



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**TUESDAY 26 FEBRUARY 2008
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 (VC)
Yogesh Teli
Jeremy Zeid**

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

Advisers:

**Mr A Blann
Mr E Diamond**

**Mr L Gray
Mr A Wood**

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

TUESDAY 26 FEBRUARY 2008

AGENDA - PART I

1. **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.

2. **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.

3. **Arrangement of Agenda:**

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

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

That the minutes of the meeting held on 28 November 2007 be taken as read and signed as a correct record.

5. **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).

6. **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).

- Enc. (a) INFORMATION REPORT – Petitions relating to Stanmore CPZ review and Imperial Drive/The Ridgeway – request for pedestrian phase:
(Pages 5 - 8)
Information report of the Head of Property and Infrastructure concerning petitions received prior to this meeting.
7. **Deputations:**
To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).
8. **References from Council and other Committees/Panels:**
To receive references from Council and any other Committees or Panels (if any).
- Enc. 9. **Controlled Parking Zones/Parking Schemes – Annual Review:** (Pages 9 - 38)
Report of the Head of Property and Infrastructure.
- Enc. 10. **INFORMATION REPORT – TfL Funding Award and Scheme Programme 2008/09:** (Pages 39 - 52)
Information report of the Head of Property and Infrastructure.
- Enc. 11. **INFORMATION REPORT – Progress Update on Key Traffic Schemes:**
(Pages 53 - 84)
Information report of the Head of Property and Infrastructure.
12. **Any Other Urgent Business:**
Which cannot otherwise be dealt with.
13. **Date of next meeting:**
To note that the next meeting of the Panel would be held on Wednesday 18 June 2008 at 7.30pm.

AGENDA - PART II - Nil.

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL

28 NOVEMBER 2007

Chairman: * Councillor John Nickolay

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|--------------|---------------------|---------------|
| Councillors: | * Mrs Camilla Bath | * Jerry Miles |
| | * Robert Benson | * David Perry |
| | * Graham Henson (2) | * Yogesh Teli |
| | * Nizam Ismail | * Jeremy Zeid |
| | * Manji Kara | |

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

* Denotes Member present

(2) Denotes category of Reserve Member

[Note: Councillor Susan Hall also attended this meeting but did not speak and left the room when the item indicated in Minute 81 was discussed. Councillor Mrs Sasi Suresh attended the meeting to speak on the item in Minute 80 (i).]

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Opening Wealdstone High Street to Traffic - Consultation results and objections to traffic orders**

The Panel received a report of the Interim Head of Property and Infrastructure, which set out the findings of the public consultation on proposals to open Wealdstone High Street to traffic. The report also considered the responses to the traffic orders and gave recommendations on the details of the scheme to be implemented. Proposed minor amendments to the report were tabled and accepted by the Panel.

An amendment to the officer recommendation, seeking for the consultation exercise to be repeated, was moved and seconded and Members entered into debate. A Member expressed the opinion that insufficient effort had been made to maximise turnout for the public consultation. He also noted that the response rate was only 8.7% and that the consultation did not ask residents whether they actually wanted the scheme. The Member further expressed the view that the proposed Public Realm improvements would make little difference to the local area. An officer in response explained that the consultation was extensive: 3,300 leaflets had been distributed, posters were displayed on the street, press releases had been issued and exhibitions had been arranged at two venues over a period of three weeks. The proposals had also been posted on the Council's website. The Chairman explained that more ambitious Public Realm improvements were planned for the future of Wealdstone.

In response to a question, an officer explained that no public meetings had taken place for the consultation, but that there had been stakeholder meetings. Some Members expressed their support for the proposed scheme, as they thought the scheme would benefit businesses in the area and that the majority of local residents supported the scheme. A Member expressed concern that further consultation was unnecessary and would delay implementation of the scheme. Another Member stated that many local residents opposed the scheme, as they did not want increased traffic to the area.

Summing up, the Member who proposed the amendment explained that he was concerned about the lack of consultation and thought that people should have been consulted via other methods such as by telephone.

Having been put to the vote, the amendment was not carried.

Members further discussed the scheme, which was

Resolved to RECOMMEND: (to Cabinet)

That (1) officers be authorised to make the traffic orders set out in paragraph 2.4.1 of the report, the details of which be delegated to officers, and to implement the scheme to open Wealdstone High Street to traffic as set out in Appendices G and H, and;

(2) to carry out public realm improvements set out in paragraphs 2.3.12, 2.3.13 and 2.3.16 of the report subject to confirmation of additional funding from TFL and confirmation of affordability.

[Reason for Recommendation: To regenerate Wealdstone Town Centre and promote new business.]

(See also Minute 74)

PART II - MINUTES

73. Attendance by Reserve Members:

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

Ordinary Member

Reserve Member

Councillor Mrinal Choudhury

Councillor Graham Henson

74. Declarations of Interest:

RESOLVED: To note that the following interests were declared:

- (i) Agenda Item 9 - Opening Wealdstone High Street to Traffic – Consultation results and objections to traffic orders
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 would leave the room when this item was discussed.
- (ii) Agenda Item 10 – Information Report – Progress Update on key traffic schemes
Councillor Robert Benson declared a personal interest in relation to the above item arising from the fact that he is a resident of Stanmore. Councillor Jeremy Zeid and Councillor Yogesh Teli also declared a personal interest in the above item in that they were residents of Kenton. Councillor Graham Henson declared a personal interest in relation to the above item arising from the fact that he had relatives living near to Kings Road.

75. Arrangement of Agenda:

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

76. Minutes:

RESOLVED: That the minutes of the meeting held on 25 September 2007 be taken as read and signed as a correct record.

77. 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).

78. Petitions:

- (i) Petition from residents re: Residents Parking for Warren Fields in Aran Drive:

The Panel received a verbal report by officers with regards to a petition, which had been received by the Traffic Management Department. Residents of the Warren Fields Block facing Aran Drive in Stanmore, HA7 4JQ, had submitted the petition with 9 signatures. The petition requested that the residents of the Warren Fields Block were included in the parking scheme relating to Aran Drive instead of Valencia Road.

An officer explained that the petitioners had the support of one of the Canons Ward Councillors and that the petition would be considered as part of the review and possible extension of the controlled parking zone (CPZ) in Stanmore.

RESOLVED: That the above be noted.

(ii) Petition requesting Controlled Parking in The Gardens and other roads near to West Harrow Station:

The Panel received a verbal report by officers with regards to a petition, which had been received by the Traffic Management Department. The petition with 115 signatures requested controlled parking in The Gardens and other roads surrounding West Harrow Station.

An officer explained that when a consultation was carried out in 1999 and 2000, there was a lack of majority support for the scheme from local residents. The officer confirmed that the petition would be presented at the next review of the CPZ programme. The Panel agreed that the petition should be considered further as part of the annual CPZ programme review to be considered by the Traffic and Road Safety Advisory Panel on the 26 February 2008.

RESOLVED: That the above be noted.

(iii) Petition opposing changes to the parking arrangements in the bay adjacent to 264 to 298 Headstone Lane (immediately south of Headstone Lane station):

The Panel received a verbal report by officers with regards to a petition, which had been received by the Traffic Management Department. The petition, with 12 signatures, opposed the changes to the parking arrangements in the bay adjacent to Nos. 264 to 298 Headstone Lane.

An officer showed the Panel a map of the area and explained that the proposals aimed to make it safer for pedestrians to cross the road and for vehicles using Headstone Lane. The officer explained that the petition would be taken into account as part of the statutory consultation that was to start on the proposed changes. Some Members expressed the view that the proposals were necessary to improve safety and expressed their wish to refer the proposed scheme to the Portfolio Holder for Environment Services for consideration.

RESOLVED: That the above be noted.

79. **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).

80. **References from Council and other Committees/Panels:**

(i) Parking Controls on Hooking Green:

The Panel received a reference from the meeting of Council held on 18 October 2007.

The reference contained a petition, which had been presented by Councillor Mrs Sasi Suresh, to Council. The petition contained 65 signatures of residents and drew attention to the inconsiderate and obstructive parking in Hooking Green and requested the introduction of double yellow lines around the edge of the Green.

An officer explained that since the closure of the local Safeways supermarket and the bowling alley, there had been reduced capacity for parking in the area. The officer also explained that there was a demand from local residents for double yellow lines on the east side of Canterbury Road, close to Hooking Green. The officer explained that consultation on parking in the area would take place in 2008.

Some Members expressed the opinion that it was necessary for restrictions to be implemented to control parking on Hooking Green. A Member who was backbenching expressed her support for controls to be implemented quickly.

In response to a question, an officer confirmed that there was adequate parking in public car parks in North Harrow. It was agreed that proposals to introduce controlled parking on Hooking Green should be referred to the Portfolio Holder for Environment Services for consideration.

RESOLVED: That the a' ' noted.

81. **Opening Wealdstone High Street to Traffic - Consultation results and objections to traffic orders:**

(See Recommendation 1)

82. **Information Report – Progress update on key traffic schemes.:**

An officer presented an information report of the Interim Head of Property and Infrastructure, which provided Members with information regarding the progress on a number of traffic management projects.

Kenton Lane – Local Safety Scheme

An adviser expressed concern about the scheme. An officer agreed to meet the adviser outside the meeting to discuss his concerns. A Member expressed concern that cross hatched road marking proposed along parts of the scheme could endanger cyclists.

Harrow on the Hill – 20 mph zone proposals

An officer explained that the consultation had begun with the local community, a two-day exhibition had been held at John Lyon School and that plans were available for viewing by members of the public on the Middlesex Floor at the Civic Centre. In response to a question, an officer confirmed that the emergency services did not generally support vertical deflections on Harrow on the Hill.

Stanmore CPZ extension to deal with Wembley events parking

With regards to the proposal for an extension to the Stanmore Controlled Parking Zone (CPZ) to deal with Wembley events parking, an officer explained that a dedicated team were working on the public consultation for the proposals. In response to a question by a Member, an officer confirmed that the London Borough of Barnet were aware of the intention to review parking in the Stanmore area.

Petts Hill and Highway Improvements

With regards to the Petts Hill Bridge and highway improvements, an officer explained that there was a funding shortfall but that they were hopeful of implementing the scheme in 2008. The officer further explained that the nature of the works meant that it was necessary to close the junction for three to four days and therefore ideally, it should be closed on a Bank Holiday in order to minimise disruption.

Bus Priority Schemes

An officer confirmed that with regard to Kings Road in South Harrow, resurfacing was for the lay-bys only. One Member expressed the view that the scheme proposed for Common Road Junction with the High Road should be a high priority. Another Member expressed concern regarding congestion on Honeypot Lane. In response to concerns raised by Members regarding the proposed scheme on Honeypot Lane, an officer explained that a bus lane would only be constructed if the scheme did not have an adverse affect on congestion.

Camrose Avenue – Local safety scheme

It was confirmed by an officer that consultation for the proposed Camrose Avenue local safety scheme would end on the 10 December 2007.

RESOLVED: That the report be noted.

83. **Any Other Urgent Business:**

A Member asked for an update on the implementation of the Green Lane Scheme. An officer agreed to provide this outside of the meeting.

The Chairman noted that he was keen to have a report on road safety at a future meeting.

RESOLVED: That the above be noted.

(Note: The meeting having commenced at 7.30 pm, closed at 9.55 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman



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|----------------------|--|
| Committee: | Traffic and Road Safety Advisory Panel |
| Date: | 26 th February 2008 |
| Subject: | INFORMATION REPORT – Petitions relating to: 1. Stanmore CPZ review 2. Imperial Drive/The Ridgeway – request for pedestrian phase |
| Responsible Officer: | Eddie Collier |
| Portfolio Holder: | Councillor Susan Hall |
| Exempt: | No |
| Enclosures: | None |

Section 1 – Summary

This report sets out details of 3 petitions received in response to consultation on the Stanmore CPZ Review and a petition received requesting a pedestrian phase at the junction of Imperial Drive and the Ridgeway, North Harrow. Details of action taken on the petitions are also included.

FOR INFORMATION

Section 2 – Report

2.1 Stanmore CPZ Review

- 2.1.1 Three petitions have been received in response to the consultation undertaken in January 2008 in relation to the Stanmore CPZ Review, as follows:
- 2.1.2 A petition representing 20 households in The Spinney requesting:
- double yellow lines at the junction of Court Drive and The Spinney
 - all-day restrictions for the first 30m on the south side of The Spinney
 - parking restrictions in the lay-by outside the shops at Canons corner, provided it is free for one hour, and an increase in the number of spaces if possible
- 2.1.3 A petition containing 84 signatures of residents of Green Lane stating that they do not wish to be included in an extension of the CPZ.
- 2.1.4 A petition from Laburnham Court Residents Association Ltd, representing 36 households in Laburnham Court, requesting that in addition to the current restriction from 3pm to 4pm, a further restriction is introduced between 10am and 11am.
- 2.1.5 In each of the 3 cases the lead petitioner has been informed in writing that the issues raised by them will be taken into consideration in the analysis of the consultation results. They were also informed that detailed design proposals would be prepared for consideration by this Panel at its meeting in June.

2.2 Imperial Drive and The Ridgeway junction – request for pedestrian phase

- 2.2.1 A petition containing the signatures of 227 local residents has been received from the Chairs of Governors of Longfield First & Middle Schools. The petition requests the Council and Transport for London to take immediate action to install pedestrian crossings at the junction.
- 2.2.2 The junction was highlighted in the School Travel Plan, by parents, as being a dangerous junction for children to cross on their way to school. The School Travel Plan requested the installation of a pedestrian phase at the junction. A travel plan scheme was implemented in December 2007 around the school in response to the other issues highlight by parents in the Plan. The works included a pedestrian crossing on Rayners Lane, speed humps and extra signage for children approaching from the west of the school. However, the scheme did not include any works for children approaching the school from the east, due largely to difficulties associated with altering the traffic signals at the junction.

- 2.2.3 There are significant difficulties in providing pedestrian crossing facilities at this junction because the signals are already operating at capacity and any alterations would affect the flow of traffic and congestion in the area. There already problems of rat-running traffic in some adjacent streets and any alterations that increase queue lengths are likely to exacerbate the problem. It should also be noted that all traffic signals are maintained and operated by TfL and therefore any alterations would need to be agreed by them.
- 2.2.4 Funding is available in this financial year to undertake a study to identify alternative crossing points in the area. Funding for implementing recommendations as a result of the study will be sought from TFL, with the intention of implementation in the 08/09 financial year.
- 2.2.5 A written response has been sent to the school detailing the difficulties of altering the signals and informing them that we will be investigating alternative measures that would assist children crossing the road at this location.

Section 3 – Further Information

None

Section 4 - Contact Details and Background Papers

Contact: Dennis Thompson, Traffic & Highway Network Manager
Tel: 020 8424 1500 E-mail: dennis.thompson@harrow.gov.uk

Background Papers: Petitions and replies to lead petitioners.

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| Meeting: | Traffic and Road Safety Advisory Panel |
| Date: | 26 February 2008 |
| Subject: | Controlled Parking Zones/Parking Schemes – Annual Review |
| Key Decision: (Executive-side only) | No |
| Responsible Officer: | Eddie Collier |
| Portfolio Holder: | Councillor Marilyn Ashton |
| Exempt: | No |
| Enclosures: | Appendix A: Progress report on schemes since the last review. Appendix B: Borough-wide map of Controlled Parking Zones/Residents' Parking Schemes Appendix C: Proposed priority list for 2008/09 to 2011/12 and unprogrammed list. Appendix D: Estimated costs of Programme Appendix E: Stages involved in preparing a CPZ |

Section 1 – Summary and Recommendations

This report reviews progress during the previous 12 months and assesses and recommends priorities for the introduction and review of controlled parking zones and associated parking restrictions.

Recommendation (for decision by the Planning, Development and Enterprise Portfolio Holder, in accordance with Cabinet delegation of 16 March 2006):

- i) Subject to funding, the adoption of the priority list as shown at Appendix C as the controlled parking zone programme and the authorisation of officers to carry out consultation and scheme design for formal approval.**

REASON: To prioritise the Controlled Parking Zones programme.

SECTION 2 - REPORT

2.1 Background

- 2.1.1 The annual review of Controlled Parking Zones (CPZs)/Resident Parking Schemes has been the means by which the priorities for existing and possible new CPZs are assessed and progress in consultations and implementation is reported.
- 2.1.2 This annual review for the whole borough includes assessments of existing zones and requests for new ones including petitions received in the last 12 months. The previous programme of works has been updated and reviewed and a revised programme is recommended. The programme takes into account the council's financial position, staff resources and capital programme.
- 2.1.3 CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's local transport strategy, i.e. the Transport Local Implementation Plan (LIP). Further restraint based parking standards in new developments as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than lead to reduced car use. Hence there are strong strategic reasons for introducing CPZs as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport. CPZs incorporating residents parking schemes can improve safety, access and residential amenity and can assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available.
- 2.1.4 The council's programme of CPZ reviews, however, has traditionally been demand led. Progress on the CPZ programme priority list agreed by this Panel in February 2007 is at Appendix A.
- 2.1.5 A more recent development has been a programme of small scale double yellow line schemes, mainly at junctions and bends, where refuse vehicles have reported persistent access difficulties. It should be borne in mind that if the refuse vehicle encounters access difficulties, then similar problems would exist for emergency service vehicles and other large commercial vehicles. 23 such schemes were implemented in 2007 and further schemes are being assessed for consultation and implementation in 2008.

