment. However, this option was not available for the further investigation. Limited resources and reorganisation within TfL meant that signals schemes now had to be developed by the boroughs themselves and a vacant slot sought in TfL's signals programme for their signals unit to carry out independent checks to ensure that the proposals were workable. The council's partner for public realm procurement work, AccordMP, was therefore tasked with developing the new proposals.

2.4.6 Initial work showed that a low-cost solution, keeping within existing carriageway space, and without banned turns was not possible.

2.4.7 Further work identified a possible solution that avoided banned turns but which requires substantial road widening on the south east corner (see **Appendix C**). The scheme is likely to cost in the region of £250,000 as opposed to £50,000 for the original scheme.

2.4.8 With regard to the traffic operation of the scheme, whilst the new layout is overloaded, it is overloaded to a lesser degree in overall terms than the

existing layout. General congestion should therefore be reduced. However the queuing predicted on the Headstone Drive approach is significantly longer than the existing queuing. Further work is needed to better balance the queuing but the overall result should still be an improvement. This needs to be confirmed by checks by TfL's signals unit.

- 2.4.9 The detailed modelling for the new proposals was received too late to have the work programmed for checking in 2006/07 by TfL. A severely restricted traffic management budget in 2007/08 has meant that, to date, funding has not been available this year to cover the cost of these checks. However money has recently been made available to develop cycling improvements at the junction, which could be incorporated in the new layout with minimal modification. Advantage will be taken of this new funding source to seek a place on the signals programme for the checks to be carried out in this financial year. The next time slot likely to be available will be in the fourth quarter. Should the TfL checking process confirm that the proposals are viable, combined funding will be sought for construction in 2008/09 from the TfL Walking and Cycling budgets.

2.5 Re-opening Wealdstone High Street to Traffic

- 2.5.1 Members were advised at the last meeting of the Panel on 27 February 2007 that a preferred option for the proposed re-opening of Wealdstone High Street had been selected and initial consultation had taken place with ward councillors, traders and other key stakeholders.
- 2.5.2 The preferred option involved northbound, one-way traffic and a link, via Canning Road, to provide access to the multi-storey car park from the High Street. Southbound buses would travel via George Gange Way and Palmerston Road to a new stop on the High Street immediately south of the Palmerston Road junction. The scheme would provide 23 on-street parking spaces together with 3 disabled persons' bays and 4 loading bays on the High Street and nearby in adjacent side roads
- 2.5.3 Despite traffic modelling showing that the scheme should improve bus journey times, and support being shown by some sections of TfL, the Bus Priority team expressed concerns about the re-routing of southbound buses via George Gange Way and Palmerston Road. They wished to carry out a number of surveys to test the modelling results before giving a formal response.
- 2.5.4 After a considerable delay, and having been pressed many times for a response, the Bus Priority team advised in June 2007 that they would formally object to the re-routing of southbound buses.
- 2.5.5 To avoid the potentially lengthy delays to the scheme that dealing with such an objection would cause, meetings took place with TfL Buses in early Summer to find a mutually acceptable solution. The scheme was modified to permit southbound bus flow on the High Street whilst still

- allowing northbound access for general traffic. This does however reduce the amount of on-street parking that can be provided from 23 to 14 spaces. The numbers of disabled persons' bays and loading bays remains the same.
- 2.5.6 To enhance the impact of the proposals TfL offered to make a funding contribution and it was agreed that an additional £50,000 would be directed towards public realm improvements with a further £30,000 a year over the next two years used to fund a Town Centre Manager post to promote regeneration.
- 2.5.7 Following these developments a further meeting was held with ward councillors and traders on 24 July 2007 to make them aware of the modifications to the scheme.
- 2.5.8 With the support of all key interests now in place the scheme is clear to move ahead in a much more positive manner. Public consultation is planned in early October to help decide the detail of the public realm improvements. In parallel with this the Traffic Orders needed to make the changes to the traffic restrictions will be prepared and publicised.
- 2.5.9 Ahead of consultation the works costs are being defined with greater certainty to ensure that the scheme will remain within budget and to better inform the extent to which the public realm can be improved. In this period the TfL signals unit will also examine the traffic effects of the proposed signalling changes to gauge the impact on the A409 that is part of the Strategic Road Network (SRN). Modifications will be made, if necessary, to ensure that the impact is acceptable to TfL's Network Assurance Team who must give formal approval to any scheme affecting the SRN.
- 2.5.10 Remaining risks ahead of construction are:
- Negative public response during consultation leading to delay or preventing the scheme from going ahead
 - Objections to the Traffic Orders requiring alterations to the layout – possibly lengthy delay if new Traffic Orders are needed
 - Long delivery periods for special materials used in public realm enhancements – possible delays to works
 - Long lead-in times for public utilities works delaying, or extending duration of, the works.
 - The need to co-ordinate the works with any other works in the area to minimise traffic impact could delay scheme
- 2.5.11 If none of these difficulties arise a start of construction early in the New Year can be achieved with completion just after the end of the financial year. Should significant delays be experienced a large element of the work will take place in 2008/09 and part of the funding, which is available for 2007/08 only, will need to be carried forward.