2.2 Options considered

- 2.2.1 A CPZ is an area where parking is restricted during a period specified on signs on its boundary. Other parking restrictions, for instance on main roads, are separately signed. At its simplest a CPZ may just consist of single yellow lines, but they generally incorporate parking bays; in most cases these are permit bays. In shopping or commercial areas the pay and display bays allow for short term parking for customers during the working day. For flexibility some bays are designated for shared use, which allow for the display of either a permit or a pay and display ticket. Almost all permits are issued to residents whose addresses are within the zone. There are only a very few permits issued to businesses (for operational purposes), schools, health care workers etc and there are strict eligibility criteria in place.
- 2.2.2 CPZs therefore provide preferential parking rights for (resident) permit holders during the hours of the zone. Whilst the zone hours in some instances may be only one hour in the middle of the day, this effectively protects parking in residential areas from long stay parking by commuters or local workers. Disabled blue badge holders are allowed to park free of charge in all parking bays except those designated for a special purpose, such as doctor's parking bays.
- 2.2.3 Yellow line only CPZ schemes where there is no demand for on-street residents' parking have the advantage of being cheaper and more environmentally friendly because the only signs normally needed are at the entry points. However such schemes should be used with great caution, as a minority of residents who need on-street parking may be severely disadvantaged.
- 2.2.4 Appendix B is a Borough map showing the existing zones. A review of existing and potential zones is set out in section 2.6 below, including petitions received in the last 12 months. Based on the review of areas set out below and petitions received, Appendix C shows the recommended programme and priority list for the next 3 years and the unprogrammed list. The list is based on the previous agreed priority list, allowing for schemes that have been completed and other events during the year that might have affected the programme, and available funding. The estimated cost of the programme is shown at Appendix D.

2.3 Programme review process and budget considerations

- 2.3.1 In view of limited staff resources and increasingly stringent financial constraints, it is considered essential to look at the way in which the programme is reviewed and delivered. In particular, it has been necessary to review the estimated costs associated with CPZ schemes and to re-visit the actual costs of schemes in relation to the original estimates. This is to ensure that costs are realistic and that the programme is largely deliverable within the timescales indicated. Without this, there is the distinct likelihood that councillors and residents will be given expectations that are not matched by the ability to deliver schemes in time and on budget.
- 2.3.2 There are a number of factors that determine the costs and timescales within which schemes can be delivered. Also, there will often be circumstances that increase both cost and time and recent examples are Wealdstone and South Harrow CPZs, where eventual costs were significantly higher than original estimates. There are also significant cost increases in the Stanmore CPZ review in relation to Wembley event day parking, which is explained in detail later in this

report. The effect of increased costs on committed schemes reduces the ability to fund other programmed schemes, of course, which has a knock-on effect across the whole programme and pushes dates for other schemes further back.

- 2.3.3 Estimating the cost of CPZ schemes and reviews can be particularly difficult as the scale of the scheme eventually implemented is heavily dependent on the outcome of consultation. In the case of Wealdstone, for example, the scope of the review was widened to deal with a variety of parking issues that necessitated additional consultation and a partial re-consultation on CPZ hours, additional pay and display facilities, parking restriction changes, junction double yellow lines, footway parking etc.
- 2.3.4 Also, CPZs require a substantially higher level of staff resource than many other traffic management schemes because of the more extensive and intensive consultation processes involved. By and large, residents' expectations in relation to consultation have increased and their responses require increasingly full and careful consideration. The subsequent statutory traffic order advertising provides a further opportunity to make formal objections. Not surprisingly, this is generally resulting in an increasing amount of officer time being spent on these schemes and it is essential these costs are reflected accurately in the programme.
- 2.3.5 Although the estimated costs of schemes shown later in this report have been reviewed and generally increased to more accurately reflect likely costs of both consultation and implementation, work is in hand to develop a more robust estimating process. This will be done by an on-going review of the actual costs of most recent schemes, against which the cost of proposed new schemes can be benchmarked. The cost estimate will be based initially on the outline extent of the CPZ scheme or review, and then refined when the results of consultation determine the final extent. Although that may result in the final costs being more or less than the original estimate, the differences are unlikely to be significant and it will, in either event, enable the programme to be adjusted. In future, progress on the CPZ programme will be included in the information report that is now a standing item on the Panel's agenda, and members will be advised of any adjustments to the programme.
- 2.3.6 It is considered that this will enable the programme to be managed more effectively and flexibly and enable the Panel and the Portfolio Holder to make more informed decisions about workload and priorities. It should also be recognised, however, that in view of the factors outlined above and the continuing increase in costs, costs and available budget in future years are indicative only at this stage. In particular, the programme for 2011/12 shown in Appendix D is not fully developed at this stage, but it will be as the programme in years 2008/09 and 2009/10 is delivered and there is more certainty about costs and timescales.

2.4 Policy Issues and Review of Scheme Design Principles

- 2.4.1 As referred to above, the size of some of the CPZ areas and the wide variety of parking issues that are considered within these reviews has led to completion of these reviews taking longer and costing more. The problems exemplified by the Wealdstone CPZ review suggest that similar or greater problems are likely to be encountered in a review of the central Harrow CPZ, which already comprises 7 zones. There is demand for extensions, or more probably new zones, in four separate areas in addition to parking issues within the existing zone. In the past central Harrow has been treated as one overall review, probably to deal with potential displaced parking issues. The nature of the parking pressures in the

separate review areas are not the same, however, and therefore the various peripheral areas are considered separately in the proposed programme.

- 2.4.2 Consideration of smaller reviews elsewhere and particularly possible new CPZs, would in some respects address the issues raised by the Sustainable Development and Enterprise Scrutiny Sub-Committee that were considered in the last annual review. This should lead to a focussed, more responsive approach. Consideration of very small or single street schemes, however, is not supported as this would tend to just move problems by displacing parking.

2.5 Consultation Stages Involved in Preparing a CPZ

- 2.5.1 The length of the process for investigating and designing a CPZ is heavily influenced by the extent of consultation undertaken. A summary of the typical stages involved is shown in Appendix E.
- 2.5.2 The logic to this approach is explained in previous annual review reports. A consequence of this approach is that reviews of the larger CPZs in particular can take 18 to 24 months, or even longer, from start to implementation. Concern has been expressed for some years that it takes so long to implement measures and that the programme is slow to respond to specific needs. As reported in the 2007 annual review, the Sustainable Development and Enterprise Scrutiny Sub-Committee asked that this Panel be made aware of the Sub-Committee's wish to encourage positive use of small scale parking restriction and CPZ areas and this is referred to in para 2.4.2 above. The process (shown in Appendix E) necessarily includes local consultation on detailed proposals and statutory consultation to ensure any scheme properly reflects the needs of the community as a whole and is defensible against minority objections. Stages 1 and 2 are often combined if the area for consultation upon detailed proposals can be identified without an "in principle" consultation.
- 2.5.3 The process of reviewing the larger CPZs, including an holistic approach to traffic issues, has led to increasing complexity, resulting in multiple consultations of residents and businesses. These reviews have taken longer to complete and have absorbed a large proportion of reduced CPZ resources to the detriment of smaller area schemes. The time period between successive reviews has been lengthened and it has proved impractical to carry out the 12-month review (subject to demand) as laid out in Appendix E. Addressing any issue resulting from a review or especially extension, for instance due to displaced parking, may take quite a number of years. People just outside the consultation area can feel particularly aggrieved if parking problems developed in their road.
- 2.5.4 To address this in the case of the Wealdstone reviews, consultation on whether further consultation was wanted was carried out in a buffer area around the main area being considered for an extension. Occupiers in most roads within the buffer area requested further consultation, which resulted in more extensive proposals than the original consultation. The further consultation went ahead in advance of implementing the already agreed scheme in order to reduce the period when peripheral roads suffered displaced parking. Despite the extent of the agreed scheme being made clear in this re-consultation, there was still insufficient support for any significant further extension. It appeared that people were considering the current parking situation rather than potential problems when the agreed scheme was implemented. Although it can be argued people have been given an opportunity to join the scheme, it is anticipated that there may be calls

for immediate further consultation in areas just outside the extended CPZ, whilst the first opportunity to revisit the area at the next review will be several years away.

2.5.5 When the Panel considered the Wealdstone report in September 2007 it accepted a revised approach whereby there was automatic consultation in roads just beyond an extension or new CPZ between 6 to 12 months after its implementation subject to availability of funding and evidence of displaced parking. This may well lengthen the overall period for a review but it should simplify the process thus allowing more reviews to take place simultaneously. The other benefits are:-

- (i) it will be less critical determining the first detailed consultation area as, providing there is an extension, further consultation can be matched to new parking patterns;
- (ii) occupiers in the second consultation will be able to see the effects on parking caused by the extension rather than having to anticipate parking problems, which may or may not materialise;
- (iii) roads where there was insufficient support in the first consultation would have a second opportunity without waiting for the next full review.

2.5.6 Co-ordination with other traffic management initiatives, such as customer parking, reviewing main road restrictions, or junction restrictions to address access or visibility problems within the study area might also influence programmes.

2.6 CPZ areas and reviews

2.6.1 Harrow Town Centre Review and Extension

2.6.1.1 The Harrow CPZ was last extended to cover 7 roads bounded by Manor Road and Francis Road largely to join the eastern (1 hour) Zone S in April 2004. Since then some initial work in preparation for local public consultation was carried out, focused on four further areas on the periphery of the zones which comprise Central Harrow CPZ. The four areas identified were Pinner Road area, Bessborough Road area, Kenton Road area and Harrow View area. There are also a number of issues within the current zones that will be picked up as part of the review. No further progress has been made in 2007/08 due to resources being focussed on the Wealdstone and South Harrow CPZ reviews.

2.6.1.2 There is an outstanding petition for shopper parking from the businesses in Pinner Road. There has been continued demand for a permit parking scheme via letters and telephone calls from residents of the "county roads", which are off Pinner Road. Scheme proposals were most advanced in this Pinner Road area and it is recommended this be taken as the first area within the central Harrow review.

2.6.1.3 In the Kenton Road area there are previous requests to join Zone S by residents of Woodway Crescent and Rufford Close. There have been frequent complaints, mainly via telephone calls, about difficulty in finding parking in both roads and over access issues in Rufford Close. Measures to deal with the problems in the section of Woodway Crescent and Rufford Close could be taken forward in isolation. This is unlikely to produce a knock-

on effect since surrounding roads are already within the CPZ. It is recommended consultation in these small scale areas be taken forward as a priority.

- 2.6.1.4 There have been further requests to deal with parking congestion in Carlton Road, the only other road close to Kenton Station without parking controls (apart from a short section at Kenton Road end). Parking congestion now exists throughout the road. The study area is also expected to include Mayfield Avenue and adjacent roads. These have existing yellow line only restrictions and requests for residents' parking have been received. It is recommended that this area is taken third within the central Harrow review.
- 2.6.1.5 There have been a significant number of telephone contacts (probably the highest for the four areas) requesting progress on a permit parking scheme for the Bessborough Road area. Most of these requests have come from Vaughan Road. It is recommended this area be taken second in the central Harrow review. However, this may need to be considered in conjunction with the recent petition in relation to the West Harrow station area and this is discussed later in this report in paragraphs 2.6.7.5 and 2.6.7.6.
- 2.6.1.6 The Harrow View area has yet to be fully defined by stakeholders but is expected to also include Salisbury Road, Buckingham Road, Balfour Road and part of Cunningham Park. Feedback from the previous consultation and considering the proximity to the Town Centre, a one-hour residents parking scheme is envisaged here.
- 2.6.1.7 Within the existing Town Centre CPZ area there are previous requests for parking facilities from a dentist on the corner of Harrow View/Radnor Road and a medical practice in Bethacar Road. The traders in Headstone Road and Lowlands Road have requested more short term parking to be made available for their customers. In each of these instances consideration will be given to converting some residents' bays to shared use "pay and display"/residents' spaces. Subject to funding, consideration will be given to whether these can be dealt with ahead of the CPZ review.
- 2.6.1.8 Some residents of Whitehall Road have expressed concern that since the introduction of Sunday charging in the car parks, shoppers are parking in the residents bays and particularly on yellow lines (where it can be obstructive), which do not apply on Sunday. A similar problem has been reported in Bonnersfield Lane particularly between Courtfield Avenue and Station Road. Double yellow line waiting restrictions will be considered on the inside of the bend to ensure that there is sufficient space for two way traffic and to maintain visibility around the bend. Some of these isolated problems could be taken forward ahead of the general CPZ review where resources permit.
- 2.6.2 Wealdstone Review and Extension (Zones C and CA)
- 2.6.2.1 The Wealdstone CPZ was last extended and split into 2 zones "C" and "CA" in June 2003. Work is underway to implement the main scheme in zone CA. The changes include extension of the CPZ to Lorne Road, Stirling Road, Ladysmith Road, Whitefriars Avenue, a further section of Locket Road and remaining sections of Aberdeen Road, Montrose Road, Spencer Road, Graham Road and High Street; more pay and display parking near the businesses in High Street, double yellow lines at junctions and revised main road parking restrictions.

- 2.6.2.2 Further consultation on possible further extension of zone CA and other localised issues in this zone took place in July 2007. There was support for only a small further extension to the CPZ which has been incorporated with the scheme now being implemented. This Panel in September 2007 agreed the other localised issues supported in the consultation should be taken forward with the extension to zone C once funding becomes available in 2008/09.
- 2.6.2.3 Responses from most of the roads consulted about extension of zone C were in support. Most responses supported keeping the morning hour of restriction so no change is planned. This Panel in September 2007 agreed that a scheme extending the zone to include the remainder of Marlborough Hill and adjacent roads, Walton Road, part of Walton Drive and sections of Harrow View and Headstone Drive be taken forward in 2008/09. The processing of traffic orders and implementing of works for the elements of the zone C and CA agreed by consultation and this Panel should be taken forward as a priority in 2009/09.
- 2.6.2.4 It was agreed that consultation regarding further extension of the zone to address any displaced parking be deferred until shortly after the agreed extension is introduced, in order that the effects of the extension can be assessed.
- 2.6.3 Stanmore Review
- 2.6.3.1 Stanmore has two CPZs comprising of Zones, 'B' and 'H', which were introduced in 1994 and reviewed in 1996 and 2004. Since the last review the new Wembley Stadium has been opened and as Stanmore Underground Station is a popular transport link to the stadium a review is currently being carried out to deal with the effects of event day parking. A stakeholder meeting was held in July 2007 to establish the overall extent of the review area and consultation regarding amendments to the existing controlled parking zones and the possible extension of zone boundaries was carried out from the 3 January to the 1 February 2008. A leaflet and questionnaire was distributed to over 4,000 premises, both within the existing zone's B and H, and around their fringes. The outcome of the consultation is currently being analysed and will be reported, together with scheme proposals, to the next meeting of the Panel on 18 June 2008. Subject to approval, statutory consultation and resolution of objections, implementation is currently scheduled for late summer 2008.
- 2.6.3.2 As reported previously, a contribution of £100,000 has been secured from the developers of Wembley Stadium, through a section 106 agreement with Brent Council. The funding is for on-street parking controls in Harrow "which is/are necessary due to the impact of events held at the New Stadium on Event Days" upon evidence that the council has approved "the Scheme(s)". The funding is available for 10 years from September 2002, the commencement of the development and demolition works. However, it is now apparent that the £100,000 secured in 2002 through the section 106 agreement, which was not indexed linked, is insufficient to pay for the anticipated scheme. The estimated total cost of the scheme, based on the extended area consulted, is £200,000, of which £20,000 will be met from the Sainsbury's section 106 agreement. That leaves £80,000 to be met from the 2008/09 CPZ budget. Although the final scheme may well be less than the area that has been consulted on and therefore the cost will be reduced, it is considered that the

full provision needs to be made at this stage. Once the final scheme is agreed and costed, the CPZ programme can be adjusted accordingly.

- 2.6.3.3 In addition to the current review and consultation, although the existing zones have generally been operating well, there have been a few exceptions. Some residents of Dennis Gardens have requested that the scheme be converted to an all day operation. A resident of Laburnum Court is seeking an additional morning hour of operation. A number of complaints have been received from the residents of Malcolm Court, Culverlands Close and Ben Hale Close about obstructive commuter parking. One resident of The Spinney also complains similarly. Complaints have also been received from the newly adopted Rees Drive (off London Road) and a section of Westbere Drive. These have all now been consulted as part of the current review and these issues will be taken into account in designing the proposed scheme to be reported to the Panel in June..
- 2.6.3.4 A scheme comprising mainly “pay and display” in front of the shops at Canons Corner attracted a petition against the scheme from more businesses than had supported the initial proposals. The scheme was withdrawn but this action triggered a new petition in favour if the scheme proceeding. In view of the previous consultation and outcome, it is not proposed to take any further action at this time.
- 2.6.3.5 A trader from The Broadway requests a change to the maximum period of stay from the existing 2 hours to 3 hours. This would be inconsistent with other similar areas in the borough and therefore it is not proposed to take action on the request at this time.

2.6.4 Burnt Oak Broadway Area

- 2.6.4.1 The Panel will recall a consultation exercise in 2006 that was carried out in The Highlands and associated roads to seek out the level of support for parking controls and road safety measures. The result showed overwhelming support for parking controls and a resident continues to campaign for a scheme. Complaints from Bacon Lane, culs-de-sac off The Highlands, Vancouver Road and Columbia Avenue, Broomfield Gardens, in Burnt Oak have been received and appear to be on the rise.
- 2.6.4.2 At the last review the area was moved from the unprogrammed list onto the programme with the consultation process commencing in spring 2010. However, we have very recently been informed of Barnet Council's intention to introduce a large CPZ on their boundaries with Brent and Harrow abutting the area to the south of Canons Lane. Some consultation was undertaken by Barnet in Summer 2007 and their current programme is to implement the scheme in Summer 2008.
- 2.6.4.3 The effect of such a scheme will be to displace the parking associated with the businesses in and around Burnt Oak Broadway, which is currently distributed on both sides of the road, into the unrestricted street within Harrow. This will exacerbate the current parking problems and therefore it is recommended that this scheme should be given a higher priority. Subject to approval to include it in the 2008/09 programme, it is proposed to arrange a stakeholder meeting in the summer of this year when the position on the Barnet scheme should be clearer.

2.6.5 Edgware Review and Extension

- 2.6.5.1 A review carried out in 2004 resulted in the inclusion of part of the Canons Park Estate and High Street Edgware in the CPZ that came into operation on 31 January 2005. There is a previous petition in the form of 21 similar letters requesting the extension of the zone to encompass the rest of Lake View and similarly Canons Drive as well as Dukes Avenue and Chestnut Avenue. These are from properties just outside the CPZ and representations have also been received from properties in Stonegrove. The requests have arisen as a result of displaced parking immediately outside the zone. Further requests from local residents and Canons Park Estate Resident's Association continue to be received.
- 2.6.5.2 Some work, including a stakeholders meeting, was carried out for the Canons Park Estate scheme review during 2006-07. No consultation or other progress on this review took place in 2007/08 due to the reduced CPZ budget. It is recommended that the scheme be taken forward in the latter part of 2008-09. The existing zone itself is working well with little or no recent complaints, other than a request for the yellow lines at the junction to be extended further into the narrow Cavendish Drive.

2.6.6 Hatch End

- 2.6.6.1 The Hatch End Association have requested a review of parking but remain neutral on the issue of a CPZ as it is not considered a priority by its members at present. The few letters of complaint received from the area refer to parking along The Broadway, in front of the shops. Some traders have indicated they would support "pay and display" in the service roads.
- 2.6.6.2 Consultation on parking controls and pay and display parking in the service road and car park was delayed due to limited staff resources and also because a congestion study that was originally scheduled to be carried out in 2007/08 was delayed. The congestion study is to be commissioned in 2008/09 and the outcome, together with the findings of a recent freight and servicing study, will be relevant to the formulation of any parking proposals. In view of that, it is recommended that the scheme is programmed for consultation in 2009/10, with provision for implementation in 2010/11.

2.6.7 North and West Harrow

- 2.6.7.1 The on-site car parking for the agreed supermarket re-development in North Harrow is limited. The Section 106 agreement thus includes a £30,000 contribution towards consultation and implementation of a CPZ. Funding would be available within 3 years of completion of the development, which is currently believed to be Spring/Summer 2008.
- 2.6.7.2 There have been rather more calls for a residents' parking scheme to be introduced in parts of North Harrow close to the underground station but no clear pattern for a CPZ exists. It is recommended the area remain on the unprogrammed list until the supermarket re-development is completed when a clearer view of the impact of the development becomes apparent.
- 2.6.7.3 As referred to in paragraph 2.6.1.5, there is demand for a residents' parking scheme from the eastern section of Vaughan Road and Butler Avenue due to their proximity to the Town Centre. This area will be considered as part of the

Town Centre review. There have been a significant number of telephone contacts (probably the highest for the four areas) requesting progress on a permit parking scheme for the Bessborough Road area. Most of these requests have come from Vaughan Road. It is recommended this area be taken second in the central Harrow review. However, this may need to be considered in conjunction with the recent petition in relation to the West Harrow station area and this is discussed later in this report.

- 2.6.7.4 A petition with 115 signatures from residents calling for controlled parking in The Gardens and other roads near West Harrow station was noted by this Panel in November 2007 and passed to this review for consideration. Almost all the signatures appear to come from within about 250 metres of West Harrow station. Two consultations across North and West Harrow eight to ten years ago did not show overall support for a CPZ. The area as a whole does suffer from parking congestion but in most areas this is largely due the density of the terrace housing with very little off street parking. Parking around the station is even more under pressure and has probably worsened in the last few years as other stations further into London generally now have parking controls around them.
- 2.6.7.5 Getting the consultation area right needs very careful consideration. As referred to in paragraph 2.6.1.5 above, there is demand for a residents' parking scheme from the eastern section of Vaughan Road and Butler Avenue due to their proximity to the Town Centre. However, if schemes are taken forward in relation to that area and an area around West Harrow station, it is likely to leave the streets in between particularly vulnerable to displaced parking. This danger may not be as apparent to the residents in those streets if the two schemes were consulted on separately.
- 2.6.7.6 It is suggested therefore, that the initial consultation could take place within the combined area and the Panel's views on this are sought. Whether taken forward in combination as suggested, or separately on a smaller area, it is recommended that it is programmed for consultation in 2008/09.
- 2.6.8 Rayners Lane Review and Extension
- 2.6.8.1 The last review and extension of the zone was completed in April 2002. A lay-by containing "pay and display" parking was provided in Warden Avenue in February 2004. Waiting restrictions were introduced in Village Way in January 2006 to address the problems of obstructive parking.
- 2.6.8.2 There are outstanding petitions calling for extension of the Rayners Lane CPZ to Alfriston Avenue and West Avenue. Reports of parking problems and requests for parking controls from residents of roads outside the existing zone continue to be received. These reports include the "Avenue" roads north of Village Way, Imperial Drive, Kings Road, Priest Park Avenue, Warden Avenue, The Glen, Southbourne Close and Ovesdon Avenue.
- 2.6.8.3 These roads will be included in the review of the Rayners Lane CPZ. Based on proposed priorities this is scheduled for 2009/10.
- 2.6.9 Harrow Weald Review
- 2.6.9.1 Parking restrictions were introduced in Uxbridge Road between High Road and Bellfield Avenue in early 2005 to assist buses and general traffic flow. This has addressed parking problems associated with Harrow College

(Harrow Weald Campus) along this section of Uxbridge Road. Parking has been displaced to the service road in High Road where there were already complaints about parking associated with Harrow College. A few complaints have also been received from The Coppins and the adjacent service road in Uxbridge Road.

2.6.9.2 Restrictions on High Road south of Elms Road were reviewed as part of the Wealdstone (CA) review but the northern end would form part of the Harrow Weald review. Two petitions calling for residents' parking to address parking attributed to the businesses in High Road remain outstanding. Based on proposed priorities this review is scheduled to commence in 2009/10.

2.6.10 Pinner Review

2.6.10.1 In light of a petition from Albury Drive residents and other residents concerns parking restrictions were introduced last year on the northern side of Albury Drive, Pinner. This enabled two unobstructed running lanes to be maintained to ease congestion in the area. There have been other requests from residents of Albury Drive near Latimer Gardens for a residents' parking scheme. The residents were concerned that displaced parking will result because of the Pinner Wood Safe Routes to Schools proposals.

2.6.10.1 Requests for an extension of the scheme continue to be received from some residents who live on the periphery of the zone. Complaints continue to come in particular from Hereford Gardens, Rayners Lane and West End Lane near High View where there is a previously reported petition from residents requesting a CPZ.

2.6.10.2 A scheme to convert existing permit bays in Marsh Road service road to shared use (to also allow pay and display) operating throughout the day has recently been the subject of statutory consultation. Subject to consideration of any objections the scheme is programmed for implementation in March 2008. The pay and display facility here is sufficiently close to the Pinn Medical Centre in Eastcote Road for patients to use this facility.

2.6.10.3 There are also a number of previous miscellaneous requests for internal alterations from occupiers of Barrow Point Avenue (including a doctors' surgery), Waxwell Lane, High View and Holwell Place (verge parking). Requests for parking controls have also been received from Nower Hill, The Chase and Oakhill Avenue.

2.6.10.4 There is a previously reported petition from 1999 and a deputation in 2001 from the residents of Pinner Green for an extension of the scheme. Some Pinner Green residents continue to request a residents parking scheme.

2.6.10.5 There is a previously reported petition from residents of Grange Gardens, Pinner which is within the current CPZ. The concerns are that the current CPZ control period of 11am to noon on weekdays does not protect them sufficiently against evening and weekend parking.

2.6.10.6 Based on proposed priorities the review of the Pinner CPZ is programmed to commence in spring 2010. However, as in many areas there are some parking problems may be able to be that can be dealt with on an individual

basis, particularly where a review is some way off. In the case of West End Lane, between High View and Elm Park Road, the current obstructive parking will be dealt with early in 2008/09 as part of the “problem streets” programme outlined in paragraph 2.1.5.

2.6.11 South Harrow Stage 3

2.6.11.1 The previous stage 2 extension became operational on 1 March 2004. The stage 2 review and stage 3 extension scheme has been implemented and became operational on 25 February 2008. The scheme mainly comprised an extension to the CPZ to cover roads in the Beechwood area, Kingley Road, Thornley Drive, part of Roxeth Green Avenue and a further section of Eastcote Lane, with pay and display in side road leading from Northolt Road and free bays in Brember Road. Although Dudley Gardens and Fielders Close were excluded from the CPZ scheme, waiting restrictions have been introduced in these roads to address problems of obstructive parking.

2.6.11.2 A contribution of £30,000 towards funding parking controls has been secured from the developer of Biro House, in Northolt Road, through a section 106 agreement. Funding will be available within 3 years of completion of the development.

2.6.12 Kenton Road/Honeypot Lane near Kingsbury Circle

2.6.12.1 There are previously reported petitions from residents of 41-48 Honeypot Lane requesting a residents’ parking scheme for the service road in front of these properties. There continue to be requests from Orchard Grove for parking controls due to parking problems also attributed to Kingsbury underground station. There is also a previously reported petition from some residents of 704A to 736A Kenton Road for residents parking in front of the shops because of shoppers cars and conversely a request from the shopkeepers for “pay and display” in front of the shops because of residents cars. Based on current priorities this is unprogrammed at present.

2.6.13 Kenton Station Review

This area is adjacent to the Central Harrow CPZ (Zone S) and will be dealt with as part of that review (see 2.6.1.4). Complaints have also been received about obstructive parking at the junctions of Willowcourt Avenue with Hillbury Avenue and Kenton Road. It is proposed to deal with these complaints by incorporating permit bays within the current yellow line waiting restrictions.

2.6.14 Sudbury Hill Station Area

This scheme was implemented in conjunction with Brent Council and became operational on 22 December 2003. There are no reports of significant displacement or operational problem.

2.6.15 Canons Park Station Area

2.6.15.1 This area is substantially covered by a one hour waiting restriction scheme with the exception of Whitchurch Lane that generally has all day restrictions. This scheme pre-dates the introduction of residents’ parking schemes in Harrow and can generally be considered as a controlled parking zone without

a residents parking scheme and without the entry/exit signs, but with signing in each road.

- 2.6.15.2 Extensions of waiting restrictions in Whitchurch Lane and in the Cloyster Wood area were introduced in 2002. The scheme was recently extended to include Howberry Close and Howberry Road, south of Wychwood Avenue. The Canons Park Residents' Association (CAPRA) and some residents have asked for this scheme to be reviewed/extended yet again.
- 2.6.15.3 Following a deputation for parking controls in Buckingham Road and surrounding area at the Panel meeting of 6 June 2006, it was agreed that the request be considered as part of the annual review of CPZs. Ghost capes (hatched road markings) were subsequently introduced at the junctions of Buckingham Road with Buckingham Gardens and Torbridge Close. The depute continues to request parking controls. A request from another resident in the vicinity has also been received complaining about obstructive parking. It is recommended that the area that is currently on the unprogrammed list be placed on the CPZs programme with the stakeholders' meeting to be held in spring 2010.
- 2.6.15.4 Local consultation to provide pay and display parking in the Honeypt Lane service road at its junction with Wemborough Road did not demonstrate majority support for the scheme which has been abandoned.

2.6.16 Harrow Weald/Hatch End – Courtenay Avenue Area

There is a previously reported petition for a residents' parking scheme in this area, but the number of households signing the petition (14) is small compared to the size of the estate. The head petitioner continues to make representations.

2.6.17 Other Areas

- 2.6.17.1 From time to time, residents from other areas on the uncommitted programme list ask for residents' parking schemes but the numbers are small and widely dispersed. Complaints from Camrose Avenue, Honeypt Close (off Honeypt Lane, Kenton East), Turner Road and Everton Drive (near Queensbury station), have been received.
- 2.6.17.2 Complaints from residents living close to Headstone Lane station have increased this year. This area has been placed on the list of priority schemes (for a possible new CPZ) for commencement in 2010/11.
- 2.6.17.3 Representations continue to be received from residents of Harrow on the Hill reporting dangerous and obstructive parking and insufficient parking for residents, businesses and customers. The narrowness of many of the roads on the Hill mean that only very limited numbers of bays would be possible. Indications are that a permit parking scheme would not be supported. There may be a need for further localised double yellow lines to address obstructive parking. This may be able to be addressed as part of the assessment referred to in paragraph 2.1.5 above.

- 2.6.17.4 Complaints about obstructive parking have also been received from The Crescent, Willowcourt Avenue, The Chase, Fallowfield and Woodlands Road. This may be able to be addressed as part of the assessment referred to in paragraph 2.1.5 above
- 2.6.17.5 Complaints about obstructive parking have also been received from Mollison Way (whole length) and Alicia Avenue (Kenton West). This may be able to be addressed as part of the assessment referred to in paragraph 2.1.5 above

2.7 Financial Implications

- 2.7.1 Transport for London has not provided funding for CPZs in 2008/09 but has allocated £25,000 for disabled persons' parking spaces only.
- 2.7.2 The provisional total capital programme for Transportation for the next 3 years, subject to approval, is £500k for 2008/09, £450k for 2009/10 and £500k for 2010/11. Based on previous years, up to £150k per annum of this is required for other ad hoc traffic management schemes and measures during the course of the year and in 2008/09 an additional £50k has been allowed for dealing with the "problem streets" where access problems have been identified. These allocations are subject to actual demand and will be monitored carefully during the course of the year so that the CPZ funding can be increased if demand is less than allowed for, as occurred in 2007/08.
- 2.7.3 The allocation for CPZs and estimated cost of the proposed programme is shown in Appendix D. It should be noted that the estimated costs have been prepared before consultation and design and are therefore provisional. As referred to in paragraph 2.3.6, the programme for 2011/12 is not fully developed at this stage, but it will be as the programme in years 2008/09 and 2009/10 is delivered and there is more certainty about costs and timescales.
- 2.7.4 The total contribution provisionally secured from developers for parking controls under Section 106 agreements is £180,000 (excluding Sainsbury's contribution), which will be utilised as the relevant schemes are progressed.

2.8 Legal Implications

- 2.8.1 Controlled Parking Zones can be introduced under powers given in the Road Traffic Regulation Act 1984.
- 2.8.2 There are minimum requirements for consultation and publication before making an order which is set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.9 Performance issues

- 2.9.1 There are no Best Value performance indicators in relation to CPZs.
- 2.9.2 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's LIP.

- 2.9.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:
- Priority IV Improving the working of parking and loading arrangements
 - Priority V Improving accessibility and social inclusion on the transport network

- 2.9.4 This proposal supports the following Harrow Vision and Corporate Priorities:
1. Increase our level of customer satisfaction.
 2. Improve the performance of our environmental services.
 4. Promote policies that retain Harrow's suburban character.
 9. Regenerate the town centre, improve district centres and promote new businesses.
 11. Improve the way we work and provide value for money

2.10 Equalities Impact

The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.

2.11 Community Safety (s17 Crime & Disorder Act 1998)

The proposals will have a neutral impact on crime and disorder.