2.6 Petts Hill Bridge and Highway Improvements

2.6.1 One of the congestion points on the Route 140 (Harrow Weald to Heathrow) is the Petts Hill railway bridge on the A312 at the Harrow/Ealing border. It is an infamous bottleneck.

Harrow and Ealing Councils (together with two other partners, Transport for London (TfL) and Network Rail (NR)) are developing an improvement proposal that would provide significant benefits to buses, cyclists and pedestrians. Scheme development commenced in 2004. Various business units at TfL have been closely involved in development work to date.

Two schemes were initially considered. One would involve carriageway widening through the existing bridge to accommodate new northbound bus lane with new tunnels on either side for pedestrians and cyclists. The other sought to provide a new widened bridge to accommodate a new bus lane in each direction with improved pedestrian and cycle facilities alongside the carriageway.

Only the latter was endorsed at public consultation. The scheme was estimated to cost £7.006 million of which £4.16 million was associated with the bridge replacement. All four partners are contributing towards the cost but TfL is providing the lion share as part of the LIP funding.

Total spend on the project to date is approximately £1.06 million. This has provided funding for feasibility, design and enabling works including lowering and diverting utilities.

The programme for construction and completion of the Petts Hill Bridge Improvement Scheme has been revised with the track possession now being scheduled for Christmas 2008. The need for four days (96 hours) possession meant that there was no earlier opportunity to install the bridge without severe disruption to road and rail traffic and passengers.

A recent review by Network Rail has put the total cost of the project at £8.825 million of which £5.8 million is associated with the bridge replacement. This would suggest a significant increase in cost resulting in a funding shortfall of £1.819 million.

The bridge replacement tender costs are due in October 2007. This will allow more accurate costs estimates to be derived.

A number of options have been investigated to cover the funding shortfall. Harrow would prefer an option whereby the shortfall is divided pro rata between the four funding-partners based on their original contributions. However, this has not been agreed. The council is currently in negotiations with the partners to resolve this shortfall immediately after the bridge

replacement tender prices come in. Any delay in meeting the funding shortfall will jeopardize the programme (and potentially the entire project) and risk missing the booked rail track possessions.

SECTION 3 – FURTHER INFORMATION

Appendix A and A1 - Kenton Lane local safety scheme leaflet.

Appendix B - Proposed event Day parking zones.

Appendix C - Headstone Drive/Harrow View/Headstone Gardens - junction Improvements.

Appendix D - Kenton Lane - Petition 1.

Appendix E - Kenton Lane - Petition 2.

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact:

Barry Philips, Principal Engineer, Traffic and Road Safety, Tel: 020 8424 1649, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Bill Heale, Principal Engineer, Traffic and Road Safety, Tel: 020 8424 1065, Fax: 020 8424 7662, E-mail: william.heale@harrow.gov.uk

Background Papers:









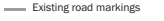
Wembley Event Day Parking Review – Feasibility report

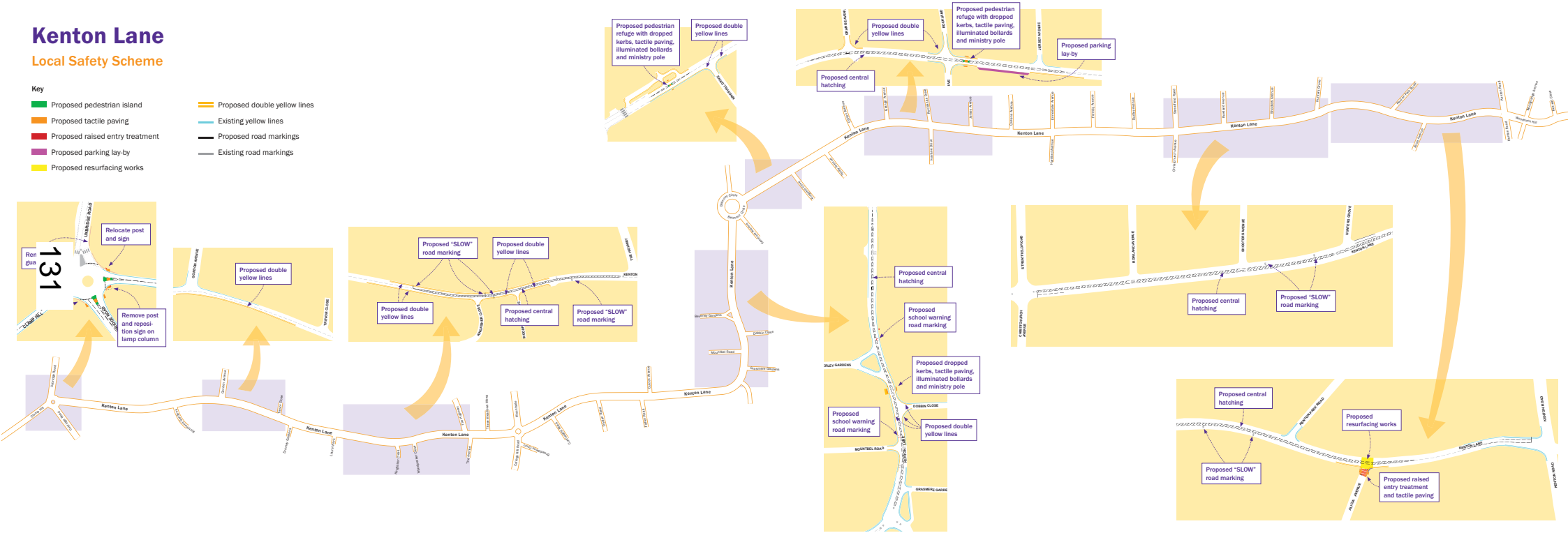
This page is intentionally left blank

Kenton Lane

Local Safety Scheme

Key

-  Proposed pedestrian island
-  Proposed tactile paving
-  Proposed raised entry treatment
-  Proposed parking lay-by
-  Proposed resurfacing works
-  Proposed double yellow lines
-  Existing yellow lines
-  Proposed road markings
-  Existing road markings



This page is intentionally left blank

6) Kenton Lane between Clifton Avenue and Queens Avenue – parking and pedestrian crossing facilities, parking restrictions and speed reducing features



The proposed central-hatch marking would create a visual impression that the carriageway is narrower in order to reduce vehicles speed. A pedestrian refuge is proposed near the junction with Kingshill Drive as a speed-reducing feature to provide a safer crossing point for pedestrians. A parking lay-by outside the road is proposed to ease congestion and improve visibility. 'At any time' waiting restrictions at junctions are proposed to improve visibility.

7) Kenton Lane between Christchurch Avenue and Kenton Road – speed reducing features

The proposed central-hatch marking and 'SLOW' markings would reduce vehicles speed.

8) Kenton Lane junction with Alicia Avenue – junction improvements

There are a high number of vehicles turning in and out of Alicia Avenue and a significant number of accidents recorded at this junction. A raised entry treatment is therefore proposed to reduce vehicles speed at the junction and provide safe crossing facilities for pedestrians.



9) Kenton Lane junction with Kenton Road - road-marking alignment

We are proposing to amend the road markings on the approach to the junction with Kenton Road in order to reduce congestion and increase the efficiency of the signalised junction.