SECTION 3 - Statutory Officer Clearance

| | | |
|----------------------|-------------------------------------|--|
| Signature: | | |
| Name: Barry Evans | <input checked="" type="checkbox"/> | on behalf of the Chief Financial Officer |
| Date: 13/2/08 | | |
| | | |
| Signature: | | |
| Name: Jessica Farmer | <input checked="" type="checkbox"/> | on behalf of the Monitoring Officer |
| Date: 13/2/08 | | |

SECTION 4 – Performance Officer Clearance

| | | |
|-------------------|-------------------------------------|--|
| Signature: | | |
| Name: Tom Whiting | <input checked="" type="checkbox"/> | Interim Divisional Director (Strategy and Improvement) |
| Date: 13/2/08 | | |

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Dennis Thompson, Traffic & highway Network Manager; Tel: 020 8424 1500; E-mail: dennis.thompson@harrow.gov.uk
 Stephen Freeman, Engineer, Traffic Management, Tel: 020 8424 1437, Fax: 020 8424 7662; E-mail: stephen.freeman@harrow.gov.uk

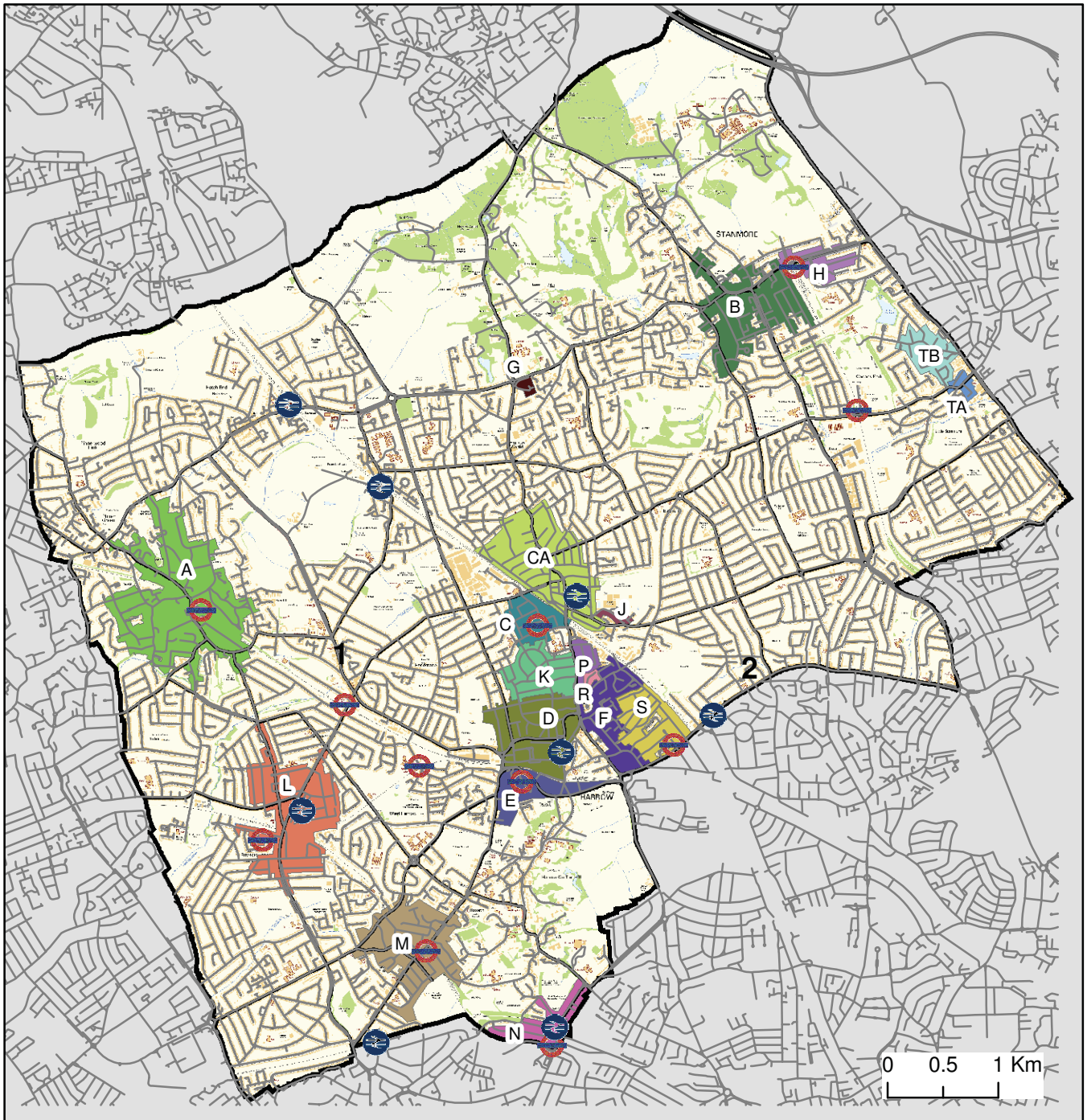
Background Papers: Previous annual reports, petitions.

Appendix A
Progress on CPZ and associated reviews since last review

| | | Target completion date (unless otherwise Stated) | | Comments |
|----------|--|--|---|---|
| PRIORITY | SCHEME | 07 Review report | Current programme | |
| 1. | Canons Corner 'pay and display' | Summer 07 | Cancelled | Scheme cancelled due to opposition at time of statutory advertising, in the form of petition. Since cancellation a counter petition calling for controls has been received |
| 2. | South Harrow Stage 2 Extension Review and Stage 3 | Autumn 07 | Operational date: 25 Feb 08 | Substantial objections to aspects of the scheme including Ombudsman complaint needed to be resolved |
| 3. | Howberry Road Area | Winter 06-07 | Operational March 2007 | |
| 4. | Whitchurch Lane Lay-bys 'pay and display' | Winter 06-07 | Operational March 2007 | |
| 5. | Wealdstone Review and Possible Extension | Winter 07-08 | Operational target date: March 2008 (zone CA extension) | Operational date for zone CA only. CA review phase 2 and zone C review await further funding for statutory advertising. Zone C phase 2 consultation delayed to post implementation of zone C extension. |
| 5. | Hatch End Shopping Centre Service Roads 'pay and display' | Winter 07-08 | Review start date: Summer 2009 | Start delayed initially by lack of staff resources and deferment of a planned congestion study. |
| 6. | Stanmore (Wembley Stadium Event Days) | Autumn 08 | Operational target date: Autumn 08 | Review including consultation undertaken in-house. Consultation January 2008, results yet to be fully analysed. |
| 7. | Honeypot Lane Service Road Area (Wemborough Road Junction) | Autumn 08 | Cancelled | Local consultation did not show sufficient support. Scheme cancelled. |
| 8. | Marsh Road Service Road | Spring 08 | Target operational date March/April 2008 | Scheme advanced slightly due to cancellation of other schemes. |

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CONTROLLED PARKING ZONES



Key

| | | |
|---|--|-----------------------------|
| A, Mon - Fri 11:00 - 12:00 | G, Mon - Fri 10:00 - 11:00 and 14:00 - 15:00 | P, Mon - Sun 8:30 - 20:30 |
| B, Mon - Fri 15:00 - 16:00 | H, Mon - Sat 10:00 - 11:00 and 15:00 - 16:00 | R, At any time |
| C, Mon - Fri 10:00 - 11:00 | J, Mon - Sun 7:00 - 00:00 | S, Mon - Fri 11:00 - 12:00 |
| CA, Mon - Fri 10:00 - 11:00 and 14:00 - 15:00 | K, Mon - Sat 8:30 - 18:30 | TA, Mon - Sat 8:30 - 20:30 |
| D, Mon - Sat 8:30 - 18:30 | L, Mon - Fri 10:00 - 11:00 | TB, Mon - Fri 11:00 - 12:00 |
| E, Mon - Sat 8:30 - 18:30 | M, Mon-Sat 10.00 - 11.00 and 14.00 - 15.00 | |
| F, Mon - Sat 8:30 - 18:30 | N, Mon - Fri 11:00 - 12:00 | |
| Minor Roads | Rail | Tube and Rail |
| Rail | Tube | Major Roads |
| Tube | | |

1 Pay & Display - North Harrow
2 Pay & Display - Kenton



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Appendix C

Controlled Parking Zones and Resident Parking Schemes

Priority list for financial year 2008/09 to March 2011

Seven main factors govern the programme: Implementation date of last review for this area (if applicable), staff availability, current implementation programme, funding, council (Traffic and Road Safety Advisory Panel) meetings (4 per year), Portfolio Holder decisions and favourable consultation results. Where considered appropriate reports and objections will be dealt with directly by the Portfolio Holder for Environment Services in order to speed up decision making.

The programme is also subject to change depending on other council decisions, such as whether there is a Scrutiny Committee “call-in”, referrals to Council Cabinet, other priorities, workload and available resources as they emerge during the year.

All reviews will consider the need for on street business permits with the exception of Harrow Town Centre.

| Prioritised by Target Completion Date | Scheme | Indicative Timescales |
|--|--|---|
| 1. | Wealdstone Zone CA Review (phase 2 changes) | Advertise traffic orders Summer 2008 Consider objections (if any) Sept 08 Target completion: Winter 08-09 |
| 2. and 2a | Wealdstone Zone C - Review and possible extension | Advertise traffic orders Summer 2008 Consider objections (if any) Sept 08 Implement Scheme: Winter 08-09 Consult peripheral area: Autumn 09 Advertise orders/Consider objections: Winter 09-10 Target completion: Spring 2010 |
| 3. | Stanmore review & event day parking for Wembley Stadium (might need to be phased over longer period) | Report consultation result agree scheme: June 2008 Advertise traffic orders summer 2008 Consider objections (if any) Sept 08 Target completion: Autumn 2008 |
| 4. | Harrow zone S – missing 2 roads (Rufford Close and Woodway Crescent) probably also consider Carlton Avenue | Agree proposal : Spring 2008 Consultation : Summer 08 Advertise traffic orders/Consider objection: by November 08 Target completion: Winter 08-09 |

| | | |
|-----|---|--|
| 5. | Burnt Oak – Possible new CPZ to address displaced parking from Barnet. (Review listed separately) | Initial investigation: Spring 08 Stakeholders meeting: Summer 08 Consultation: Winter 08-09 Consultation results: February 09 Advertise traffic orders: Summer 09 Consider objections (if any): September 09 Target completion: Winter 09-10 |
| 6. | Edgware (Canons Park Estate only) Stage 1 Review | Consultation: Spring 08 Consultation results: June 08 Advertise traffic orders: Autumn 08 Consider objections (if any): Winter 08-09 Target completion: Spring 09 |
| 7. | Pinner Road, Harrow - Possible County Roads area CPZ including shopper P&D parking. (This phase unlikely to include Pinner Road lay-by) | Consultation: Summer 08 Consultation results: Sept 08 Advertise traffic orders: Winter 08- 09 Consider objections (if any): Spring 09 Target completion: Autumn 09 |
| 8. | Bessborough Road, Harrow area | Stakeholders meeting: Autumn 2008 Consultation: Winter 08-09. Consultation results: February 09 Advertise traffic orders: Summer 09 Consider objections (if any): September 09 Target completion: Spring 10 |
| 9. | West Harrow Station – Possible new zone | Stakeholders meeting: Winter 08-09 Consultation: Spring 09 Consultation results: June 09 Advertise traffic orders: Autumn 09 Consider objections (if any): November 09 Target completion: Spring 10 |
| 10. | Hatch End Shopping Centre Service Roads “Pay and Display” (Potential displaced parking likely to necessitate investigation of possible Hatch End CPZ) | Stakeholders meeting: Summer 2009 Consultation: Autumn 09 Consultation results: November 09 Advertise traffic orders: Winter 09-10 Consider objections (if any): June 10 Target completion: Autumn 10 |

| | | |
|-----|--|---|
| 11. | Harrow View (Harrow) (south of Cunningham Park) Review and possible additional zone. | Stakeholders meeting: Spring 09 Consultation: Summer 09 Consultation results: September 09 Advertise traffic orders: Spring 10 Consider objections (if any): June 2010 Target completion date: Autumn 10 |
| 12. | Kenton station – Possible CPZ to replace yellow lines | Stakeholders meeting/Consultation: Spring 2010 Consultation results: June 10 Advertise traffic orders: Autumn 10 Consider objections (if any): November 10 Target completion: Winter 10-11 |
| 13. | Rayners Lane Review and Extension (possibly need to split into areas) | Stakeholders meeting: Spring 2010 Consultation: Summer 10 Consultation results: September 10 Advertise traffic orders: Autumn 10 Consider objections (if any): February 2011 Target completion date: Spring 11 |
| 14. | South Harrow Stage 3 Review | Stakeholders meeting: Winter 2009-10 Consultation: Summer 10 Consultation results: December 10 Advertise traffic orders: Winter 10-11 Consider objections (if any): June 11 Target completion: Autumn 11 |
| 15 | County Roads area CPZ review - for possible extension (provisional subject to evidence of demand) | Stakeholders meeting: Spring 2010 Consultation: Summer 2010 Consultation results: September 10 Advertise traffic orders: Autumn 10 Consider objections (if any): November 10 Target completion: Spring 11 |
| 16. | Harrow Weald (incl Fontwell Close area Review) Extension or possible new CPZ | Stakeholders meeting: Summer 2009 Consultation: Winter 2009 Consultation results: February 2010 Advertise traffic orders: Spring 2010 Consider objections (if any): Summer 2010 Target completion: Autumn 2010 |

| | | |
|-----|---|--|
| 17 | Pinner Review and Extension (probably split into sectors, possibly some priorities earlier) | Stakeholders meeting: Summer 2010 Consultation: Winter 10-11 Consultation results: June 11 Advertise traffic orders: Winter 11-12 Consider objections (if any): March 12 Target completion: Autumn 12 |
| 18. | Kingsbury Circle Area | Stakeholders meeting: Spring 2010 Consultation: Summer 10 Consultation results: November 10 Advertise traffic orders: Spring 11 Consider objections (if any): June 11 Target completion: Autumn 11 |
| 19 | Headstone Lane station area (subject to further investigation) | Stakeholders meeting: Summer 2010 |
| 20. | Canons Park Station area | Stakeholders meeting: Winter 2010-11 Consultation: Spring 11 Consultation results: June 11 Advertise traffic orders: Autumn 11 Consider objections (if any): November 11 Target completion: Spring 12 |
| 21 | Burnt Oak Broadway area review | Stakeholders meeting: Autumn 2010 |
| 22. | West Harrow CPZ(s) review - for possible extension (provisional subject to evidence of demand) | Stakeholders meeting: Winter 2010-11 |
| 23. | Hatch End Shopping Centre Service Roads "Pay and Display – Review and possible Hatch End CPZ | Stakeholders meeting: Winter 2010-11 |
| 24. | Sudbury Hill Stations Area Review and Possible Extension | Stakeholders meeting: Spring 2011 |
| 25 | Harrow View area CPZ review - for possible extension (provisional subject to evidence of demand) | Stakeholders meeting: Spring 2011 |
| 26 | Wealdstone zone CA review | Stakeholders meeting: Spring 2011 |
| 27. | Event day parking for Wembley Stadium - Stanmore Review | Stakeholders meeting: Summer 2011 |
| 28. | Edgware Stage 2 - Review and possible extension | Stakeholders meeting: Autumn 2011 |
| | | |

SMF Jan/08
SMF\Reports\CPZ Appendix C 2008

APPENDIX C (cont'd)

CONTROLLED PARKING ZONES/RESIDENT PARKING SCHEMES

Unprogrammed Schemes (not in priority order)

Belmont Circle

Harrow on the Hill (including Roxeth Hill/Ashbourne Avenue Area)

Harrow Weald (Courtenay Avenue Area)

Kenton Road near Kenton Park Road/Avenue

Letchford Terrace

North Harrow (to be reviewed following the occupation of the supermarket re-development)

Queensbury Circle/Honeypot Lane Area

Queensbury Station area

Westfield Lane, Kenton

MN 29.1.07

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| Appendix D | | | | | | | |
|--|-------------------|---------------|--------------|--------------|-------------|------|--|
| Scheme | Total Cost (£000) | | | | | | |
| | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | | |
| South Harrow Stage 2 | 56 | | | | | | |
| Canons Corner | 5 | | | | | | |
| Wealdstone Stage 2 | 150 | 95 | 20 | 20 | | | |
| Honeypot Lane (service road, Wemborough Road junction) | 5 | | | | | | |
| Marsh Road service road | 20 | | | | | | |
| Stanmore (Wembley Stadium event days) | 36 | 120* | | | | | |
| | | 80 | | | | | |
| Harrow zone S | | 20 | | | | | |
| Burnt Oak Broadway Area | | 30 | 100 | | | | |
| Edgware Review and Extension | | 25 | 30 | | | | |
| Harrow – Pinner Road area | | 30 | 80 | | | | |
| Hatch End shopping centre service roads | | | 20 | 45 | | | |
| Harrow – Bessborough Rd area | | 15 | 25 | 45 | | | |
| West Harrow Station | | 15 | 25 | 45 | | | |
| Rayners Lane | | | 20 | 30 | | | |
| Harrow – Harrow View area | | | 20 | 50 | | | |
| Harrow Weald | | | 20 | 35 | | | |
| Pinner | | | | 20 | 50 | | |
| Canons Park Station Area | | | | 15 | 35 | | |
| South Harrow Stage 3 | | | 5* | 20* | 30 | (5*) | |
| Kenton Station area review | | | | 20 | | | |
| Kingsbury Circle Area | | | | 15 | | | |
| North Harrow | | | 10* | 20* | | | |
| Sudbury Hill Stations Area | | | | | | | |
| Headstone Lane | | | | 10 | 25 | | |
| Wealdstone CA Stage 3 | | | | | | | |
| Edgware Stage 3 | | | | | | | |
| Stanmore stage 3 | | | | | | | |
| Burnt Oak Broadway Area Stage2 | | | | | | | |
| West Harrow review | | | | | | | |
| Total | 272 | 310 | 340 | 350 | 350# | | |
| | (81**) | (120*) | (15*) | (40*) | (5*) | | |

*Section 106 funding (not included in total)

** £81,000 transferred from Traffic Management budget included

Anticipated budget – programme not fully developed (see para. 2.2.6)

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APPENDIX E

STAGES INVOLVED IN PREPARING A CPZ

NB - *This is a simplified model approach, for illustrative purposes, assuming no complications.*

There is an annual review of priorities and agreement of work programme. All petitions and requests received during the year are considered at this meeting. Once the principle of investigating a CPZ is agreed, the following stages are typically involved:

- a) Define study area - including consideration of area(s) that are likely to receive displaced parking.
- b) Stage 1 Consultation - stakeholder meeting to discuss study area and clarify issues, problems and policy framework.
- c) Agree boundary and scheme principles with the Traffic and Road Safety Advisory Panel (TARSAP)/Portfolio Holder(PH).
- d) Stage 2 Consultation - do people want a CPZ/resident permit scheme or not? Only proceed with majority support.
- e) Analyse results and determine area to go forward to detail design - agreement by TARSAP/PH if necessary ie. if contentious or uncertain.
- f) Detail design of selected area.
- g) Stage 3 Consultation - on detail design.
- h) Amend design in light of consultation and agree "final" design (via TARSAP/PH if contentious or uncertain).
- i) Draft Traffic Regulation Order (TRO).
- j) Consult Police on TRO (statutory).
- k) Stage 4 Consultation - Advertise TRO (statutory).
- l) Consider objections to TRO (statutory) - TARSAP/PH.
- m) Agree final scheme (can be concurrent with previous stage).
- n) Prepare detailed drawings for manufacturers and contractors and arrange procurement.
- o) Implement and "make" TRO.
- p) Review within 12 months, subject to demand.
- q) Further reviews subject to workload prioritisation.

Notes

Where there is a high degree of confidence about the design of a scheme for a particular area, one or more of the first three stages of consultation can be omitted. However, this is often not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community. The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus about the design of CPZs. It is therefore almost inevitable that people will object to proposals. It would be very difficult for the Council to deal with these objections if it were not able to demonstrate knowledge of the wider community's views.

If objections are upheld it can mean redesign, and possibly re-consultation, which of course increases costs and the length of the programme. In other words, taking short-cuts can be counter-productive and should therefore only be considered where there is confidence about the design being in harmony with the wishes of the local community.



| | |
|----------------------|---|
| Committee: | Traffic and Road Safety Advisory Panel |
| Date: | 26 February 2008 |
| Subject: | INFORMATION REPORT – TfL funding award and scheme programme 2008/09 |
| Responsible Officer: | Eddie Collier |
| Portfolio Holder: | Councillor Susan Hall |
| Exempt: | No |
| Enclosures: | Appendix A - TfL funding award |

Section 1 – Summary

This report outlines the following:

1. The award received from Transport for London (TfL) in order to implement relevant sections of the Mayor's Transport Strategy in Harrow.
2. The programme of works to be implemented in 2008/9.

FOR INFORMATION

Section 2 – Report

- 2.1 Each year TfL awards all London boroughs funding to implement local transport improvements and in particular to implement the Mayor of London's Transport Strategy at the local level. Historically this was done through a bidding process. More recently, boroughs are expected to bid in line with the approved Transport Local Implementation Plans (LIPs).

- 2.2 Funding from TfL is a core component of the Council's transport capital programme. Once TfL have made an award, there is very limited scope to vary the funded programme. It should be noted that individual proposals that have received funding would be subject to local consultation prior to implementation.
- 2.3 The funding submission document received portfolio holder approval on 24th May 2007 to be effective from 5th July 2007. Further details of programmes are included in the Transport Local Implementation Plan.
- 2.4 An analysis of the TfL funding award is provided in Appendix A. The following table is a summary of the award.

| TFL Award 2008/09 | Award (£k) |
|---|-------------------|
| Principal Road Renewal | 560 |
| Local Safety Schemes | 225 |
| 20mph Zones | 360 |
| Education, Training & Publicity Schemes | 38 |
| Walking | 150 |
| Cycling Non LCN+ | 70 |
| Cycling LCN+ | 665 |
| Bus Stop Accessibility | 106 |
| Bus Priority | 1,502 |
| Town Centres | 50 |
| Station Access | 250 |
| School Travel Plans | 122 |
| Travel Awareness | 40 |
| Environment | 20 |
| Shopmobility and travel training | 30 |
| Other accessibility | 70 |
| Total | 4,258 |

Programmes of work to be implemented under each of these topics is as follows:

| | | |
|---|--|----------------|
| Principal Road Renewal | | RO |
| Selected roads still under discussion with TfL | | |
| RO - Amount of Funding Committed £k | | 560.000 |
| Local Safety Schemes¹ | | LSS |
| High Road Harrow Weald and High Street (north of Locket Road) | | 90.000 |
| Pinner Road (Bessborough Road to Headstone Lane) | | 100.000 |
| Future Scheme Identification | | 35.000 |
| LSS - Amount of Funding Committed £k | | 225.000 |
| 20mph zones | | ZO |
| Kenmore Park School | | 120.000 |
| Aylward First and Middle Schools | | 120.000 |
| Grimsdyke School | | 120.000 |
| ZO - Amount of Funding Committed £k | | 360.000 |
| Education Training & Publicity Schemes | | ETP |
| Junior Citizen | | 8.000 |
| Theatre group presentations | | 12.000 |
| Early years and childminder group education | | 6.000 |
| Local power two wheeler safety promotion | | 12.000 |

¹ The High Road Harrow Weald and High Street (north of Locket Road) local safety scheme will be replaced in the programme by the Old Redding local safety scheme that commenced this financial year. A separate bid of £30k will be made early in 2008/09 to allow for development of the scheme High Road, Harrow weald scheme.

| | |
|---|----------------|
| ETP - Amount of Funding Committed £k | 38.000 |
| Walking | W |
| Pedestrian audits to stations | 75.000 |
| New pedestrian improvements | 25.000 |
| Stanmore Hill junction with Broadway | 10.000 |
| Refuges to improve crossing at Eastcote Road junction with Ellement Close | 15.000 |
| High Street junction with Spencer Road (Wealdstone) | 25.000 |
| W - Amount of Funding Committed £k | 150.000 |
| Cycling Non LCN+ schemes | CS |
| Cycle parking | 20.000 |
| Cycle training for older children and adults | 17.500 |
| Middle school cycle training | 22.500 |
| High Road, Harrow Weald to Wemborough Road | 10.000 |
| CS - Amount of Funding Committed £k | 70.000 |
| Cycling LCN+ | LCN |
| Link 86 - Whitchurch Lane and Canons Park Station. Widen existing advisory cycle lanes and extension of parking restrictions and enforcement. Improvements to jug handle facility | 18.000 |
| Link 86 - Pinner to Eastcote Village via Eastcote Road. | 15.000 |
| Advisory cycle lanes, side road entry treatments and/or reduce kerb radii at side roads, review parking restrictions | |
| Link 86 - Nth Harrow to Pinner via Woodlands, Pinner Rd. Widening and extension of existing cycle lanes where required. To include side road entry treatments, right turn refuge and extension to some waiting restrictions | 10.000 |

| | |
|---|---------|
| Link 87 - George Gange Way, Peel Road, Stuart Road. Improved access to existing Toucan on George Gange Way Possible traffic calming and cycle access improvements including short length of cycle track | 30.000 |
| Link 87 - Alexandra Avenue. Review priority for cyclists at side roads along section of Link. To include raised tables and changes to markings as appropriate | 30.000 |
| Link 87 - Headstone Drive, Wealdstone High Street. Contribution towards planned Improvements to provide cycle facilities within Town Centre | 50.000 |
| Link 87- Headstone Drive/Cecil Road. Review existing layout and re-design new layout to include satisfactory provisions for cyclists | 75.000 |
| Link 87- Headstone Drive. Reallocation of road space by removing central hatchings. New 1.5m advisory cycle lanes, changes to existing parking restrictions and enforcement. | 20.000 |
| Link 87- Headstone Drive / Princes Road junction. Conversion of existing roundabout to a signalled junction with pedestrian facility. | 125.000 |
| Link 87 - Imperial Drive. Review of markings and upgrade cycle lane to 1.5m, possible carriageway widening and central refuge relocation. Improvements to existing ASLs. | 35.000 |
| Link 87- Parkside Way. Upgrade width of cycle lanes to 1.5m and changes to existing parking restrictions and enforcement. | 10.000 |
| Link 87- Rayners Lane j/w Imperial Drive and Alexandra Ave ASLs on junction arms and investigate the need for upgrading zebra crossing at High Worples to toucan. | 10.000 |
| Link 87- Station Road / Pinner Rd. Contra-flow cycle lane on Canterbury Road between Pinner Road and Station Road. Final review of 2006/07 scheme with further works likely to be required in 2008/09 | 10.000 |
| Link 87- Provision of Cycle lanes (nature to be determined by feasibility) and possible toucan crossing. Realigning of existing cycle tracks to reduce severity of bends. | 10.000 |
| Link 89 - Lowlands Road between Roxborough Park junction and Tyburn Lane. Widen existing cycle lanes to 1.5m adjacent to parked cars with 0.5m buffer zone. Possibly upgrade pelican to toucan (further investigation required). | 10.000 |
| Link 89 - Roxborough Bridge north Improvements to bollard arrangement and new kerb buildout to protect cyclists accessing Pinner Road | 17.000 |

| | |
|---|----------------|
| Link 89 - Roxborough Park junction. Implementation of improved access to Roxborough Park underpass from Lowlands Road. | 20.000 |
| Link 88 - Elmgrove Road. Green surfacing at side road entries, central feeder lane at junction with Station Road. Advisory cycle lane to prevent pinch point as route enters Hindes Road | 26.000 |
| Link 88 - Elmgrove Road East of railway underpass Removal of pedestrian guardrail, improved lighting | 37.000 |
| Link 88 - Hindes Road Reprofile of existing speed humps to meet LCDS (sinusoidal profile) | 15.000 |
| Link 89 - Kenton Road Recreation Improvements to existing path to bring up to LCDS standards, including improved segregation, lighting and surfacing/widening as necessary. Improvements to access gate to allow 24-hour access. | 20.000 |
| Link 88 - Railway underpass Improvements to underpass including lighting and possible CCTV coverage (additional funding source required). Measures to be provided to prevent blocking by motor vehicles | 15.000 |
| Link 88 – Hindes Road Tesco roundabout Overrun area to increase effective size of roundabout, raised entry treatments and cycle logos | 57.000 |
| Cycling LCN+ | LCN |
| LCN - Amount of Funding Committed £k | 665.000 |
| Bus Stop Accessibility | |
| BSA | |
| Funding to make bus stops more accessible. | |
| BSA - Amount of Funding Committed £k | 106.000 |
| Bus Priority | |
| BP | |
| South Harrow: Petts Hill Bridge | 857.000 |
| Harrow Town Centre - Station Road | 20.000 |
| Harrow Town Centre - College Road | 20.000 |

| | |
|--|------------------|
| Stanmore: Common Road/High Road junction | 150.000 |
| Queensbury: Honeypot Lane northbound approach to Charlton Road roundabout | 80.000 |
| South Harrow: Eastcote Lane | 80.000 |
| Stanmore: London Road/Brockley Hill | 20.000 |
| North Harrow: Pinner Road/Station Road junction | 100.000 |
| Rayners Lane: Rayners Lane/Village Way East | 100.000 |
| South Harrow: Northolt Road/Shafesbury Avenue junction | 20.000 |
| Kenton Road, Kenton (Eastbound) | 30.000 |
| Christchurch Avenue | 10.000 |
| Borough Administration | 15.000 |
| BP - Amount of Funding Committed £k | 1,502.000 |
| Town Centres | TC |
| Harrow TC - Station Road area - Indicative allocation for scheme development | 50.000 |
| TC - Amount of Funding Committed £k | 50.000 |
| Station Access | SA |
| Petts Hill Bridge - contribution to larger scheme | 250.000 |
| SA - Amount of Funding Committed £k | 250.000 |
| School Travel Plans² | STP |
| School travel plan officer | 22.000 |
| Top-up grant funding for schools with an approved travel plan | 15.000 |
| Supply teachers/ admin support to schools to develop travel plans | 10.000 |

² STP is likely to increase up to a total of £250K subject to TfL approval

| | |
|---|----------------|
| Engineer funding to meet schools to assist in developing traffic related implementation | 20.000 |
| Grimsdyke School | 50.000 |
| Walk to School Weeks | 5.000 |
| STP - Amount of Funding Committed £k | 122.000 |
| Travel Awareness | TA |
| Travel awareness preparations, activities and promotions | 15.000 |
| Bike Week | 10.000 |
| Car sharing promotions | 5.000 |
| Smarter driving and alternate fuels | 5.000 |
| Travel awareness publicity, marketing and media activity | 5.000 |
| TA - Amount of Funding Committed £k | 40.000 |
| Environment | ENV |
| Baseline air quality mapping | 5.000 |
| School education packs | 10.000 |
| Breathe Harrow website development | 5.000 |
| ENV - Amount of Funding Committed £k | 20.000 |
| Local Area Accessibility | AS |
| Shopmobility in Wealdstone | 20.000 |
| Travel training to help those with learning difficulties use public transport | 10.000 |
| Local Accessibility Scheme (LAS) Work Programme. | 70.000 |
| AS - Amount of Funding Committed £k | 100.000 |

| | |
|---|-----------------|
| AMOUNT OF FUNDING COMMITTED BOROUGH TOTAL £k (ALL SCHEMES) | 4258.000 |
|---|-----------------|

Section 3 – Further Information

Appendix A – Analysis of TfL funding award 2008/09.

Section 4 - Contact Details and Background Papers

Contact: Ann Fine, Transport Policy Officer, ann.fine@harrow.gov.uk 020 8424 1496

Background Papers:

Transport Local Implementation Plan (over 500 pages)

http://www.harrow.gov.uk/site/scripts/documents_info.php?categoryID=200107&documentID=852

Funding submission to TfL

[http://modern.gov:8080/Published/IssueDocs/3/1/4/6/100036413/\\$00607FundingSubmissiontoTfL.doc.pdf](http://modern.gov:8080/Published/IssueDocs/3/1/4/6/100036413/$00607FundingSubmissiontoTfL.doc.pdf)

Appendix A

Analysis of TfL funding award for Harrow 2008/9

| | 2008/9 bid | 2007/08 award | 2008/9 award | 2007/8 to 2008/9 % change | Harrow's % share of TfL award to all of London | | Comment |
|---|------------|---------------|--------------|---------------------------|--|--------|---|
| | | | | | 2007/8 | 2008/9 | |
| Principal Road Renewal | 2512 | 812 | 560 | -31% | 3.1 | 3.0 | The drop in Harrow's award is in line with the drop in overall allocation for this programme area. |
| Bridge Assessment & Strengthening | 165 | 0 | 0 | | 0 | 0 | This award is based on the bridge condition index |
| Local Safety Schemes | 370 | 310 | 225 | -27% | 1.7 | 1.1 | Schemes increasingly difficult to justify because of Harrow's good road safety record |
| 20mph Zones | 360 | 380 | 360 | -5% | 3.7 | 4.4 | Awarded total bid |
| Education, Training & Publicity Schemes | 37.5 | 35 | 38 | 9% | 3.5 | 3.4 | Awarded total bid |
| Walking | 388 | 52 | 150 | 188% | 1.0 | 1.8 | Some of the Rights of Way Improvement Plan measures were bid through the walking stream but later changed. Details of the funding award for the Strategic Walk Network are not yet available. |

| | 2008/9 bid | 2007/08 award | 2008/9 award | 2007/8 to 2008/9 % change | Harrow's % share of TfL award to all of London | | Comment |
|---------------------------|------------------|---------------|--------------|---------------------------|--|--------|---|
| | | | | | 2007/8 | 2008/9 | |
| Cycling Non LCN+ | 210 | 45 | 70 | 56% | 1.6 | 1.5 | Award is higher than previous year. Bid was much higher than in previous years as projects had been dropped from Harrow's capital programme. |
| ³ Cycling LCN+ | 914.5 | 655 | 665 | 2% | 3.7 | 3.4 | Very slight increase in award from previous year. |
| Bus Stop Accessibility | 141 | 114 | 106 | -7% | 2.7 | 2.8 | Although the funding award does not cover all the work submitted in the bid, additional funding for this area of work is likely to become available through the year. |
| ⁴ Bus Priority | 1,607 | 1,621 | 1,502 | -7% | 7.8 | 7.3 | £857k of this is for Petts Hill work and it is in line with the bid |
| ⁵ Town Centres | 200 ⁶ | 0 | 50 | | 0 | 0.6 | Funding awarded is for start up only and it is likely that further funding will become available in following years to progress this work. |

³ The London Borough of Camden takes the lead in this bid

⁴ This was bid for through the London Bus Priority Network

⁵ This is an area based bid and is submitted independently from other bids

⁶ This funding was for more than a single year

| | 2008/9 bid | 2007/08 award | 2008/9 award | 2007/8 to 2008/9 % change | Harrow's % share of TfL award to all of London | | Comment |
|---------------------------------|------------|---------------|--------------|---------------------------|--|--------|---|
| | | | | | 2007/8 | 2008/9 | |
| ⁷ Streets-for-People | 400 | 0 | 0 | | 0 | 0 | Bid was submitted for Camrose Avenue but this bid was speculative and didn't fit in with the TfL Area based bidding criteria. |
| Station Access | 250 | 250 | 250 | | 4.5 | 4.8 | Awarded total bid. This is all part of Pett's Hill project |
| School Travel Plans | 417 | 220 | 122 | -45% | 2.6 | 1.3 | Larger scheme works were bid for but were not funded. This was to be expected, as this is TfL policy. |
| Work Travel Plans | 70 | 10 | 0 | | 7.6 | 0 | Funding has reduced for work travel plans Londonwide |
| Travel Awareness | 85 | 50 | 40 | -20% | 3.5 | 4.5 | Harrow's percentage share in London overall has increased |
| Freight Schemes | 140 | 0 | 0 | | 0 | 0 | Some funding is expected to be awarded through the WestTrans |
| Environment | 30.5 | 10 | 20 | 100% | 4.7 | 1.0 | All schemes were funded but to a reduced amount |

⁷ This is an area based bid and is submitted independently from other bids

| | 2008/9 bid | 2007/08 award | 2008/9 award | 2007/8 to 2008/9 % change | Harrow's % share of TfL award to all of London | | Comment |
|----------------------------------|------------|---------------|--------------------|---------------------------|--|--------|---|
| | | | | | 2007/8 | 2008/9 | |
| Shopmobility and travel training | 40 | 0 | 30 | | 0 | 5.2 | Travel training and Wealdstone shopmobility, were both new requests for funding by TfL and both awarded funds |
| Other accessibility | N/A | 25 | ⁸ 70 | 180% | 0 | 0 | Details on this award has not yet been announced |
| Parallel Initiatives | 150 | 0 | 0 | | 0 | 0 | Work required may in future years be included in town centre bid |
| Community Transport | 40 | 0 | See comment column | | 0 | 0 | Funding for community transport is expected to be awarded to boroughs in other ways. |
| Total | 8,468 | 4,589 | 4,258 | -7% | 3.0% | 2.9% | Award is in line with previous year's award |

⁸ Funding is requested for several years at once and then TfL select from list projects to be funded. Projects include blue badge parking spaces, benches and seating, islands / refuges, tactile paving and dropped kerbs. This is the first year this has been done this way.