Additional Information

We are proposing waiting restrictions (double yellow lines) for a minimum of 10m at all junctions in Kenton Lane which will include the upgrading of some existing yellow lines. This will improve driver's visibility and improve road safety for all road users.

All bus stops along Kenton Lane will be upgraded to bus stop clearways and include red coloured surfacing to highlight them. These changes are part of a separate bus priority scheme.

Please give us your views

Please return your comments on this proposed scheme by 7th September 2007 by using the self addressed envelope. Postage is pre-paid. Alternatively you can submit your questionnaire on line by visiting www.harrow.gov.uk. Click 'consultation' and follow the links to Kenton Lane traffic proposals.

What happens next?

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals. However, due to the large number of responses anticipated, we will not be able to reply to individual comments.

It is anticipated that the construction works will be completed by March 2008.

Further information

If you would like further information then please contact:
Herman Castano
Project Engineer

Mouchel Parkman House
307 - 317 Euston Road
London NW1 3AD

Tel: 0207 874 63 85

Email: herman.castano-garcia@mouchelparkman.com

Thank you for replying to this consultation.



Kenton Lane Local Safety Scheme

This is your opportunity to comment. Your views matter.

We need your views as this consultation exercise is intended to find out if there is broad public support for the proposals set out in this leaflet.

The proposals are shown on the enclosed plan. You may also like to view the large-scale plans of the proposals, which will be displayed at:
Kenton Library, Kenton Lane, between 13th and 31st of August during the normal operational hours.



Please return your questionnaire by 7th September 2007

Introduction

We are seeking your views on the Council's proposal to improve road safety for pedestrians, cyclists and motorists and reduce the number of road accidents involving personal injury on Kenton Lane by introducing a range of measures along its length.

Between 1 November 2003 and 30 October 2006 there were 26 recorded traffic accidents along Kenton Lane.

We have studied the accident data provided by the police and made a number of visits to the area. We are now proposing measures that will help to reduce the number of accidents. If agreed, Transport for London (TfL) will pay for the scheme, which we hope to build before March 2008.

The measures proposed are shown on the plan and detailed below.

The study has been divided into three sections:

Kenton Lane junction with Uxbridge Road (roundabout): accidents involving pedestrians, cyclists and powered two-wheelers are higher than average in the borough due to poor line marking and sub-standard pedestrian crossing facilities.

Kenton Lane between Uxbridge Road and Belmont Circle: accidents involving parked vehicles are higher than average in the borough and speeding is the main concern.

Kenton Lane between Belmont Circle and Kenton Road: accidents involving pedestrians are high due to lack of safe crossing facilities and also vehicles speeding.

Proposals

The proposals include speed reducing measures, junction improvements and pedestrian facilities at key locations. Please see the enclosed plan.

1) Kenton Lane junction with Uxbridge Road – pedestrian refuge modifications and road marking improvements.



The pedestrian refuge will be modified to improve pedestrian crossing alignment and incorporate tactile paving to assist visually impaired pedestrians. The existing road markings will be realigned and remarked.

2) Kenton Lane between Gordon Avenue and Trevor Close – parking restrictions

We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility.

3) Kenton Lane between Trevor Close and College Hill Road – parking restrictions and speed reducing features



We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility and a speed activated sign southbound together with central-hatch and 'SLOW' road markings to reduce vehicles speeds.

4) Kenton Lane between Grasmere Gardens and Belmont Circle – dropped kerbs, waiting restrictions and speed reducing features



We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility. Central-hatch markings and a speed-activated sign to reduce vehicles speeds on the approaches to Dobbin Close.