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| | |
|----------------------|--|
| Committee: | Traffic and Road Safety Advisory Panel |
| Date of Circulation: | 26th February 2008 |
| Subject: | INFORMATION REPORT – Progress update on key traffic schemes. |
| Responsible Officer: | Eddie Collier |
| Portfolio Holder: | Councillor Susan Hall |
| Exempt: | No |
| Enclosures: | Appendix A - Harrow on the Hill consultation results. Appendix B - Stanmore CPZ- Consultation document Appendix C - Stanmore Hill / The Common - Local safety scheme |

SECTION 1 – SUMMARY

This information report is presented to members to up date them regarding progress on a number of traffic management projects, as follows:

- Kenton Lane – Local safety scheme
- Camrose Avenue – Local safety scheme
- Stanmore Hill / The Common – Local safety scheme
- Harrow on the Hill – 20 mph zone
- Stanmore CPZ - Wembley Event Day parking proposals
- Headstone Drive / Harrow View / Headstone Gardens - junction improvements
- Petts Hill Bridge & Highway Improvements
- Sustainable Transport Initiatives
- Bus Priority Schemes
- Cycle Programme 2007 / 08

FOR INFORMATION

SECTION 2 - REPORT

2.1 Kenton Lane – Local safety scheme.

This local safety scheme is currently on site. The waiting restrictions came into force on 4th February 2008.

2.2 Harrow on the Hill – 20 mph zone proposals.

- 2.2.1 Following completion of the scheme design a public consultation exercise was undertaken with the local community affected by the proposals. This involved distributing public consultation documents to directly affected residents, businesses and schools with an invitation to comment on the proposals. The documents were delivered to all addresses in the consultation area providing details of the scheme, a plan of the proposals and a pre-paid return form for residents to give their comments and express their views.
- 2.2.2 Consultation documents were sent to 853 premises in the affected area, from which 210 responses were received. (Details of the consultation results are contained in **Appendix A**). This is a response rate of 24.6%, which is fairly typical for schemes such as this. Of those, 158 (75.2%) vote yes; 36 (17.1%) voted no; and 16 (7.6%) voted don't know/no opinion. On the basis of the significant support for the scheme, a report has been prepared recommending to the Portfolio Holder for Environment Services that we proceed with the scheme. The next stage will be to advertise the statutory traffic orders and to determine any objections that may be received as a result.
- 2.2.3. Subject to the outcome of the statutory consultation works are scheduled to commence on site by the end of March 2008.

2.3 Stanmore Controlled Parking Zone extension to deal with Wembley events parking.

- 2.3.1 Stanmore has two Controlled Parking Zone's comprising of Zones, 'B' and 'H'. These were introduced in 1994 and reviewed in 1996 and 2004. Since the last review the new Wembley Stadium has been opened. As Stanmore Underground Station is a popular transport link to the stadium, the parking situation in the existing Stanmore CPZ and around its fringes may have changed. We are responding to these changes by conducting a further review of the CPZ.
- 2.3.2 In order to understand how parking patterns have changed as a result of the new stadium local residents in Stanmore were consulted regarding

amendments to the existing controlled parking zones and the zone boundaries a preliminary consultation was carried out from the 3rd January to the 1st February 2008.

- 2.3.3 The leaflet with a questionnaire was distributed to over 4,000 premises both within the existing Controlled Parking Zone's B and H, as well as around their fringes (A copy of which can be located in **Appendix B**).
- 2.3.2 The purpose of this exercise was to ascertain whether the current hours of control are sufficient within the CPZ as the parking dynamics may have changed since the opening of the new, increased capacity, Wembley Stadium. Also if the roads surrounding the CPZ suffer from Wembley Stadium Event Day or other non-local parking and would like to be included within the CPZ or not, as well as identifying other localised parking issues that may be addressed via this CPZ Review.
- 2.3.2 The final responses from the consultation are currently being logged and the analysis of the results will take place during February and March 2008.
- 2.3.2 Proposals for any amendments and extensions to the Stanmore Controlled Parking Zone will depend on the outcome of the consultation, which will be reported with proposals to the next TARSAP Meeting scheduled for June 2008. Implementation is scheduled for summer 2008.

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

- 2.4.1 Following the information report to the last panel meeting on 25 September 2007 it has been confirmed that funding is available from the Cycling budget to combine the cycling and pedestrian crossing proposals at the junction.
- 2.4.2 AccordMP have been commissioned to prepare a revised layout incorporating both proposals and to review the signal modelling to deal with the queuing concerns on Headstone Drive and address the effects of the layout changes.
- 2.4.3 The final signals details will need to be checked and approved by TfL's traffic signals unit. A request will be made via the Cycling budget manager for time to be allocated in the signals programme in the fourth quarter for this to be carried out. It does depend on a free time slot becoming available (e.g. as a result of another scheme elsewhere not going ahead) and cannot be guaranteed. Should this request be unsuccessful a programme slot will be sought in the first quarter of 2008/09. If the scheme proves to be viable funding will be sought for implementation in 08/09.

2.5 Petts Hill Bridge and Highway Improvements

- 2.5.1 The funding shortfall has now been resolved. Network Rail has commissioned Birse to carry out the bridge replacement works. Highway design being carried out by AccordMP is expected to be complete by July 2008.
- 2.5.2 Further stakeholder presentations are planned for April 2008. One in South Harrow and the other in Northolt. The South Harrow one will be to the South Harrow & Roxeth Resident's Association.
- 2.5.3 The bridge replacement works will require two weekend road closures in the summer/autumn leading up to the main road closure over the 4 day Christmas bank holiday. Further details on the road closures and disruption management measures will be available around May 2008.
- 2.5.4 Highway works are due to start in November 2008 and anticipated to complete with landscaping works in summer 2009.

2.6 Bus Priority Schemes

Kings Road, South Harrow - Parking Lay-bys

Work is complete except for one lay-by where an issue with utilities needs to be resolved. Tree planting and grass laying is due to commence shortly. The Traffic Orders have been drafted and we are awaiting completion of the site works before progressing further.

Common Road Junction with High Road

This comprises a new left turn lane for northbound traffic approaching the junction of Common Road and The Common. The detailed design has been completed and costed. The cost of diversionary works associated with utilities plant need to be rechecked as they have come in more expensive than anticipated.

Shaftesbury Avenue, South Harrow

A Portfolio Holder report has been issued to the portfolio holder for a decision.

Cannon Lane j/w Whittington Way

A Portfolio Holder report seeking approval will be sought in the near future, with implementation programmed to follow in February - March 2008

Honeypot Lane Bus Lane

A site meeting has been arranged with members to discuss the feasibility of the project. No firm proposals have been developed and key stakeholders will be consulted if the scheme develops further.

Headstone Lane Bus Barrier

Scheme complete.

Rayners Lane/Village Way East/Alexandra Avenue

This is a comprehensive Rayners Lane / Alexandra Avenue improvement scheme to reduce delays for buses and general traffic on Rayners Lane between Alexandra Avenue and Village Way East. Scheme design only programmed for 2007/08 and implementation is planned for 2008/09 subject to identifying a feasible solution.

2.7 Sustainable Transport Events and Promotion

2.7.1 New newsletter replacing Good Going to be issued soon.

2.8 LCN + Cycling Programme 2007/08

2.8.1 LCN+ represents a major investment by Transport for London to create a network of approximately 900km of high quality cycle routes by 2009/10. LCN+ is London's primary strategic cycle network on routes that have been identified as having the highest demand for cycling. When fully upgraded the network will provide safer and more comfortable conditions for cycling with improved journey times and clear links through junctions.

2.8.2 A budget of £835k was secured from Transport for London (TfL) to develop the above schemes. Unfortunately due to the complexity of Petts Hill Bridge scheme, which is funded from various sources including cycling, the £250k allocation from the LCN+ budget will not be utilised this financial year. The total budget/funding allocation to design, consult and implement cycle schemes listed is therefore £585k.

| Scheme Title | Description of works | Budget (K) |
|---------------------------------------|--|-------------------|
| Link 87 Headstone Drive / Harrow View | ASL's on all approaches to the junction with lead in arms on two approaches and some minor carriageway widening. £10k to be utilised to undertake further design checks to confirm effects on capacity through the junction. | £10 |
| Link 87 Headstone Drive/ Princes Rd | Works Order has been issued, works consisting of signing, lining, coloured surfacing and anti skid are proposed, and currently being implemented. | £25 |

| | | |
|---|--|------|
| Link 87 Headstone Drive/ Cecil Road | Works Order has been issued, works consisting of signing, lining, coloured surfacing and anti skid are proposed, and currently being implemented. | £15 |
| Link 87 Headstone Drive, Wealdstone High St, Canning Rd, George Gange Way, Peel Rd, Stuart Rd, Belmont Rd, Grasmere Gardens | Signage and local surface upgrades. Works consisting of mainly signing and lining Flat top speed table proposed Peel Road/Byron Road. | £25 |
| Link 88 Implementation of CRISP study recommendations | Improve and upgrade existing facilities along link 88 as per the CRISP recommendations | £100 |
| Link 89 Greenford Rd Sudbury Hill / Harrow Rd | Signing, lining and coloured surfacing/antiskid Recommendations of RSA incorporated into the design works order issue. | £10 |
| Link 89 Roxborough Park junction | Design proposals for linking route 89 with route 88 from Lowlands Road to the underpass. | £15 |
| Link 89 Greenhill Way access | Provide small access for cyclists using the Roxborough underpass linking onto the Greenhill Way approach to the signals junction of Headstone Road | £10 |
| Link 87 Kenton Lane toucan crossing between Grasmere Gardens & Beverley Gardens | Proposals for toucan crossing replaced with a new Central island and a large pedestrian island. Works Order issued. | £60 |
| Link 87 Wemborough Rd, Weston Dr, Whitchurch Lane | Works to include signing, lining, green surfacing and anti skid. Some minor widening is also proposed on the south side of the westbound approach arm along Whitchurch Lane and on the south side of the westbound exit arm along Wemborough Road. The Widening will require relocation of signals. Also removal of build out on Wemborough road zebra crossing. | £60 |
| Link 87 Station Rd, Pinner Rd, North Harrow | Double yellow lines proposed on Hooking Green, Canterbury Rd, Pinner Rd, Station Rd and at the mouth of Gloucester Rd. | £15 |
| Link 89 Kenton Rd / Watford Rd A404 | Works include Signing and lining work, short section of cycle track on the north side of Kenton Road west of the pelican crossing, a shared pedestrian/cycle track on the south side of Kenton Road between the pelican crossing and Watford Road, Improvements also proposed to the existing subway. Works to tie in with Brent Councils proposals. | £120 |
| Link 87 Headstone Drive, Wealdstone | Contribution from the cycling LCN+ budget to the Wealdstone High street proposals, which | £10 |

| | | |
|---------------------|--|--|
| High St, Canning Rd | have included facilities for cyclists through the pedestrianised area. | |
|---------------------|--|--|

| Local Cycle Network | | | |
|----------------------------|---------------|---|------------|
| | Scheme Title | Description of works | Budget (K) |
| 1 | Cycle Parking | Provision of cycle parking at strategic locations | £10 |

| Cycling on Greenways | | | |
|-----------------------------|--------------------------|---|------------|
| | Scheme Title | Description of works | Budget (K) |
| | Newton Farm Ecology Park | Proposals for upgrading the existing dirt track through the ecology park to an illuminated shared pedestrian/cycle track during the early hours of the morning/evening. Works to run over into next financial year. | £100 |

2.9 Camrose Avenue – Local safety scheme

2.9.1 The traffic regulation orders (statutory consultation) will be advertised on 7th February for 3 weeks (27th). Subject to receiving no objections the works can commence in mid March. The scheme should be completed by end April 2008.

2.10 Stanmore Hill / The Common – Local safety scheme

2.10.1 Stanmore Hill / The Common 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.

2.10.2 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.

2.10.3 The proposed scheme includes:

- Zebra Crossing on Stanmore Hill 15m SE of junction with Spring Lake to replace existing pedestrian refuge island.
- Repeater signs within existing 40mph Speed Limit, aimed at reducing speed and to comply with signing regulations.
- Advance signing of junctions to reduce junction-related accidents.

- Waiting restrictions at junctions to improve visibility.
- Waiting restriction along frontage of Abercorn Arms PH, a location of a number of accidents involving vehicles emerging onto Stanmore Hill.
- Vehicle Activated Sign on southbound approach to Stanmore Hill shops / Abercorn Arms PH to reduce vehicle speed.
- Central island hatching on The Common (western half) to reduce vehicle speed and separate opposing flows.
- “Ghost Island” turning pockets on The Common at junctions with Heathbourne Road, RAF Bentley Priory and Alpine Close.
- Improved advance signing of existing No Right Turn into The Common from Common Road to better advise motorists of alternative route: a number of injury accidents have been recorded involving this manoeuvre.
- Removal of obsolete and superfluous signs.
- Upgrade of existing pedestrian refuges to comply with current Department for Transport guidance on tactile paving.
- New pedestrian refuge islands to provide traffic calming effect and crossing location:
 - The Common 70m SE of junction with Alpine Walk,
 - The Common 50m NW of junction with Heathbourne Road,
 - Stanmore Hill 15m NW of junction with Springfield Close (upgrade of existing traffic island to accommodate pedestrians),
 - Stanmore Hill 40m NW of junction with Hewett Close.

2.10.4 Public consultation is currently underway. For information the proposals are shown in **Appendix C** and were sent to local ward members for comment prior to distribution.

SECTION 3 – FURTHER INFORMATION

None

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

Background Papers:

LSS Annual report 2007/ 08

Event Day Parking – Wembley National Stadium and London 2012 Olympic games – feasibility report

Do you support the proposed scheme?

APPENDIX A

| | |
|------------------------|-----|
| Yes | 158 |
| No | 36 |
| Don't know/ No opinion | 16 |

| Road name | No. of addresses | No. of responses | Response rate |
|--------------------|------------------|------------------|---------------|
| Brickfields | 14 | 1 | 7.1% |
| Byron Hill Road | 81 | 21 | 25.9% |
| Chartwell Place | 13 | 6 | 46.2% |
| Church Hill | 5 | 0 | 0.0% |
| Clonmel Close | 7 | 0 | 0.0% |
| Crown Street | 61 | 14 | 23.0% |
| Football Lane | 4 | 1 | 25.0% |
| Grove Hill | 26 | 11 | 42.3% |
| Harrow Park | 10 | 5 | 50.0% |
| High Street | 132 | 31 | 23.5% |
| King Henry Mews | 8 | 0 | 0.0% |
| London Road | 70 | 13 | 18.6% |
| Lower Road | 1 | 0 | 0.0% |
| Meadow View | 9 | 6 | 66.7% |
| Middle Path | 2 | 0 | 0.0% |
| Middle Road | 47 | 17 | 36.2% |
| Nelson Road | 50 | 14 | 28.0% |
| Peterborough Road | 44 | 10 | 22.7% |
| Roxeth Hill | 39 | 7 | 17.9% |
| Short Hill | 3 | 0 | 0.0% |
| Trafalgar Terrace | 9 | 2 | 22.2% |
| Tyburn Lane | 1 | 0 | 0.0% |
| Victoria Terrace | 16 | 6 | 37.5% |
| Waldron Road | 32 | 9 | 28.1% |
| Wellington Terrace | 23 | 6 | 26.1% |
| West Hill | 21 | 1 | 4.8% |
| West Hill Hall | 1 | 1 | 100.0% |
| West Street | 107 | 26 | 24.3% |
| Yew Walk | 17 | 2 | 11.8% |
| TOTAL | 853 | 210 | 24.6% |

| Road name | No. of responses | Yes | % of total no. of reponses | No | % of total no. of reponses | Don't know/ No opinion | % of total no. of reponses |
|--------------------|------------------|------------|----------------------------|-----------|----------------------------|------------------------|----------------------------|
| Brickfields | 1 | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% |
| Byron Hill Road | 21 | 13 | 61.9% | 7 | 33.3% | 1 | 4.8% |
| Chartwell Place | 6 | 4 | 66.7% | 1 | 16.7% | 1 | 16.7% |
| Church Hill | 0 | 0 | - | 0 | - | 0 | - |
| Clonmel Close | 0 | 0 | - | 0 | - | 0 | - |
| Crown Street | 14 | 10 | 71.4% | 3 | 21.4% | 1 | 7.1% |
| Football Lane | 1 | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% |
| Grove Hill | 11 | 11 | 100.0% | 0 | 0.0% | 0 | 0.0% |
| Harrow Park | 5 | 4 | 80.0% | 1 | 20.0% | 0 | 0.0% |
| High Street | 31 | 23 | 74.2% | 4 | 12.9% | 4 | 12.9% |
| King Henry Mews | 0 | 0 | - | 0 | - | 0 | - |
| London Road | 13 | 13 | 100.0% | 0 | 0.0% | 0 | 0.0% |
| Lower Road | 0 | 0 | - | 0 | - | 0 | - |
| Meadow View | 6 | 3 | 50.0% | 3 | 50.0% | 0 | 0.0% |
| Middle Path | 0 | 0 | - | 0 | - | 0 | - |
| Middle Road | 17 | 15 | 88.2% | 2 | 11.8% | 0 | 0.0% |
| Nelson Road | 14 | 7 | 50.0% | 5 | 35.7% | 2 | 14.3% |
| Peterborough Road | 10 | 9 | 90.0% | 0 | 0.0% | 1 | 10.0% |
| Roxeth Hill | 7 | 4 | 57.1% | 1 | 14.3% | 2 | 28.6% |
| Short Hill | 0 | 0 | - | 0 | - | 0 | - |
| Trafalgar Terrace | 2 | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% |
| Tyburn Lane | 0 | 0 | - | 0 | - | 0 | - |
| Victoria Terrace | 6 | 3 | 50.0% | 3 | 50.0% | 0 | 0.0% |
| Waldron Road | 9 | 8 | 88.9% | 1 | 11.1% | 0 | 0.0% |
| Wellington Terrace | 6 | 5 | 83.3% | 0 | 0.0% | 1 | 16.7% |
| West Hill | 1 | 0 | 0.0% | 1 | 100.0% | 0 | 0.0% |
| West Hill Hall | 1 | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% |
| West Street | 26 | 22 | 84.6% | 1 | 3.8% | 3 | 11.5% |
| Yew Walk | 2 | 1 | 50.0% | 1 | 50.0% | 0 | 0.0% |
| TOTAL | 210 | 158 | 75.2% | 36 | 17.1% | 16 | 7.6% |

STANMORE CONTROLLED PARKING ZONE REVIEW AND POSSIBLE EXTENSION

This review has significant
implications for parking in your area
and your views are important

Please return your questionnaire by the 1st February 2008



Stanmore CPZ Review

Introduction

The purpose of this consultation is to get a clear understanding of how the existing Stanmore Controlled Parking Zone (CPZ) meets the parking and access needs of local residents and businesses and how it affects the parking in adjacent roads outside the CPZ.