5) Kenton Lane between Belmont Circle and Kingshill Drive – pedestrian crossing facilities and parking restrictions



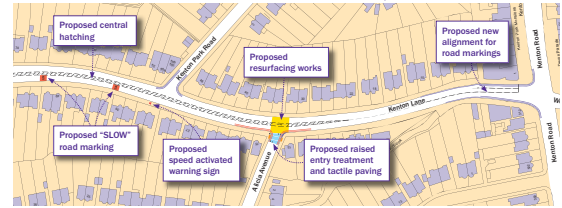
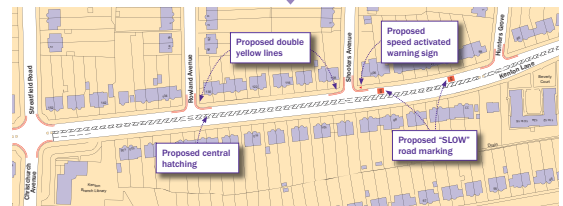
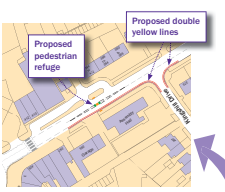
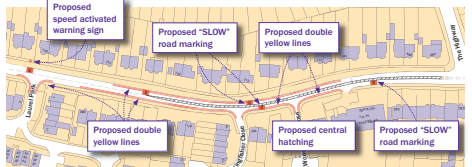
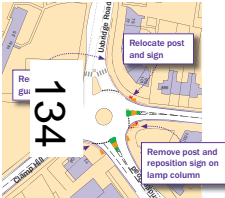
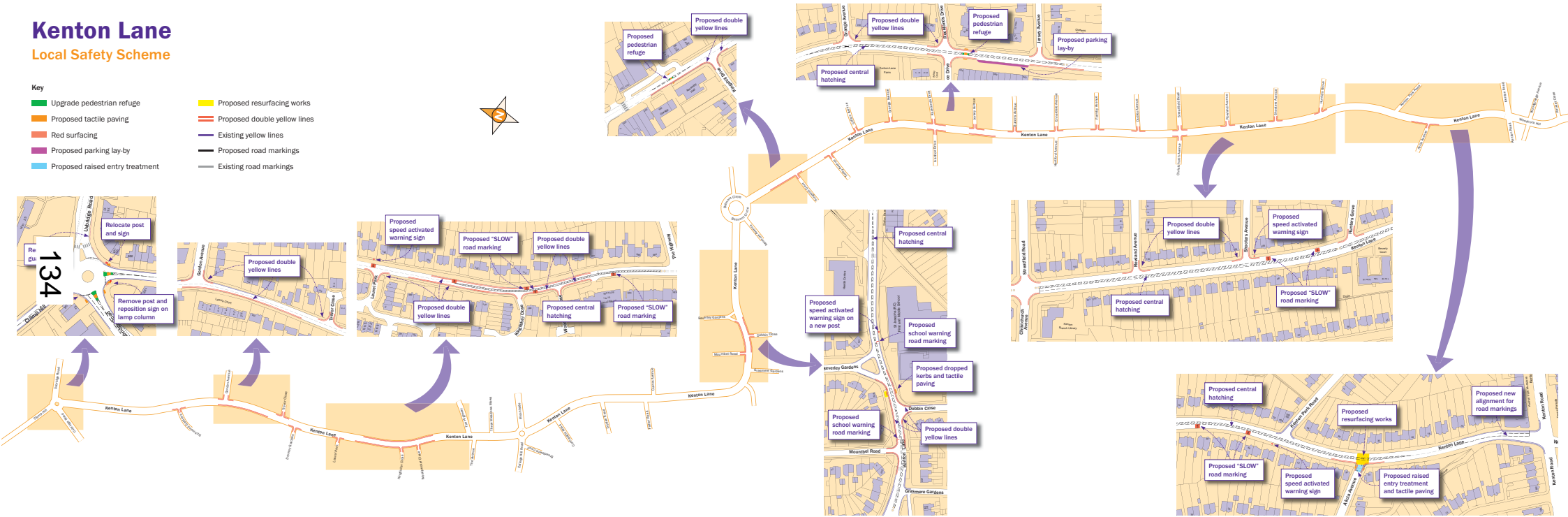
A pedestrian refuge is being proposed at this location to provide a safe crossing point for pedestrians. We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility

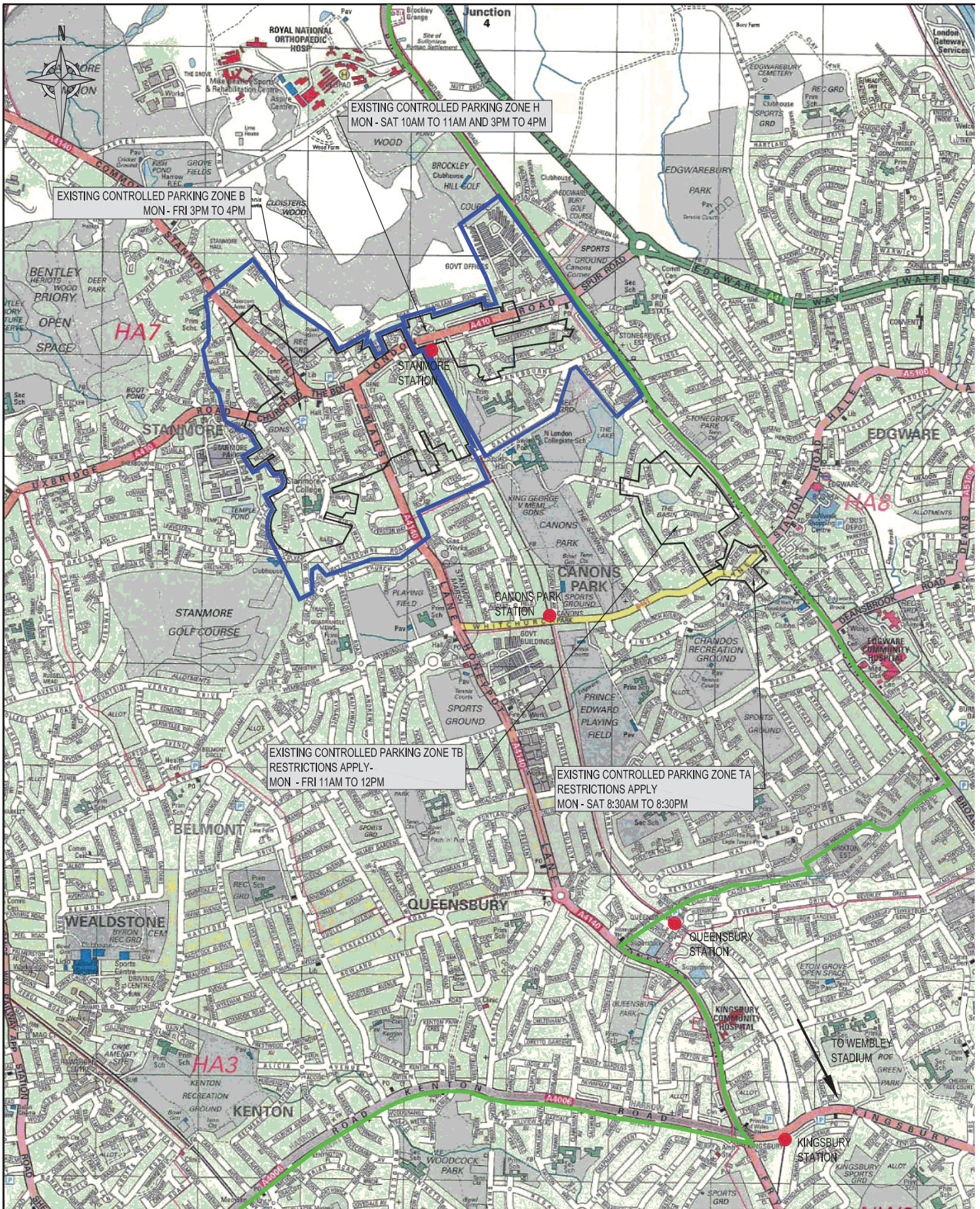


Kenton Lane

Local Safety Scheme

- Key**
- Upgrade pedestrian refuge
 - Proposed tactile paving
 - Red surfacing
 - Proposed parking lay-by
 - Proposed raised entry treatment
 - Proposed resurfacing works
 - Proposed double yellow lines
 - Existing yellow lines
 - Proposed road markings
 - Existing road markings







EXISTING CONTROLLED PARKING ZONE H
MON - SAT 10AM TO 11AM AND 3PM TO 4PM

EXISTING CONTROLLED PARKING ZONE B
MON - FRI 3PM TO 4PM

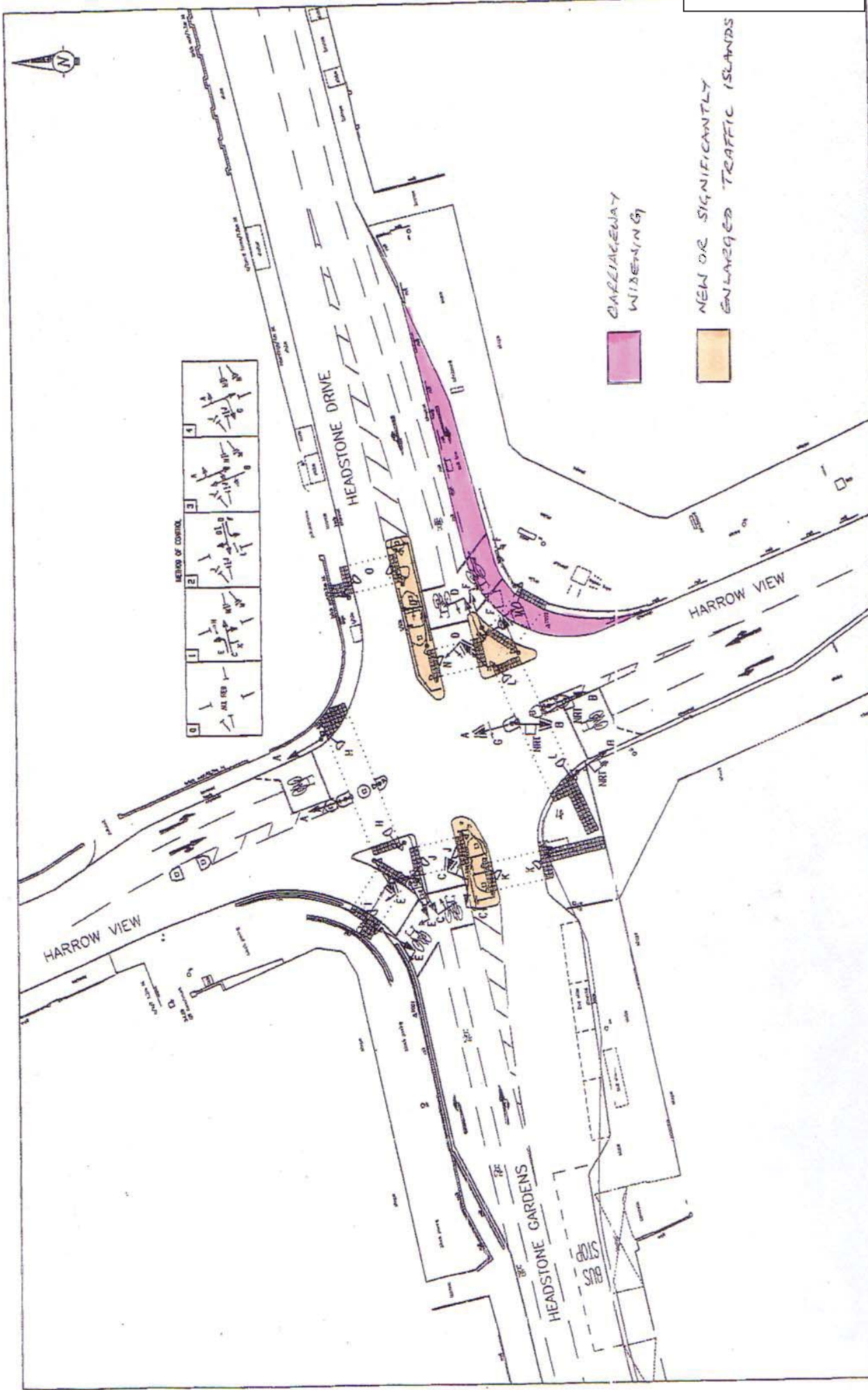
EXISTING CONTROLLED PARKING ZONE TB
RESTRICTIONS APPLY -
MON - FRI 11AM TO 12PM

EXISTING CONTROLLED PARKING ZONE TA
RESTRICTIONS APPLY
MON - SAT 8:30AM TO 8:30PM

KEY:
 BOROUGH BOUNDARY
 PROPOSED EVENT DAY PARKING ZONES

A	INITIAL ISSUE	DRAWN BY	DESIGNED BY	CHECKED BY	APPROVED BY	
	REVISION					AMENDMENT
 		CLIENT				LONDON BOROUGH OF HARROW
PURPOSE		PROJECT				EVENT DAY PARKING
INFORMATION		DRAWING TITLE				EVENT DAY PARKING ZONE
DRAFT	<input checked="" type="checkbox"/> SCALE (AT A3 SIZE) N.T.S	ISSUING OFFICE		DRAWING NUMBER		
		EUSTON		773114-IN-001		
TELEPHONE		0207 874 7700		REVISION		
				B		

This page is intentionally left blank



CARLAGEWAY
WIDENING

NEW OR SIGNIFICANTLY
ENLARGED TRAFFIC ISLANDS



Project Junction of Headstone Lane/Harrow View Headstone Gardens		Title Proposed Alterations to the Traffic Signs and Road Markings at the Junction of Headstone Lane/Harrow View	
Drawn by M. J. [unclear]	Checked by [unclear]	Scale 1:1000	Date [unclear]
Author [unclear]	Approved by [unclear]	Discussed by [unclear]	Discussed on [unclear]
Legend			
HARROW COUNCIL LONDON 25, 26 & 27, Colindale Avenue, London NW9 1QB Tel: 0208 855 6100 Fax: 0208 855 6101 Email: info@harrow.gov.uk Website: www.harrow.gov.uk			

This page is intentionally left blank

PETITION

AGAINST PROPOSED DOUBLE YELLOW LINES IN KENTON LANE: NUMBERS 659 to 689 AND 698 to 730

We the undersigned totally object and reject the above proposal for the following reasons:

1. Our part of Kenton Lane is sufficiently wide enough for cars to easily pass by the parked cars
2. The problem is not caused by parking but by speeding which can be addressed by road humps or a camera
3. Residents will have no option but to concrete over their lovely front gardens to provide extra parking for visitors and tradesmen, which could also have an adverse effect on rain drainage in the area
4. Double yellow lines and central hatching will make our well kept residential area look unsightly.
5. House prices will be devalued greatly as any prospective buyer will be deterred at the prospect of not having any visitor parking nearby