Stanmore has two CPZ's comprising of Zones, 'B' and 'H'. These were introduced in 1994 and reviewed in 1996 and 2004. Since the last review the new Wembley Stadium has been opened. As Stanmore Underground Station is a popular transport link to the stadium, the parking situation in the existing Stanmore CPZ and around its fringes may have changed.

We are responding to these changes by conducting a further review of the CPZ. Financial limitations mean we can't introduce controls that only apply on Wembley Stadium event days. However, there is the option of introducing parking controls for specific periods of the week to ensure that parking availability is retained for the local community. This means that if we do introduce parking controls they would operate on a weekly basis regardless of whether or not an event takes place.

An essential part of the review is to seek your views. Please read this information carefully and respond via the enclosed questionnaire by **Friday 1st February 2008**. It is important that we identify any parking concerns you may have now as the next review is unlikely to take place for at least five years.

What the Stanmore CPZ Review will look at

Some of the main aspects we will be addressing within the existing Stanmore CPZ are:

- better use of the existing kerb space, such as the introduction of more Shared Use bays (Permit Holders and Pay & Display) or solely Pay & Display bays close to shopping areas.
- increasing visibility at junctions and bends and improving traffic flow in general by the relocation of bays and introduction of single and double yellow lines.
- minimising the effect of parking generated by Wembley Stadium.

Outside of the existing Stanmore CPZ we will be predominantly addressing areas that:

- experience commuter parking or displaced parking from the existing Stanmore CPZ, especially in areas where there is a high residential demand for on street parking.
- experience obstructive parking at junctions, bends and narrow roads.
- suffer from Wembley Stadium event day parking.

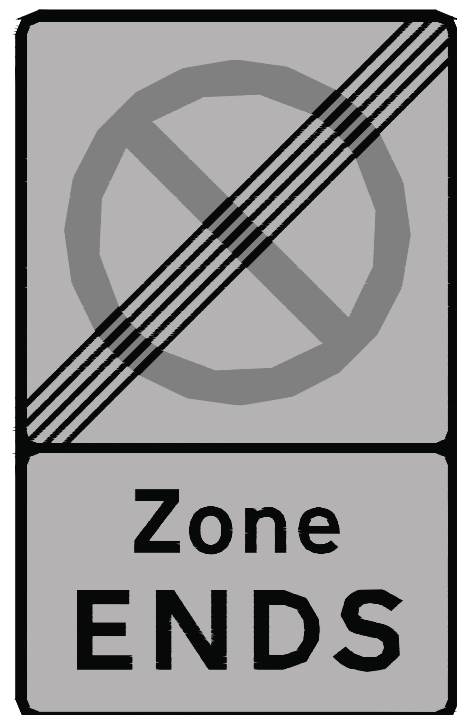
What is Controlled Parking Zone and how does it work?

CPZ's are introduced primarily as a method of reducing non-local parking in areas where it would otherwise significantly reduce the parking available for residents, businesses and their visitors. For this reason they are typically centred around transportation links or areas effected by regular events that attract non-local parking. Stanmore is a good example of this as it is centred around the Stanmore Underground Station, therefore attracting commuters, and also suffers from increased parking problems during Wembley Stadium event days.

A CPZ works by tailoring the parking environment to its surroundings. This involves strategically locating Permit Holder Only, Pay & Display or Shared Use (permit holder and pay & display) bays to ensure residents, visitors, businesses and their customers can generally park close to their destination. A permit however, does not guarantee the availability of a parking space outside your property.





All kerb-space in a CPZ is controlled with bays, single yellow lines, double yellow lines and loading restrictions (where appropriate). Although we do try to maximise the number of parking bays we also have to balance the needs of access and highway safety. Therefore some areas have to be regulated by yellow lines to prevent parking where it is undesirable, which results in better pedestrian and vehicle visibility at bends, junctions and crossing points.

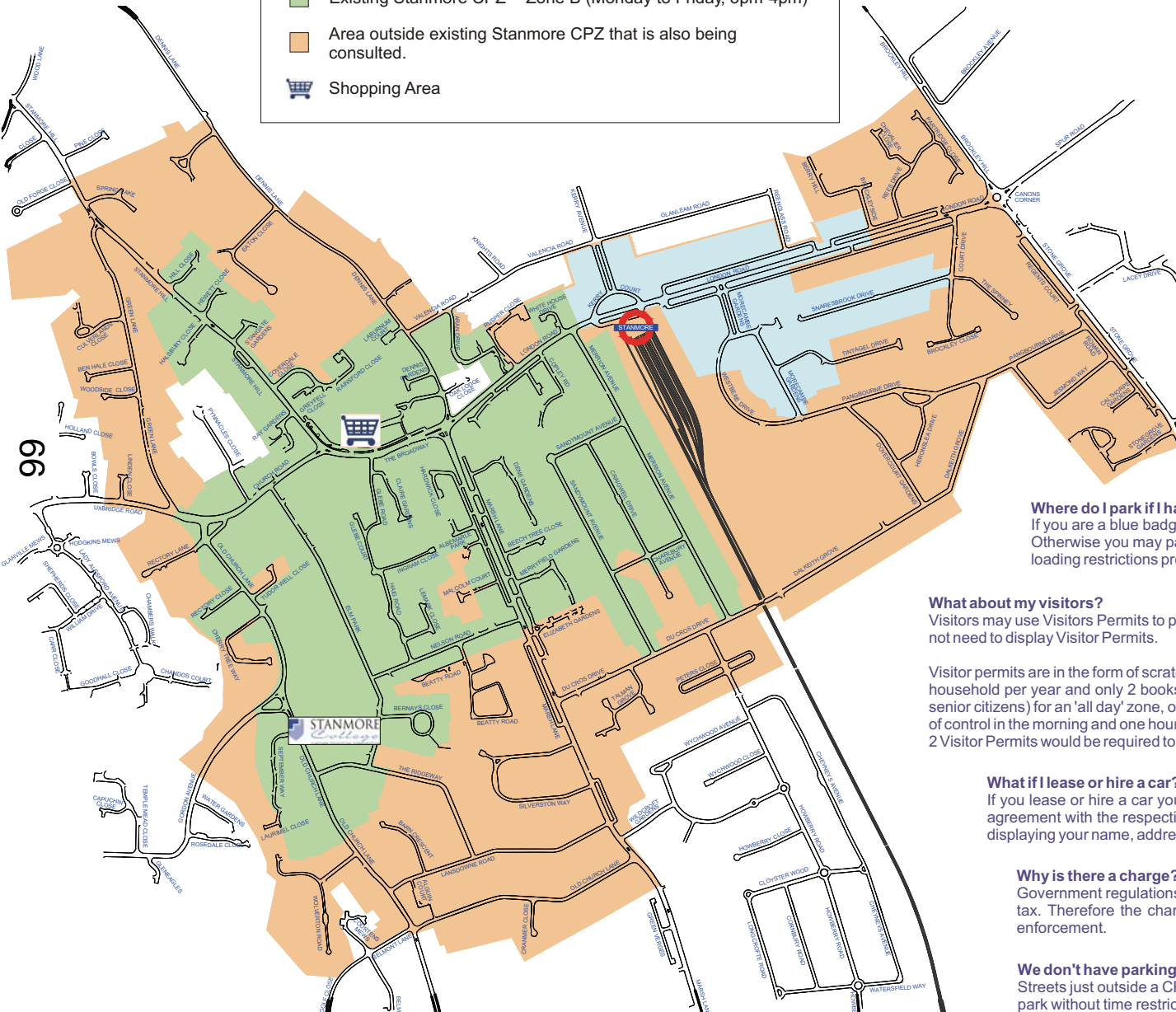
Parking attendants enforce a CPZ by issuing Penalty Charge Notices to illegally parked vehicles. Enforcement during the hours of control includes those vehicles parked on single yellow lines or vehicles not displaying a valid permit within Permit Holder Only bays, as well as the usual parking infringements such as parking on the footway or verge. Enforcing against non-permit holders parking in Permit Holders Only bays during the controlled hours ensures parking priority is retained for residents, businesses and their visitors by preventing all day non-local parking.



Frequently Asked Questions

KEY

-  Existing Stanmore CPZ - Zone H (Monday to Saturday, 10am-11am & 3pm-4pm)
-  Existing Stanmore CPZ - Zone B (Monday to Friday, 3pm-4pm)
-  Area outside existing Stanmore CPZ that is also being consulted.
-  Shopping Area



Am I entitled to a Parking Permit?

Anyone whose address is within the CPZ boundary and who is the registered keeper of the vehicle is entitled to apply for a permit. A Residents Permit is only valid for a specific vehicle and currently costs £40 per year.

What if I have more than one car?

There is currently no restriction on the number of permits you can purchase. The annual charges are as follows: your first permit is £40, a second permit £50, a third permit is £70 and a fourth and every subsequent permit is £115. If your vehicle is classified as an environmentally friendly car (not propelled only by petrol or diesel) there are no charges associated with acquiring a permit.

I own a motorcycle, where can I park?

Motorcycles are required to display a valid permit in Permit Holder Only and Shared Use bays. Permits for motorcycles are free of charge.

Is my business entitled to a permit?

Yes, but only for vehicles that are required for operating the business. Business permits cost £300 per permit annually and businesses located within the zone may purchase 2 permits.

What if I need to load or unload goods?

Loading and unloading of goods is normally permitted for up to 20 minutes in parking bays and on yellow lines (except where loading restrictions apply) provided you do not cause any obstruction or danger to other road users or pedestrians.

What about my carer?

A carer may use Visitors Permits or apply for a Carers Permit. Alternatively the carer may already have a Healthcare Permit, issued to them by the Council.

Where do I park if I have a Blue Badge?

If you are a blue badge holder you may park in any Permit or Pay & Display bay for free with no time restriction. Otherwise you may park for a maximum of three hours on a single or double yellow line as long as there are no loading restrictions present and you are not parked obstructively.

What about my visitors?

Visitors may use Visitors Permits to park in the permit bays during the operational hours. Outside the hours of control visitors do not need to display Visitor Permits.

Visitor permits are in the form of scratch cards and are sold in books of 10. There is a maximum allocation of 10 books issued per household per year and only 2 books may be purchased at any one time. The cost of Visitor Permit books are £15 (£7.50 for senior citizens) for an 'all day' zone, or £10 (£5 for senior citizens) for a 'one or two hour' zone. For a two hour zone with one hour of control in the morning and one hour in the afternoon each visitors permit is valid for either one morning or afternoon. Therefore 2 Visitor Permits would be required to park all day.

What if I lease or hire a car?

If you lease or hire a car you are entitled to a permit. However, you will need to provide your proof of residency and agreement with the respective company. This information must be provided on the company's official headed paper displaying your name, address and vehicle details.

Why is there a charge?

Government regulations require CPZ schemes to be self-financing and therefore cannot be funded from council tax. Therefore the charges are required to account for the implementation of the CPZ, administration and its enforcement.

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

Streets just outside a CPZ usually experience some displaced parking, as commuters/visitors/staff are still able to park without time restriction or payment. This means that if the CPZ was to expand closer to your road you should consider very carefully whether it may be in your interests to be part of the CPZ rather than just outside. It may be several years before we can review the CPZ again.

Please call the number below for a large print version of this document, or a summary of this document in your language.

Albanian Nëqoftëse gjuha Angleze nuk është ghuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.

Arabic إذا كانت الانجليزية ليست لغتك الأولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم

Bengali যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।

Chinese 如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。

Farsi اگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید

Gujarati જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રાન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો

Hindi यदि आपको अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।

Panjabi ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।

Somali Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.

Tamil ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.

Urdu اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیے گئے نمبر پر رابطہ کریں۔

Ph: 020 8424 1996

Stanmore CPZ Consultation

Please complete this questionnaire and return, via the enclosed pre paid envelope, before the **1st February 2008**. It is recommended that you read the leaflet before completing this questionnaire. Unfortunately, due to the large quantity of responses expected it will not be possible to respond in writing to individual comments or letters. Replies without a name and address will not be officially recorded in the results of this consultation.

Name: Property Number / Name:
 Road Name: Post Code:
 Date: Phone No.(optional):

Please tick as appropriate

Q1. Are you a resident or business?

Resident Business Both

Q2. Do parking problems exist in your road?

Yes On Wembley Stadium event days No

Q2a. If you answered 'Yes' to Q2, when are the problems at their worst?

| | All Day | Morning | Afternoon | Evening |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q2b. If you answered 'On Wembley Stadium event days' to Q2, when are the Wembley Stadium event day parking problems at their worst?

| | All Day | Morning | Afternoon | Evening |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q3. Would you support parking controls in your road?

Yes No

Q3a. If you answered 'No' to Q3, and if parking controls were introduced in the road next to yours, would you then want support parking controls?

Yes No

Q3b. If you answered 'Yes' to Q3 or Q3a, when would you like these controls to be effective?

| | All Day | Morning (1hr) | Afternoon (1hr) | Evening (1hr) |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

QUESTIONNAIRE CONTINUES OVERLEAF

Stanmore CPZ Consultation (cont)

Q4. Do you have any additional parking related comments?

Thank you for taking the time to complete this questionnaire. Please return it using the enclosed pre paid envelope before **1st February 2008**. If you have any further questions regarding the information in this leaflet please contact the project engineer, Lance Hammond, by phone (020 8424 1996) or email (lance.hammond@harrow.gov.uk)

What Happens Next?

Once the consultation period has ended we will analyse the results. From this we will prepare detailed proposals.

We will then seek approval from the Traffic and Road Safety Advisory Panel and/or the Environment Portfolio Holder to carry out statutory consultation on the detailed proposals. The statutory consultation will then involve placing notices on-street, in the local newspaper, the 'Harrow Times', and the London Gazette. These notices also specify where the detail of the proposed scheme can be viewed and you can arrange to meet someone to explain them if required.

This ensures that you have your opportunity to make an objection or representation relating to the proposals. Your comments will be taken into consideration before making the final decision whether to implement the proposal, make any changes, or abandon the scheme altogether.

The earliest anticipated date for the implementation of any changes will be summer 2008.

Stanmore CPZ Consultation

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Name: Property Number / Name:
 Road Name: Post Code:
 Date: Phone No.(optional):

Please tick as appropriate

Q1. Are you a resident or business?

Resident Business Both

Q2. Do you experience parking problems during Wembley Stadium event days?

Yes No

Q2a. If you answered 'Yes' to Q2, during Wembley Stadium event days when are parking problems at their worst?

| | All Day | Morning | Afternoon | Evening |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q3. Are you satisfied with the existing Stanmore CPZ (Zone B) hours of control?

Yes No

Q3a. If you answered 'No' to Q3, when would you prefer the hours of control to operate?

| | All Day | Morning (1hr) | Afternoon (1hr) | Evening (1hr) |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q4. Do you have any additional parking related comments?

QUESTIONNAIRE CONTINUES OVERLEAF

Stanmore CPZ Consultation (cont)

Q4. Do you have any additional parking related comments (continued)?

Thank you for taking the time to complete this questionnaire. Please return it using the enclosed pre paid envelope before **1st February 2008**. If you have any further questions regarding the information in this leaflet please contact the project engineer, Lance Hammond, by phone (020 8424 1996) or email (lance.hammond@harrow.gov.uk)

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Stanmore CPZ Consultation

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Name: Property Number / Name:
 Road Name: Post Code:
 Date: Phone No.(optional):

Please tick as appropriate

Q1. Are you a resident or business?

Resident Business Both

Q2. Do you experience parking problems during Wembley Stadium event days?

Yes No

Q2a. If you answered 'Yes' to Q2, during Wembley Stadium event days when are parking problems at their worst?

| | All Day | Morning | Afternoon | Evening |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q3. Are you satisfied with the existing Stanmore CPZ (Zone H) hours of control?

Yes No

Q3a. If you answered 'No' to Q3, when would you prefer the hours of control to operate?

| | All Day | Morning (1hr) | Afternoon (1hr) | Evening (1hr) |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Monday to Friday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Saturday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sunday | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q4. Do you have any additional parking related comments?

QUESTIONNAIRE CONTINUES OVERLEAF

Stanmore CPZ Consultation (cont)

Q4. Do you have any additional parking related comments (continued)?

Thank you for taking the time to complete this questionnaire. Please return it using the enclosed pre paid envelope before **1st February 2008**. If you have any further questions regarding the information in this leaflet please contact the project engineer, Lance Hammond, by phone (020 8424 1996) or email (lance.hammond@harrow.gov.uk)

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The earliest anticipated date for the implementation of any changes will be summer 2008.

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Stanmore Hill - The Common

Local Safety Scheme

This is your opportunity to comment. Your views matter.

As part of our continuing commitment to improve road safety in Harrow, the council's transportation team is proposing to introduce a Local Safety Scheme in Stanmore Hill and The Common.

The proposals are shown on the enclosed plan. You may also like to view the large-scale plans of the proposals that will be displayed during normal opening hours at:

**Stanmore Library, 8 Stanmore Hill, HA7 3BQ
(Tel: 020 8954 9955)**

Civic Centre, Station Road, Harrow, HA1 2XY



Please return your questionnaire by Monday 18th February 2008

Introduction

We are seeking your views regarding the Local Safety Scheme proposals for Stanmore Hill and The Common. The measures proposed are intended to reduce the number of personal injury accidents and improve road safety for all road users.

The scheme is in accordance with the Mayor of London's Road Safety Policy and the Government's 10-year Accident Reduction Targets set for 2010.

From 24 January 2002 to 23 January 2007 there were 30 injury accidents recorded on Stanmore Hill and The Common between Buckingham Parade and Magpie Hall Road, the extent of this study.

We have analysed the accident data provided by the Police and we are now proposing measures that will help reduce the number of personal injury accidents. The scheme will be funded by Transport for London (TfL) and we hope to carry out the work within the next three months subject to consultation.

The proposed measures are illustrated on the plan and summary enclosed inside this brochure.

Junction improvements

At the junction of The Common and Common Road, signing will be rationalised to emphasise the existing no right turn from Common Road into The Common.



A turning pocket will be provided at the Alpine Walk / RAF Bentley Heath junction to assist traffic turning right.



Advance signing will be improved at the Heathbourne Road junction and a right-turn pocket will also be provided.



Advance signing will be improved at the junction of The Common and Warren Lane. This will involve moving the change of speed limit further into Warren Lane by about 60 metres, which should eliminate sign clutter and reduce vehicle approach speeds.



All junctions south of and including Springfield Close will have No Waiting At Any Time (double yellow line) restrictions to maintain visibility. These will only extend as far as necessary to keep sight lines clear, and there will be no yellow lines where it is deemed safe and appropriate for vehicles to be parked.



Double yellow lines will be marked on the southbound approach to the Abercorn Arms to improve visibility here, the location of a number of accidents.



Speed reduction

A “Vehicle Activated Sign” will be provided on the southbound approach to the Abercorn Arms that lights up when drivers exceed 30mph.



“SLOW” carriageway markings will be provided in conjunction with new or existing warning signs.

Pedestrian facilities

A Zebra crossing will replace the existing pedestrian refuge island between Green Lane and Spring Lake.



New pedestrian refuge islands will be provided, and existing refuges will be upgraded. Tactile paving will be provided where it is missing to assist pedestrians with impaired vision.



The footway will be widened where it is currently below-standard.



These improvements to pedestrian facilities will enhance their safety as well as encourage walking.

020 8424 1988

Please give us your views

Please return your comments on these proposals by **18 February 2008** by using the self-addressed envelope. Postage is pre-paid.

Alternatively you can submit your questionnaire online by visiting www.harrow.gov.uk/consultations and click on the link to "Consultation - Service Delivery" to view all current consultations.

What happens next?

We will consider all 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 consultation works will be completed by the end of summer 2008.

Further information

If you would like further information please contact:

Andrew Saffrey
Transportation
Harrow Council
Civic Centre
PO Box 39
Station Road
Harrow
HA1 2XA

Telephone 020 8424 1988
Fax 020 8424 7662
Email andrew.saffrey@harrow.gov.uk

Thank you for replying to this consultation.

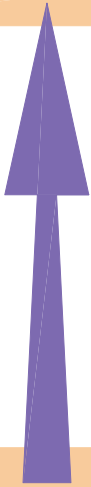


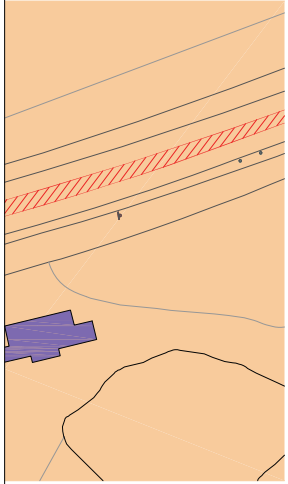
020 8424 1988

Proposed turning pocket

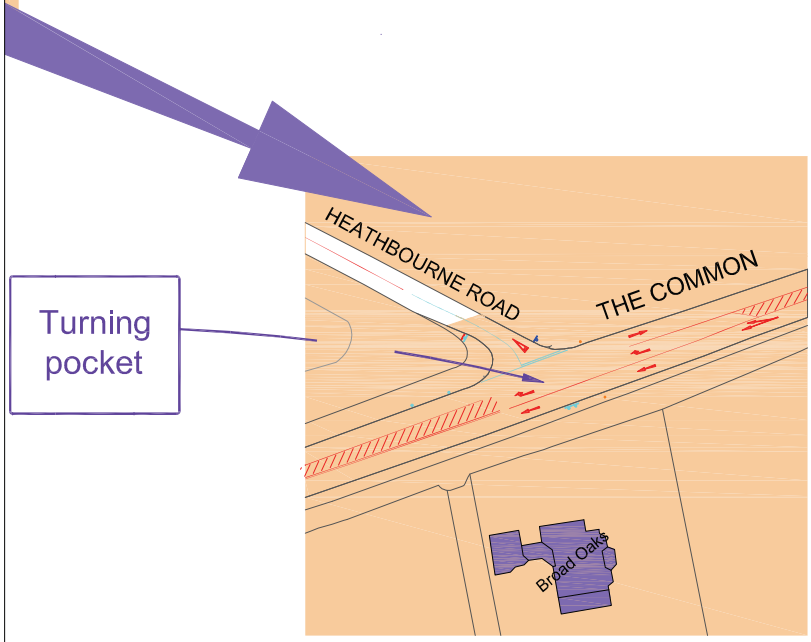
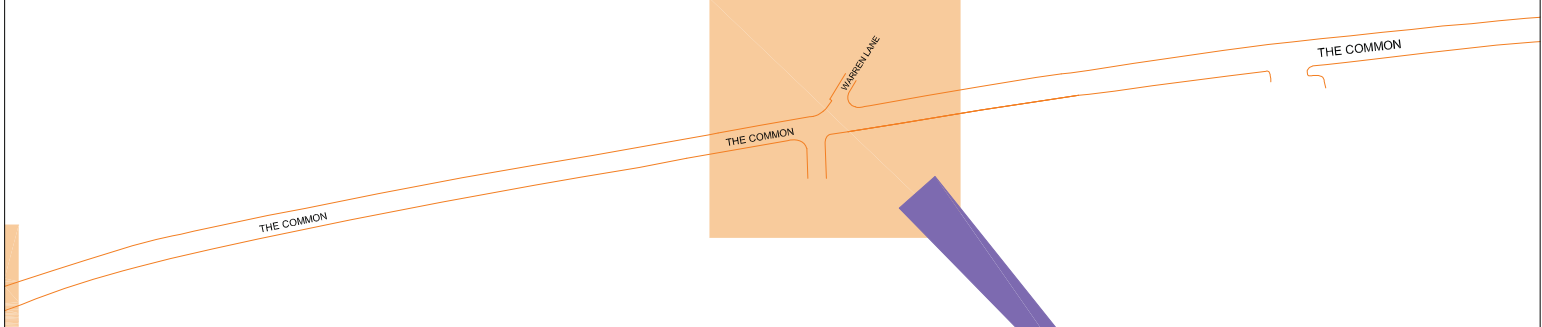


New pedestrian island

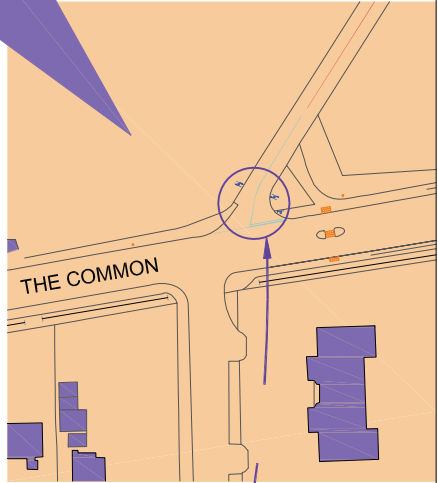




New pedestrian island



Turning pocket



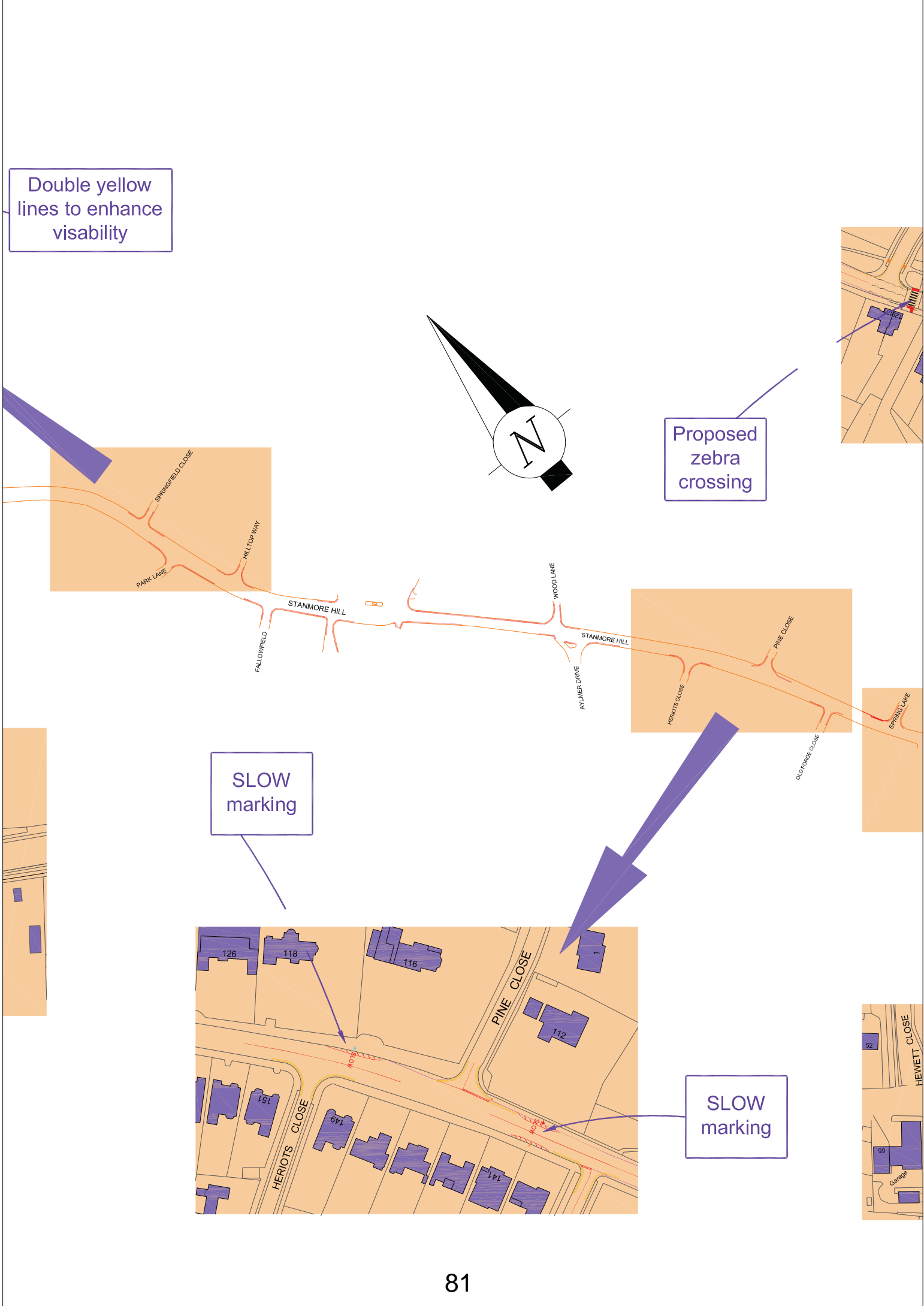
Improved signing

Double yellow lines to enhance visibility

Proposed zebra crossing

SLOW marking

SLOW marking

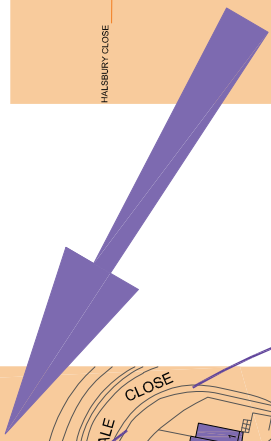
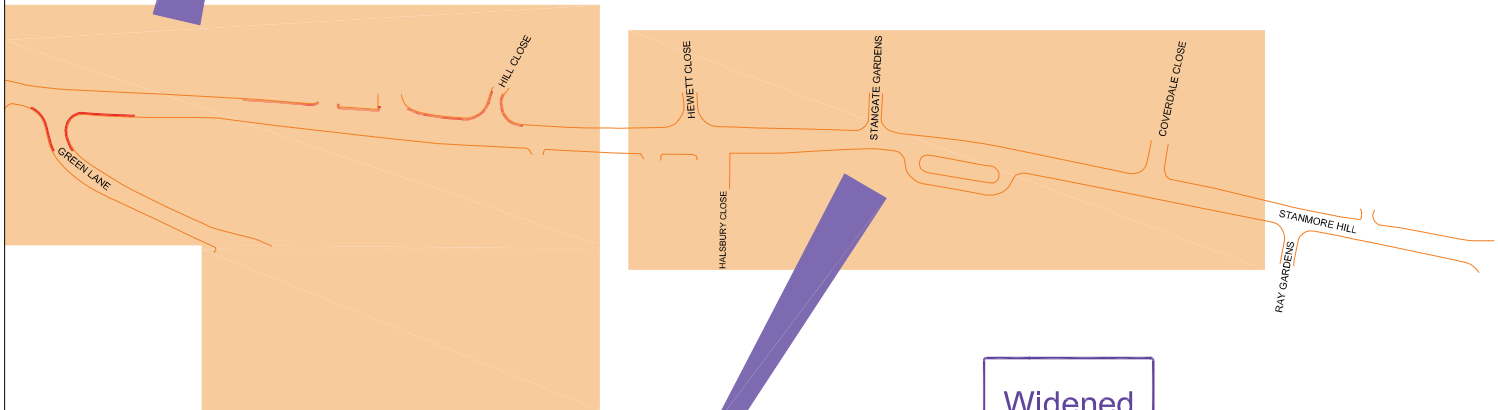


Vehicle Activated 30mph Sign

SLOW markings

Double yellow lines to enhance visibility

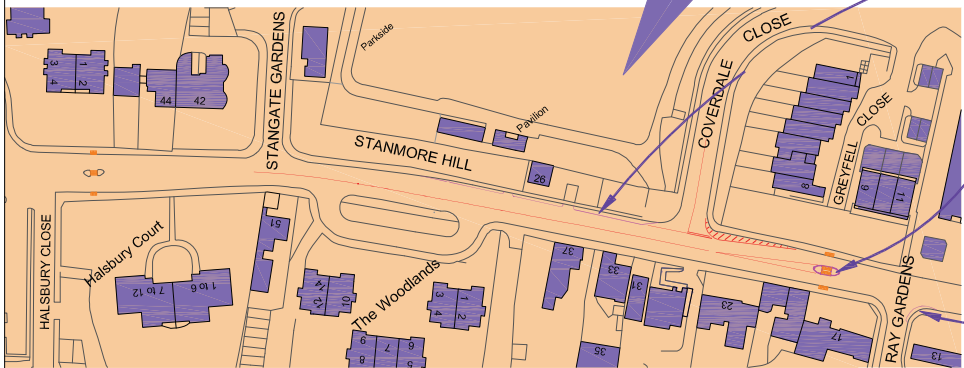
New pedestrian island



Widened footway

New pedestrian island

Widened footway





Stanmore Hill / The Common – Local Safety Scheme

QUESTIONNAIRE

Your name: _____

Your address: _____

Your postcode: _____

Are you in favour of Harrow Council’s proposals for Stanmore Hill / The Common?

YES

NO

If you have any comments, we would like to hear them. Please write them in the space below. Attach any other sheets if necessary.

PRIVACY STATEMENT – Data Protection Act 1998

Harrow Council will only use your personal information for the purposes of compiling consultation responses. Your details will not be used for any other purpose. Anonymous copies of your consultation responses may need to be published for statutory purposes. If you do not consent to this, please tick this box:

Please return this form and any attachments in the pre-paid envelope supplied, to arrive no later than Monday 18th February 2008.

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