This page is intentionally left blank

KENTON LANE – LOCAL SAFETY SCHEME

We, the undersigned, residents of Kenton Lane and its environs, located in the section between Hartford Avenue and Ivanhoe Drive, wish to lodge an objection to your proposed Local Safety Scheme for this zone on the grounds that the inevitable reduction in available parking spaces is unacceptable to us for the following reasons:

- 1) Many of the properties, mainly flats and maisonettes on both East and West sides of Kenton Lane are occupied by retired, elderly or disabled people who are dependent on local street parking with close access to their homes.
- 2) Much of the parking is often unavailable to local residents because of the large demand for places by customers of the Boulevard Club from as early as 11.00 a.m. until 12.00 midnight. Parking restrictions will merely exacerbate the problems currently experienced and will necessitate remote parking for the elderly residents.
- 3) Parking/stopping spaces are also necessary for passing traffic which utilise the local shops. The loss of business from this traffic will be significant and will prejudice their continued operation as a much needed resource heavily utilised by the local elderly and retired residents. This applies specifically to the Post Office and the Pharmacist, which are invaluable to locals.

The large volume of traffic on this section of Kenton Lane has been considerably increased by the introduction of traffic calming measures on Uppingham Avenue a few years ago. Consideration might be given to returning some of the vehicles to this road.

However, we would suggest that the 'accidents involving pedestrians' that you refer to in your Consultation document might be considerably reduced by introducing 20 mph limits at the most hazardous sections with speed cameras in support. This measure is almost an inevitability generally in London in the future due to uncontrollably increasing traffic volumes. Harrow could be among the first London Councils to demonstrate its commitment to safety in this regard on important thoroughfares.

21 August 2007

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank