



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**WEDNESDAY 18 JUNE 2008
7.30 PM**

PANEL AGENDA (ADVISORY)

**COMMITTEE ROOMS 1 & 2,
HARROW CIVIC CENTRE**

MEMBERSHIP (Quorum 3)

Chairman: Councillor Susan Hall

Councillors:

**Robert Benson
Manji Kara
Mrs Kinnear
Yogesh Teli
Jeremy Zeid**

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

Advisers: To be confirmed

Reserve Members:

1. G Chowdhury
2. Ashok Kulkarni
3. Salim Miah
4. Mrs Vina Mithani
5. Husain Akhtar

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

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

**Contact: Lysandra Dwyer, Democratic Services Officer
Tel: 020 8424 1264 E-mail: lysandra.dwyer@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

WEDNESDAY 18 JUNE 2008

AGENDA - PART I

1. **Appointment of Advisory Panel Chairman:**

To note the appointment of Councillor Susan Hall as Chairman of the Advisory Panel for the Municipal Year 2008/09, at the Cabinet meeting held on 15th May 2008.

2. **Attendance by Reserve Members:**

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

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

3. **Declarations of Interest:**

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

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

4. **Arrangement of Agenda:**

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

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

To consider the appointment of a Vice-Chairman of the Panel for the Municipal Year 2008/09.

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

That the minutes of the meeting held on 26 February 2008 be taken as read and signed as a correct record.

7. **Public Questions:**
To receive questions (if any) from local residents or organisations under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).
- Enc 8. **Information Report - Petitions:** (Pages 5 - 10)
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).
- (a) Petitions from residents regarding the proposed installation of double yellow lines around Hooking Green, North Harrow
Petitions submitted by residents
- (b) Petitions from residents requesting restricted parking between 11 – 12 noon and 2 – 3 pm in Buckingham Road between Merlin Crescent and Whitchurch Lane, Edgware
Petitions submitted by residents
- (c) Petitions received from residents requesting restricted parking on both sides of Corbins Lane, South Harrow
Petitions submitted by residents
- (d) Petitions received from businesses and customers requesting the alteration of parking restrictions on High Rd, Harrow Weald
Petitions received from businesses and customers
9. **Deputations:**
To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).
- Enc 10. **Appointment of Advisors to the Panel 2008/09:** (Pages 11 - 14)
Report of the Director of Legal and Governance Services
11. **References from Council and other Committees/Panels:**
To receive references from Council and any other Committees or Panels (if any)
- Enc 12. **Stanmore Controlled Parking Zone Review / Parking Controls for Event Days at Wembley Stadium:** (Pages 15 - 78)
Report of the Head of Property and Infrastructure
- Enc 13. **Information Report - Progress update on Key Traffic Schemes:** (Pages 79 - 106)
Information Report of the Head of Property and Infrastructure
14. **Any Other Urgent Business:**
Which cannot otherwise be dealt with.
15. **Date of next meeting:**
To note that the next meeting of the Panel will be held on Wednesday 17 September 2008 at 7.30 pm

AGENDA - PART II - NIL

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

26 FEBRUARY 2008

Chairman: * Councillor John Nickolay

Councillors:	* Mrs Camilla Bath * Robert Benson * Mrinal Choudhury * Nizam Ismail * Manji Kara	* Jerry Miles * David Perry * Yogesh Teli * Jeremy Zeid
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Advisers:	* Mr A Blann Mr E Diamond	* Mr L Gray * Mr A Wood
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* Denotes Member present
 [Note: Councillor Bill Stephenson also attended this meeting to speak on the item indicated at Minute 94 below].

PART I - RECOMMENDATIONS

RECOMMENDATION 1 - Controlled Parking Zones/Parking Schemes - Annual Review

An officer presented a report of the Head of Property and Infrastructure, which reviewed progress and assessed and recommended priorities for the introduction and review of Controlled Parking Zones (CPZs) and associated parking restrictions.

The officer explained that the report suggested changes to the way the CPZ programme was driven to address the situation where CPZ reviews were taking longer and costing more to deliver. The officer confirmed that there was an opportunity to look at the costing of schemes and that the programme was to be managed more flexibly. The officer also explained that it was debatable whether large-scale reviews of CPZs were necessary.

In response to questions by Members, the officer confirmed that:

- when CPZs were being consulted on, a record is kept of all representations made;
- a number of schools had provided parking for members of the public who were travelling from Stanmore to Wembley Stadium for events. However, it was believed there were concerns over insurance and liability issues, security and potential damage that followed such use;
- in relation to the proposed CPZ review in Stanmore, 4,000 leaflets had been distributed to residents and a number of petitions had been received by the Traffic Management department as a result of the consultation;
- local organisations such as the Stanmore Society had been consulted regarding the proposals for Stanmore. A stakeholder meeting had taken place in July 2007 to discuss options and agree a way forward;
- in addition to sport events, attendance at music concerts at Wembley Stadium also caused parking problems in Stanmore;
- it would be significantly more expensive using event day only restrictions and signage instead of permanent restrictions fixtures in Harrow to counter the problems with parking caused by events at Wembley Stadium because this would require a higher capital cost and would require ongoing revenue expenditure;
- when considering the implementation of CPZs, the views of residents generally needed to be considered on a 'road by road' basis;
- the implementation of a CPZ in Burnt Oak Broadway had moved up the list of priorities because Barnet Council were proposing a CPZ in the area surrounding Burnt Oak underground station;
- the problem of parking at Hooking Green was being addressed through utilising money made available from the LCN budget;

- there were separate funds set aside for dealing with 'problem streets' with particular access difficulties. These streets could be addressed by implementing appropriate waiting restrictions and generally double yellow lines would be proposed to address safety and access problems;
- businesses would be included in the consultation as part of the Kenton Station review, including at the stakeholder meetings stage;
- in relation to the proposed Canons Corner 'pay and display' scheme, a petition had been submitted by businesses since the cancellation of the scheme seeking for parking controls to be implemented;

An officer noted the comment by a Member that some of the parking restrictions on Imperial Drive on Saturday were unnecessary. The officer confirmed the reason for the restrictions would be investigated to see if there was justification for a review.

Resolved to RECOMMEND: (to the Portfolio Holder for Planning, Development and Enterprise)

That (1) subject to funding, the priority list as set out in Appendix C of the report - the Controlled Parking Zone programme be adopted;

(2) officers be authorised to carry out consultation and scheme design for formal approval of the Controlled Parking Zone Programme.

[Reason for Recommendation: To prioritise the Controlled Parking Zones Programme.]

PART II - MINUTES

84. **Attendance by Reserve Members:**

RESOLVED: To note that there were no Reserve Members in attendance at this meeting.

85. **Declarations of Interest:**

RESOLVED: To note that the following declarations of interest were declared:

- (i) Councillor Robert Benson declared a personal interest arising from the fact that he was a resident of Stanmore. Accordingly, he remained in the room for the discussion of all items.
- (ii) Councillor Jeremy Zeid declared a personal interest arising from the fact that he was a Ward Councillor for Kenton West. Accordingly, he remained in the room for the discussion of all items.

86. **Arrangement of Agenda:**

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

87. **Minutes:**

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

88. **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).

89. **Petitions**(i) **Petitions Received at the Meeting:**

RESOLVED: To note the receipt of the following petition which was referred to the relevant officer for consideration:

- Petition requesting that the Council make the back entrance to Cannon Lane First and Middle Schools on Chestnut Drive, Pinner safer for children entering and leaving the school between the hours of 8.30 – 9.00 and 15.00-15.30.
Presented by a member of the public and signed by 108 people.

(ii) **INFORMATION REPORT – Petitions relating to Stanmore CPZ review and Imperial Drive/The Ridgeway – request for pedestrian phase:**

An officer presented an information report of the Head of Property and Infrastructure, which set out details of three 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 were included in the report.

It was agreed by the Panel that with regards to the petition received in response to consultation on the Stanmore CPZ review, the issues the petition raised would be addressed by officers in a report of the Head of Property and Infrastructure which was to be submitted to the next meeting of the Panel.

An officer explained that a petition had been received containing the signatures of 227 local residents from the Chairs of Governors of Longfield First and Middle Schools, The petition requested that the Council and Transport for London take immediate action to install pedestrian crossing facilities at the junction of Imperial Drive and the Ridgeway.

An officer explained that a written response to the petition had been sent to Longfield School. Another officer explained that the issue was being addressed in the School Travel Plan, which was specific to the junction. The officer confirmed that there were ongoing difficulties in providing a pedestrian crossing at the junction because of the adverse effect on the signals and the capacity of the junction.

An adviser commented that he was aware of the problems at the junction and that he would like to see the problem addressed by officers. An officer confirmed that measures were being investigated.

RESOLVED: That the report and the above be noted.

90. **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).

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

RESOLVED: To note that no references were received.

92. **Controlled Parking Zones/Parking Schemes – Annual Review:**
(See Recommendation 1)93. **INFORMATION REPORT – TfL Funding Award and Scheme Programme 2008/09:**

An officer presented an information report of the Head of Property and Infrastructure which outlined the award received from Transport for London (TfL) in order to implement sections of the Mayor's Transport Strategy in Harrow. The report also outlined the programme of works to be implemented in 2008/09.

An officer agreed to provide Members and advisers with a briefing note on the bus priority scheme planned at the junction of Common Road and the High Road in Bushey. In response to the provision of Cycle Lanes, an officer agreed to assist an adviser outside of the meeting with the information he required.

In response to questions, officers confirmed that:

- funding for the width restriction in Headstone Lane was made available through the Bus Priority Schemes budget. There was a CCTV enforcement camera, which monitored vehicle movement at the width restriction;
- generally, Toucan crossings were not time linked;
- the Junior Citizen scheme was aimed at raising awareness of road safety among younger children;
- Harrow was within the top two London Boroughs for the lowest number of personal injury accidents.

An adviser queried whether there were section 106 agreements in relation to the two developments at the junction of Northolt Road and Shaftesbury Avenue. It was agreed to refer the issue to a relevant officer.

An officer confirmed that a report on the Road Safety function would be submitted to the next meeting of the Panel.

RESOLVED: That the report be noted.

94. **INFORMATION REPORT – Progress Update on Key Traffic Schemes:**

A Member who had made a request to speak at the Panel, which had been formally agreed, expressed concern that a petition that was submitted to Cabinet on the 17 January 2008 had not been addressed in the information report of the Head of Property and Infrastructure. The petition sought the introduction of parking facilities for local shops located in Headstone Drive, Harrow View and Headstone Gardens and had been referred to the Portfolio Holder for Environment Services for consideration. The Chairman stated that he was keen to see progress on the issue. An officer confirmed that the petition was being taken into account in relation to the study of the junction that had been commissioned and apologised that the issue had not been specifically referred to in the information report.

Further queries regarding a number of traffic management projects were raised by Members and dealt with by officers.

RESOLVED: That the report be noted.

95. **Any Other Urgent Business:**

Elm Park, Stanmore

A Member expressed concern regarding the situation concerning the bollards in Elm Park Stanmore.

Councillor John Nickolay

A Member stated that as the meeting was the last of the municipal year, he wished to express his thanks towards the Chairman for the fact that meetings had been conducted in a courteous manner. The Member expressed his best wishes towards the Chairman for the forthcoming municipal year.

RESOLVED: That the above be noted.

96. **Date of next meeting:**

RESOLVED: That it be noted that the next meeting of the Panel would be held on Wednesday 18 June 2008 at 7.30pm.

(Note: The meeting having commenced at 7.31 pm, closed at 9.44 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman



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Meeting:	Traffic and Road Safety Advisory Panel
Date:	18 th June 2008
Subject:	INFORMATION REPORT-Petitions Relating to: <ul style="list-style-type: none">a. Hooking Green, North Harrow - objections to installation of double yellow linesb. Buckingham Road, Edgware-request for parking controlsc. Corbins Lane, South Harrow-request for parking controlsd. High Road, Harrow Weald-request to alter parking restrictions
Responsible Officer	Eddie Collier
Portfolio Holder	Councillor Susan Hall
Exempt	No
Enclosures	None

Section 1: Summary

This report sets out details of 4 petitions which have been received.
The petitions relate to:-

- a) Hooking Green North Harrow which is in response to the statutory notice to implement double yellow lines around Hooking Green.
- b) Buckingham Road Edgware requesting parking controls to stop commuter parking

- c) Corbins Lane South Harrow requesting parking controls to deal with displaced parking from a recently installed extension to the CPZ zone
- d) High Road Harrow Weald requesting a relaxation in the timing of parking controls outside parade of shops including 2 restaurants

FOR INFORMATION

Section 2: Report

2.1 Hooking Green, North Harrow

- 2.1.1 A petition has been received in response to the publication of the statutory orders to implement double yellow lines around Hooking Green North Harrow.
- 2.1.2 The background to the proposals for implementing double yellow lines originated from another petition that was presented by Councillor Suresh to the Council meeting on 18th October 2007. This petition was reported to the panel meeting on 28th November 2007 and contained 65 signatures of residents. The petition 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.
- 2.1.3 It was agreed at the panel meeting in November 2007 that proposals to introduce controlled parking on Hooking Green should be referred to the Portfolio Holder for Environment Services for consideration. A scheme incorporating double yellow lines was subsequently approved by the Portfolio Holder on 2nd April 2008.
- 2.1.4 The current petition consists of 38 Signatures representing 22 households requesting:
 - Opposition to having double yellow lines around Hooking Green
 - Proposing Double Yellow Lines only in four corners and no other parking restrictions OR
 - Single yellow lines on one side of the road next to the green and no other restrictions
- 2.1.5 The objections that were received, including those contained in the petition, were considered and a draft response to objectors/petitioners was circulated to the Portfolio Holder, Chairman of TARSAP and Ward Members to which no comments were received. The lead petitioner has been informed in writing that the petition has been considered but both the two requested alternative proposals are unworkable. They have also been informed that the original scheme for the installation of double yellow lines will therefore proceed. The final legal notice and installation of the double yellow lines will take place in the next 2 months.

2.2 Buckingham Road, Edgware

- 2.2.1 A petition has been received from residents in the lower section of Buckingham Road, between Merlin Crescent and Whitchurch Lane
- 2.2.2 The petition consists of 42 signatures representing 41 households which request restricted parking between the hours of 11am-12 noon and 2pm-3pm.
- 2.2.3 The petition states that *“the above restrictions are required to stop commuters and people working in the area using the road to park instead of car parks which they have to pay for, therefore causing disruption and congestion for residents. There is also a problem in the evening because residents from roads around the area park their vehicles in Buckingham Road due to the fact that they have parking permits and road lining where they live, one person even parks a removal lorry in the road”*
- 2.2.4 The lead petitioner has been informed that the petition will be reported to this meeting of TARSAP.
- 2.2.5 At the February 2008 meeting of the panel members considered the annual review of Controlled Parking Zones and Parking Schemes. It was noted in the report that a deputation requesting parking controls in Buckingham Road and the surrounding areas was received at the Panel meeting in June 2006.
- 2.2.6 The area is currently included in the CPZ review programme commencing with the Stakeholders meeting in Winter 2010/11.
- 2.2.7 It is proposed that the petitioners be informed of the programme timescales that were agreed at the February 2008 panel meeting and the points raised in the petition are dealt with at that time.

2.3 Corbins Lane South Harrow

- 2.3.1 A petition has been received from residents in Corbins Lane South Harrow who are looking for parking controls to be introduced.
- 2.3.2 The petition consists of 23 signatures from 17 households requesting *“that urgent consideration be given by Harrow Council for a restricted parking Zone to both sides of Corbins Lane South Harrow. The reason being that since yellow lines were introduced in Eastcote Lane motorists are now parking all day long, which is causing regular inconvenience to local residents and often impeding traffic flow in both directions along the road”*
- 2.3.3 Corbins Lane lies just outside the recently extended South Harrow Controlled Parking Zone which came into operation in February 2008.
- 2.3.4 The northern half of Corbins Lane adjacent to Eastcote Lane was not included in the consultation. The southern half of Corbins Lane was included in the public consultation carried out in November/December 2005. The consultation results showed 50% of respondents supported a CPZ in Corbis Lane and 50% were against. Accordingly with no overall

- majority support amongst respondents the road was not included in the extension of the CPZ .
- 2.3.5 The households represented in the petition lie in both the northern and southern sections of Corbins Lane.
 - 2.3.6 The programme of CPZ reviews agreed at the February 2008 panel meeting includes a review of the South Harrow scheme commencing in Winter 2009/10
 - 2.3.7 It is proposed that the petitioners be informed that the whole length of Corbins Lane be considered in the review at that time.

2.4 High Road, Harrow Weald

- 2.4.1 A petition has been received from traders and customers of 2 restaurants located between No 207 and 225 High Road Harrow Weald. The petition contains 86 signatures.
- 2.4.2 The petition calls upon the council *“to urgently amend the waiting times in High Road Harrow Weald covering properties 207 to 225 to finish at 6.30pm in order to assist the traders to continue to run their businesses and help boost the economic vitality and vibrancy of Harrow. We note a similar amendment and scheme implemented in Pinner some years ago has proved to be successful and we urge the council to help us to continue to run our businesses and let the traders and customers in Harrow Weald benefit in the way Pinner has benefited.”*
- 2.4.3 The existing parking restrictions outside numbers 207 to 225 were introduced in 1996 and have not been directly affected by the Wealdstone Zone CA CPZ extension which came into operation in May 2008.
- 2.4.4 The current parking restrictions apply from 8am to 8pm Monday to Saturday with no loading permitted from 8am to 9.30am and 4.30pm to 6.30pm.
- 2.4.5 Officers have in the past reviewed the restrictions in this area but any changes which relax the current restrictions have been opposed by Transport for London (TfL) .This is because the High Road forms part of the London Strategic Route Network and TfL has concerns about the effect of parked vehicles on the bus routes. These concerns are not only about the presence of any parked vehicles but also the possible delays whilst vehicles would be manoeuvring in and out of any on street parking. These concerns cover the period beyond 6.30pm Monday to Friday, hence the current restrictions which extend to 8pm Mon-Sat.
- 2.4.6 TfL have indicated that they would not object in principle to any form of inset parking bays. These would require dedication of some of the private forecourt land belonging to the shop and restaurant premises and likely be prohibitively expensive to construct because of the need to divert underground services.
- 2.4.7 In the case of reducing the time of the waiting restrictions in Pinner that is referred to in the petition this was in the High Street which is neither a bus

- route nor a heavily trafficked road and therefore is not considered to be a valid comparison
- 2.4.8 The only solution that seems possible would be the construction of an inset parking bay but there are no known sources of funding currently available. As explained such a scheme would be expensive. Should the funding situation change then officers will look at the location again.

Section 3- Further Information

None

Section 4- Contact Details and Background Papers

Contact:

Paul Newman, Senior Engineer, Parking and Sustainable Transport, Tel: 020 8424 1065, Fax: 020 8424 7622, E-mail: paul.newman@harrow.gov.uk

Background Papers:

Petitions and Replies to lead petitioners

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	18 June 2008
Subject:	Appointment of Advisors to the Panel 2008/2009
Key Decision: (Executive-side only)	No
Responsible Officer:	Hugh Peart, Director of Legal and Governance Services
Portfolio Holder:	Councillor Susan Hall, Portfolio Holder for Environment Services
Exempt:	No
Enclosures:	N/A

Section 1 – Summary and Recommendations

This report advises Members on the appointment of non-voting advisors to the Panel for the Municipal Year 2008/2009. Members are requested to consider the information outlined below and to appoint advisors to the Panel for the 2008/2009 Municipal Year accordingly.

Recommendations:

That in accordance with the Advisory Panel and Consultative Forum Procedure Rules (Rule 4), the advisers detailed in paragraph 2.1.2 be appointed for the Municipal Year 2008/09.

Reason: (For recommendation)

To appoint advisors to the Panel for the 2008/09 Municipal Year.

Section 2 – Report

2.1 Brief History

2.1.1 All advisers to the Panel have been contacted and asked to confirm whether they wish to continue as advisers to the Panel for the Municipal Year 2008/2009.

2.1.2 The following have been contacted and have confirmed that they wish to stay on as an adviser to the Panel for the Municipal Year 2008/2009:

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

2.2 Consultation

See paragraph 2.1 above.

2.3 Legal Implications

Not applicable.

2.4 Equalities Impact

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

Financial Implications

Not applicable.

Performance Issues

Not applicable.

Risk Management Implications

There are no risks arising from the proposals of the report.

Section 3 - Statutory Officer Clearance

Name: Myfanwy Barrett	<input checked="" type="checkbox"/>	Chief Financial Officer
Date: 27 May 2008		
Name: Hugh Peart	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 27 May 2008		

Section 4 - Contact Details and Background Papers

Contact: Lysandra Dwyer, Democratic Services Officer
(Telephone: 020 8424 1264. Email: lysandra.dwyer@harrow.gov.uk)

Background Papers: Correspondence with advisers.

If appropriate, does the report include the following considerations?

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

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	18 th June 2008
Subject:	Stanmore CPZ Review/Parking Controls for Event Days at Wembley Stadium
Key Decision	No
Responsible Officer	Eddie Collier
Portfolio Holder	Councillor Susan Hall
Exempt	No
Enclosures	Appendix A – Extent of Existing Zones Appendix B – Plans for CPZ extensions Appendix C – Junction and bend protection locations Appendix D – Leaflet and questionnaires Appendix E – Questionnaire results Appendix F – Comments overview

Section 1: Summary and Recommendations

Reason for report

Following the reopening of Wembley Stadium, with its increased capacity and restricted access and parking facilities, Stanmore Station has been identified as a major transport link to the stadium. Therefore the parking dynamics within the existing Controlled Parking Zones (CPZs) around Stanmore Station and their peripheries were likely to have changed. The CPZ review, and this resultant report, was undertaken to identify those changes and introduce mitigating measures in the form of additional parking controls and alteration of existing restrictions to address the Council's stated priority of enhancing the environment and encouraging more sustainable transport activity, reduce accidents and

improve bus services by deterring obstructive parking with the support of the local community.

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

That Officers be authorised to:

1. Implement the Stanmore Controlled Parking Zone (CPZ) extension as detailed in this report in the roads illustrated in the overview plan in **Appendix A and shown in detail in Appendix B**. The operational hours for the roads included in the extension of Zone B to be Monday to Friday 3pm-4pm and those in Zone H to be Monday to Saturday 10am-11am & 3pm to 4pm, subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;
2. Implement no parking at any time, (double yellow line) restrictions at junctions, bends and areas of obstruction as detailed in **Appendix C** subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;
3. Make minor amendments and finalise the detailed design for order making purposes and take all necessary steps to advertise the traffic orders.
4. To use the funding of £100,000 secured by a Section 106 Agreement in relation to Wembley Stadium and £20,000 secured by a Section 106 Agreement in relation to the Stanmore Sainsburys Supermarket towards the cost of implementing the CPZ extension and the no parking at any time restrictions at specified junctions, bends and other locations.
5. Inform all residents and businesses by leaflet in the consultation area of the results of the consultation and the proposals affecting their location, concurrent with the advertising of traffic orders

Reason: To mitigate the detrimental effects of increased vehicular activity and parking demand as a result of events taking place at Wembley Stadium and associated with the Stanmore Sainsburys Supermarket

Section 2: Report

- 2.1 Agreeing to the recommendations above will enable the implementation of the scheme to which the Council has been committed in order to deal with the traffic and parking problems associated with events at Wembley Stadium following rebuilding and its re-opening in March 2007. The scheme also takes into account changes in access and parking problems in Zone B, which may be more particularly associated with the effect of the Sainsbury's store. By doing this we will be responding to requests from residents and businesses and will improve highway safety, access and residential amenity.

2.2 Parking and traffic legislation and practice provides limited options to control parking and access to achieve the outcomes required and these are further constrained by the financial implications and funding available. In this case the extension of the CPZ will provide the benefits and at the same time minimise inconvenience to residents and businesses. The option of having restrictions that applied only on event days was investigated and found to be prohibitively expensive and this is discussed in more detail later in this report

2.3 **Background**

2.3.1 Stanmore currently has 2 existing CPZ zones comprising Zones B and H. These were introduced in 1994 and have been reviewed in 1996 and 2004. The extent of the existing zones is shown on the plan in **Appendix A**.

2.3.2 Zone B basically covers the area around Stanmore shopping area and surrounding roads especially to the south and around Stanmore College. The zone deals with problems of all day parking associated with business in the town and users of the Stanmore College site. The zone operates from 3pm to 4pm Monday to Friday.

2.3.3 Zone H covers the area around Stanmore Station and to the east and is substantially smaller in size than Zone B. Its main purpose is to restrict commuter parking in the residential area. The zone operates from 10am-11am and 3pm and 4pm on Monday to Saturday.

2.3.4 Since the last parking review was carried out in Stanmore the new Wembley Stadium has been opened. This venue has been specifically designed with limited onsite parking for cars and is heavily dependant on access for visitors using public transport. Stanmore Station, lying at the end of the Jubilee Line and only 4 stops from Wembley Park Station, is therefore an important station serving Wembley Stadium.

2.3.5 There have been a number of representations from local residents who have raised concerns about parking problems in the Stanmore area on event days at Wembley Stadium. These have ranged from obstruction of driveways through to parking on both sides of roads creating access problems, particularly for emergency services and other large vehicles.

2.3.6 The parking pattern within the existing CPZs are likely to have changed since the opening of the new Wembley Stadium in March 2007 and consequently it is important that any changes to parking patterns are identified and measures designed to mitigate any adverse effects.

- 2.3.7 A contribution of £100,000 for implementing parking controls has been secured by Brent Council from the developers of Wembley Stadium through a section 106 agreement. The funding is available to Harrow Council for 10 years from September 2002, which was the commencement of the demolition and development work, but is not index linked.
- 2.3.8 The funding is specifically available for on street parking controls in Harrow which are necessary due to the impact of events held at the new Stadium and will be released upon evidence that Harrow Council has approved a scheme.
- 2.3.9 A sum of £20,000 was also secured through the section 106 agreement in relation to the Sainsburys store for the purpose of amending or enlarging the existing CPZ to deal with increased traffic and parking demand in the vicinity.
- 2.3.10 Accord MP were commissioned to produce a feasibility report on the effects of event day parking resulting from the New Wembley Stadium and also implications for similar event parking arising from the London 2012 Olympic Games.
- 2.3.11 Although the study looked at all the stations within the London Borough of Harrow and its periphery, the report produced in May 2007 identified Stanmore as attracting the most visitor parking for people travelling to Wembley Stadium. This ranking was based upon a number of factors, travel time from Wembley Stadium, the availability and frequency of train services, station accessibility and proximity to Motorway or A Roads. There was also a long history of parking problems associated with events at the previous stadium.
- 2.3.12 At the meeting of the Panel on 27th February 2006 a programme of reviewing the existing Stanmore CPZ areas, the peripheral areas and examining the effects of parking on Wembley event days was agreed. The programme set out at that time was for the process to commence with a stakeholders meeting, which took place in July 2007.

2.4 Consultation Methodology

- 2.4.1 A stakeholders meeting was held on the 26th July 2007, which helped determine the consultation boundary outside of the existing CPZs. It also identified that the possibility of an event day only parking scheme was not a viable option due to capital and revenue funding constraints. However it was agreed to amend the hours of control for the existing CPZs, extend them and introduce 'No Waiting At Any Time' restrictions

(double yellow lines) to combat obstructive parking, which is predominantly during event days.

- 2.4.2 The purpose of this consultation was to assess the extent to which the existing CPZs (Zones B and H) meet the parking and access needs of local residents and businesses and how these affect the parking in adjacent roads.
- 2.4.3 The consultation area encompassed Zones B, H and a peripheral area around these existing CPZs. The consultation packs were hand delivered to over 4000 properties at the beginning of January 2008, with a last return date for the questionnaire of the 1st February 2008. A copy of the consultation documents can be found in **Appendix D**.
- 2.4.4 Those properties consulted were asked if they experienced parking problems and if these were as a result of Wembley Stadium events. Also, if they did experience parking problems, what CPZ operational hours they would prefer to address these. The Council also invited comments on any specific parking related issues.
- 2.4.5 A meeting was held on the 7th of May 2008 to discuss the results of the consultation and the draft proposals with the Portfolio Holder, Councillor John Nickolay and ward councilors. This enabled the draft proposals to be revised and refined with the benefit of local knowledge.

2.5 Consultation analysis and results

- 2.5.1 The consultation results were collated, recorded and analysed from February to April 2008. The results can be viewed broken down into the 3 consultations areas (Zones B, H and the Peripheral Area outside the existing CPZ areas) and road by road, in **Appendix E**. The figures below indicate the overall response rate for the entire consultation area.

OVERALL RESPONSE

Consulted	4065
Responses	1287
Percent responded	31.7%

- 2.5.2 Due to the complexity and scale of this review the 3 distinct consultation areas (Zone B, Zone H and the Peripheral Area outside the existing CPZs but within the consultation area) will be discussed separately over sections 2.7, 2.8 and 2.9 respectively, then summarised collectively in section 2.10.
- 2.5.3 One factor potentially contributing to parking problems on roads surrounding Stanmore Station is the capacity of the Station Car Park

itself, which has 450 parking places. As Transport for London own and maintain this car park the Council have contacted them during the CPZ review to ascertain if there are any future plans to increase its capacity, as this would affect the parking dynamics of the area, especially on event days. However Transport for London informed the Council that there are no plans for upgrade or extension of the Stanmore Car Park in the near future.

- 2.5.4 An alternative method suggested for addressing parking problems associated with event days was a Park and Ride Scheme. This works by the provision of an area for event attendees to park their vehicles, then take a bus to Stanmore Station to continue their journey to Wembley Park Station via the Jubilee London Underground Line. This would reduce parking related problems on residential streets and relieve pressure on Stanmore Station Car Park. However, it would require the need for a Park and Ride proposal to be designed and implemented in association with other measures, such as public transport improvements, traffic management and parking controls within the proposed corridor of operation as well as the acquisition of land to park the required number of vehicles. Also the nature of the parking problems in the roads around Stanmore Station is event specific and not all events attract a large number of vehicles to the Stanmore area, as has been recorded over the last 9 months.
- 2.5.5 Although approaches to bus operators have been made, it is clear that they would require all the infrastructure to be provided, and that land availability/acquisition costs and constructions costs make such a scheme non-viable. In practice if such a facility was provided, users would wish to be transported direct to Wembley Stadium rather than traveling to Stanmore Station.

2.6 **Petitions Received During Consultation**

- 2.6.1 Three petitions have been received in response to the consultation undertaken in January 2008 in relation to the Stanmore CPZ Review, as follows:
- 2.6.2 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
- 2.6.3 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.

- 2.6.4 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.
- 2.6.5 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.

2.7 Zone B Consultation Results and Conclusions

- 2.7.1 The existing hours of control for Zone B are Monday to Friday, 3pm to 4pm. The purpose of these controls is to combat all day, non-local parking and as a result maintain parking availability for the local residents and businesses.
- 2.7.2 Below is a table detailing the overall response rate to the questionnaire for Zone B.

INSIDE ZONE B RESPONSE

Consulted	1704
Responses	435
Percent responded	25.5%

- 2.7.3 There are locations within the Zone (with additional hours of control) which are either double yellow lines, or individually signed single yellow lines. These are primarily found on the major roads on the highway network and include Dennis Lane, London Road, The Broadway, Church Road and Old Church Lane. The purpose of these waiting restrictions is to deter obstructive parking and increase visibility and traffic flow.

Zone B Event Day Parking Problems

- 2.7.4 Within Zone B 34% of respondents said that they experience parking problems related to Wembley events compared to 63% that did not (3% of respondents did not tick these boxes). However, there were some roads where the distinct majority (more than 60% of respondents) experienced parking problems associated with Wembley events. These roads are listed below:
- **White House Drive**, parking problems on event days predominantly experienced in the evenings Monday to Friday and all day or afternoon on Saturday and Sunday.

- **Copley Road**, parking problems on event days predominantly experienced in the afternoons Monday to Friday, all day Saturday and all day or afternoon on Sunday.
- **Laburnum Court**, parking problems on event days predominantly experienced all day Monday to Sunday.
- **Dennis Gardens**, parking problems on event days predominantly experienced all day Monday to Saturday.
- **Claire Gardens**, parking problems on event days predominantly experienced in the afternoon on Saturday.
- **London Road**, parking problems on event days predominantly experienced in the evenings Monday to Friday and all day on Saturday and Sunday.

2.7.5 The Zone B roads where event days affected residents but to a lesser extent (40% to 60% of respondents) than those listed in section 2.7.4 were:

- **Merrion Avenue**, parking problems on event days predominantly experienced Monday to Friday in the evenings and all day Saturday and Sunday.
- **Sandymount Avenue**, parking problems on event days predominantly experienced all day on Saturdays and all day or in the afternoons on Sunday.
- **Craigweil Drive**, parking problems on event days predominantly experienced in the evenings Monday to Friday and all day during the weekend.
- **Rectory Close**, parking problems on event days predominantly experienced all day or in the afternoon Monday to Friday.
- **Garden Court**, parking problems on event days predominantly experienced all day over the weekend.

2.7.6 The 11 roads identified in paragraphs 2.7.4 and 2.7.5 are primarily within close proximity to Stanmore Station. The remaining 38 roads within Zone B did not identify any major parking problems during event days. Also of these roads, Claire Gardens and London Road had low response rates to the consultation, 7% and 9% respectively, and therefore may not be a conclusive representation of the entire road.

CPZ Hours of Operation in Zone B

2.7.7 In Zone B 60% of respondents were happy with the existing hours of control compared to 37% dissatisfied (3% of respondents did not tick these boxes). However there were 3 roads where a large proportion of respondents (over 60% of respondents in each road) requested changes to the controlled hours:

- Laburnum Court requested Monday to Sunday, 1 hr in the morning and afternoon restrictions. A petition from Laburnum Court was also received as detailed in paragraph 2.6.4.
- Dennis Gardens requested Sunday to Friday, 1 hr in the morning and afternoon restrictions
- Rectory Close requested Monday to Saturday, all day restrictions.

Comments Received for Zone B

2.7.8 Due to the large number and variation of comments received, all comments were grouped and referenced. **Appendix F** lists these comments in a table showing the percentage response for each comment in each of the 3 consultation areas (Zone B, H and on fringes the of the existing CPZs).

2.7.9 The table below details the top 10 comments received within Zone B and the percentage of respondents that made the comments within Zone B.

	ZONE B COMMENTS	PERCENTAGE
1	Parking unavailability	6%
2	Happy with current controls	5%
3	Increase hours of control	5%
4	Parking unavailability caused by shoppers	3%
5	Obstructive parking at junction	3%
6	Need (more) residents bays	3%
7	Obstructive parking on both sides of road	3%
8	Increase enforcement	3%
9	Parking unavailability due to Stanmore College	2%
10	Parking for shoppers required	2%

Zone B Conclusions

2.7.10 In paragraph 2.7.4 there were 6 roads that identified parking problems in their roads due to event days and 5 other roads in paragraph 2.7.5 to a lesser degree, most of which are within close proximity of Stanmore Station.

2.7.11 However, respondents overall were happy with the existing times of control within Zone B. A clear majority of respondents on only 3 roads (detailed in paragraph 2.7.7), of the 49 within Zone B, requested changes in the hours of control. Therefore we recommend no changes to the hours of control in Zone B.

2.7.12 The unavailability of parking and obstructive parking were some of the main concerns within Zone B. Most of the problems were identified as being generated by Stanmore College and shoppers. However, as the

majority of respondents requested no extra hours of control, parking unavailability cannot be addressed by increasing the existing Monday to Friday 3pm to 4pm CPZ operational times.

- 2.7.13 Comments received during the consultation identified many locations within Zone B that suffered from obstructive parking. These referred predominantly to junctions or bends, with the exception of the major roads on the highway network within Zone B (detailed in paragraph 2.7.3) that already have increased hours of control with individually signed single yellow lines or double yellow lines. Most other junctions and bends only have the CPZ hours of control, which is often found to be insufficient, resulting in poor visibility and compromising safety of highway users. Accordingly we recommend protecting all junctions within the consultation area and some bends with 'No Waiting At Any Time' restrictions (double yellow lines) as detailed in **Appendix C**.

2.8 Zone H Consultation Results and Conclusions

- 2.8.1 The existing hours of control for Zone H are Monday to Saturday, 10am to 11am and 3pm to 4pm. The purpose of these controls is to combat all day, non-local parking and as a result maintain parking availability for the local residents and businesses.
- 2.8.2 Below is a table detailing the overall response rate to the questionnaire for Zone H.

INSIDE ZONE H RESPONSE

Consulted	204
Responses	77
Percent responded	37.7%

Zone H Event Day Parking Problems

- 2.8.3 Within Zone H 57% of respondents said that they experience parking problems related to event days compared to 38% that did not (5% of respondents did not tick these boxes).
- 2.8.4 Over 60% of respondents from Kerry Court, Kerry Avenue Morecambe Gardens and Westbere Drive (which had a low response rate of 13%) identified parking problems associated with event days. The times when parking problems were most prevalent were all day, throughout the week, on event days.

CPZ Hours of Operation in Zone H

- 2.8.5 Of Zone H, 47% of respondents were satisfied with the existing hours of control and 51% were dissatisfied (2% of respondents did not tick these boxes). Kerry Avenue and Kerry Court was where most of the dissatisfied respondents were located, both of which had strong response rates overall of 67% and 56% respectively.
- 2.8.6 The majority of respondents that were not satisfied with the existing controls for Kerry Avenue requested 'Monday to Sunday, 1 hour in the morning, afternoon and evening' hours of control. The majority of respondents that were not satisfied with the existing controls for Kerry Court requested 'Monday to Sunday all day and 1hr in the evening' hours of control.

Comments Received for Zone H

- 2.8.7 Due to the large number and variation of comments received, all comments were grouped and referenced. **Appendix F** lists these comments in a table showing the percentage response for each comment in each of the 3 consultation areas (Zone B, H and Peripheral Area).
- 2.8.8 The table below details the top 10 comments received within Zone H and the percentage of respondents that supported the comments within Zone H.

	ZONE H COMMENTS	PERCENTAGE
1	Only residents and visitors park in road	8%
2	Don't extend CPZ	6%
3	Parking unavailability	5%
4	Parking on grass verges	4%
5	Want more disability pick-up facilities at Stanmore Station	4%
6	Hill Close obstructive parking	4%
7	Not happy with existing CPZ	3%
8	No problems on event days	3%
9	School run problems	3%
10	Should only need to display 1 visitor permit all day	3%

Zone H Conclusions

- 2.8.9 The main focus of concern in Zone H is within Kerry Court and Kerry Ave where there were strong response rates and a desire for more hours of control as detailed in paragraph 2.8.6. However the majority of respondents from London Road, Snaresbrook Drive and Tintagel Drive were satisfied with the existing Zone H operational hours, with a mixed response from Morecambe Gardens and low response rate (13%) from

Westbere Drive. Accordingly, changes to the hours of control for Zone H are not recommended.

- 2.8.10 The comments received via the consultation related to Kerry Court and Kerry Avenue stress the problems experienced during event days and wanted additional hours of control. As CPZs are primarily area-wide in nature, for this location to have increased hours of control they would require the support of the wider area. The results from the consultation did not reflect this support. However, in order to reduce obstructive parking during event days on these roads we are recommending proposals for 'No Waiting At Any Time' restrictions (double yellow lines) on both roads opposite the existing bays and at their junctions.

2.9 Peripheral Consultation Area Results and Conclusions

- 2.9.1 The consultation boundary for properties within the consultation but outside the existing CPZs was agreed during a Stakeholders Meeting on the 26th July 2007. Below is a table detailing the overall response rate for this area.

OUTSIDE CPZ RESPONSE

Consulted	2157
Responses	775
Percent responded	35.9%

- 2.9.2 There are very few locations within this peripheral consultation area that currently have any waiting restrictions. Three notable exceptions are:
- **Dennis Lane**, which has 'No Waiting At Any Time' restrictions (double yellow lines) on both sides of the road and at its junctions
 - **London Road**, which has predominantly 'Monday to Saturday, 8am to 6:30pm' waiting restrictions.
 - **Green Lane**, which has a combination of 'No Waiting At Any Time' restrictions (double yellow lines) at junctions and 'Monday to Friday, 8am to 10am' waiting restrictions south of the junctions with Culverlands Close.

Event Day Parking Problems in Peripheral Consultation Area

- 2.9.3 Only 22% of respondents identified parking problems as a result of event days. The roads that they were concerned about were Pangbourne Drive and Dovercourt Gardens, both of which had high response rates of 65% and 40% respectively.
- 65% of **Pangbourne Drive** respondents believed that there were parking problems associated with event days, predominantly experienced in the afternoons on Saturday and Sunday.

- 90% of **Dovercourt Gardens** respondents believed that there were parking problems associated with event days, predominantly experienced in the evenings on weekdays and all day on Saturday and Sunday.

Possible CPZ Extensions into Peripheral Consultation Area

- 2.9.4 Within the peripheral consultation area 57% of respondents did not support the introduction of a CPZ into their road compared to 41% that supported their road being introduced into a CPZ.
- 2.9.5 The locations that showed most support for inclusion into a CPZ are listed below, also detailed are the levels of support from respondents. Where the figures do not add up to 100% the remainder are the percentage of respondents that did not tick either box on the questionnaire.

Road Name	Support	Do Not Support
	Controls	Controls
Berry Hill	71%	29%
Brockleyside	71%	29%
Calthorpe Gardens	67%	33%
Chevalier Close	63%	37%
Woodside Close	67%	33%
Gordon Avenue	59%	35%
London Road (northern slip road)	60%	40%
Malcolm Court	67%	33%
Naresby Fold	100%	0%
Rees Drive	92%	8%
Spring Lake	100%	0%
The Spinney	67%	33%
Tudor Well Close	67%	33%
Westbere Drive	89%	11%

Comments Received for Peripheral Consultation Area

- 2.9.6 Due to the large number and variation of comments received, all comments were grouped and referenced. **Appendix F** lists these comments in a table showing the percentage response for each comment in each of the 3 consultation areas (Zone B, H and on fringes of existing CPZ).
- 2.9.7 The top 10 comments received within the consultation area but outside the existing CPZs are listed as follows.

	PERIPHERAL AREA COMMENTS	PERCENTAGE
1	CPZ not needed	16%
2	No parking problems	10%
3	Support extension of CPZ	7%
4	Obstructive parking on both sides of road	7%
5	Obstructive parking opp or adj to vehicle crossing	6%
6	School run problems	6%
7	Just a revenue making scheme	6%
8	Obstructive parking at junction	5%
9	Parking unavailability	5%
10	Parking unavailability caused by commuters	5%

2.9.8 The Spinney was in support (67%) of inclusion in a CPZ, although many respondents commented that the main problem was access to The Spinney due to obstructive parking at the bend and at its junction with Court Drive. This was also reflected in a petition received from The Spinney detailed in paragraph 2.6.2. It was also mentioned that rather than inclusion in the CPZ, preference would be for waiting restrictions only at these areas of obstructive parking.

2.9.9 Many respondents to the consultation identified obstructive parking as a major safety hazard and inhibiting traffic flow in certain locations. However, Du Cros Drive and Dalkeith Grove attracted a substantial number of comments about all junctions on both roads and traffic flow during the school runs in the morning and afternoon.

Peripheral Consultation Area Conclusions

2.9.10 The majority of respondents from Calthorpe Gardens, Woodside Close and Spring Lake were in support of inclusion in a CPZ. However as CPZs are primarily area-wide in nature, for one of the above roads to be incorporated into the CPZ they would require the introduction of another road to link them to the existing CPZ. As these linking roads do not support the extension of a CPZ into their roads, extending the CPZs to include them within their boundaries is not recommended.

2.9.11 There was also a majority of Malcolm Court respondents wanting to be incorporated into the adjacent CPZ (Zone B). However, due to design requirements a CPZ scheme introduced in Malcolm Court would severely restrict the number of available parking spaces in the road. The main restriction would be having to protect the turning head with 'No Waiting At Any Time' restrictions (double yellow lines), which is where most residents park at the moment. Therefore, it is recommend that Malcolm Court is not included within the CPZ.

2.9.12 The majority of respondents for The Spinney supported the extension of the CPZ into their road. A petition was also received from The Spinney with concerns of obstructive parking and the need for waiting restrictions at the entrance and at the bend and that there was no need for inclusion into the CPZ if this was addressed. This was also reflected by many of the respondents in support of inclusion to the CPZ where they ticked 'yes' for CPZ controls but then detailed a preference for only waiting restrictions at the entrance and bend. As a result it is recommended that The Spinney is not included in the CPZ, but the issue of obstructive parking at the entrance and bend is addressed with waiting restrictions as detailed in **Appendix C**.

2.9.13 The Council recommends that the remaining 9 roads of the 14 listed in paragraph 2.9.5 be included within their adjacent CPZs. Designed proposals for all 8 roads are illustrated in **Appendix B**. These roads all support the extension of the existing CPZs into their roads. These are listed below with reasons:

- **Berry Hill**, parking unavailability all day due to commuters Monday to Friday and unavailability on weekends during event days.
- **Brockleyside**, obstructive parking caused by commuters at junctions and on both sides of the road all day Monday to Friday.
- **Chevalier Close**, obstructive parking experienced on bends, junctions and on both sides of the road.
- **Gordon Avenue**, parking unavailability due to the users of Stanmore College, who also park close to crossovers and obscure vehicle sight lines when exiting properties.
- **London Road** (northern slip road), parking problems all day Monday to Friday.
- **Naresby Fold**, parking unavailability all day Monday to Friday as residents do not have off street parking and limited parking space within Naresby Fold.
- **Rees Drive**, parking unavailability caused by commuters all day Monday to Friday. During event days parking unavailability is experienced Monday to Friday in the evenings and all day Saturday and Sunday. Rees Drive also experiences obstructive parking on both sides of the road, at junctions, bends and at properties crossovers. This obstructive parking is intensified during event days.
- **Tudor Well Close**, parking unavailability for residents and visitors due to non-local vehicles parking in close.
- **Westbere Drive**, parking unavailability caused by commuters and school.

2.9.14 As Rees Drive, Chevalier Close, Berry Hill and Brockleyside are all recommended for inclusion into Zone H, it is likely that Partridge Close may suffer from displaced parking as a result. There is also a path from the end of Partridge Close directly to London Road meaning the location

is potentially desirable for non-local parking, especially for accessibility to Stanmore Station during event days. The majority of Partridge Close respondents (67%) did not support the introduction of CPZ controls into their road. However there was a 50% split between respondents when asked if they would support CPZ controls if an adjacent road were to be included into a CPZ. Even though there was no substantial majority in favor of CPZ controls it is recommended that Partridge Close is included into Zone H on the grounds that it is likely to suffer from displaced parking from the introduction of Rees Drive, Chevalier Close, Berry Hill and Brockleyside into Zone H.

- 2.9.15 Obstructive parking was raised as a common problem over the whole peripheral consultation area. As illustrated by the top 10 comments received for the area (paragraph 2.9.7), 3 of which refer to obstructive parking. This has been identified by respondents to be mainly:
- Commuters wanting free long-term parking
 - Parents during school drop off or pick up in localized areas
 - During event days

- 2.9.16 The Highway Code states that vehicles should not park opposite or within 10m of a junction for safety reasons. Due to increasing demand for parking in general many drivers are no longer observing these distances with the consequential adverse effects on access and safety. Therefore we recommend protecting all junctions with 'No Waiting At Any Time' restrictions (double yellow lines) as well as protecting some bends where visibility is often compromised by obstructive parking as detailed in **Appendix C**.

2.10 Summary and Proposals

- 2.10.1 The overall response rate from the consultation was positive with 31.7% of the 4065 properties consulted returning the questionnaires. This gave the Council a clear understanding of parking issues within Zones B, H and the peripheral consultation area.
- 2.10.2 Overall the majority of respondents (58%) were satisfied with the existing operational hours over the combined areas of Zone B and H compared to 38% who were not satisfied. Similarly, the majority of respondents (57%) for the peripheral consultation area outside the CPZs preferred to be without parking controls compared to 41% that supported CPZ controls to be introduced in their road. This overall majority meant that there was no need for dramatic changes to the existing makeup of the CPZs.
- 2.10.3 However, when analysed in greater detail there were localised parking problems where the majority of respondents on a road wanted to amend

the hours of control, or wanted to be included in a CPZ. Where the majority of a road requested changes in CPZ hours of control, this was not reflected over the rest of the zone and there was little consistency in the hours requested from respondents on these roads.

2.10.4 To decrease displacement and maintain consistency for understanding of their users, CPZs are primarily area-wide in nature. Accordingly, some roads in the peripheral consultation area, where the majority of respondents wanted CPZ controls, are not recommended for inclusion into the existing CPZs as the adjacent road/s linking them to the existing CPZ did not support the inclusion of their road in the CPZ. These roads are detailed in paragraph 2.9.10.

2.10.5 However, the roads below are recommended to be included into Zones B or H, plans for which can be found in **Appendix B**. These roads are recommended for inclusion for reasons detailed in paragraph 2.9.13 and 2.9.14 and do not fall within the restrictions identified in paragraph 2.10.4.

Zone H inclusions

- Berry Hill
- Brockleyside
- Chevalier Close
- London Road (part)
- Pangbourne Drive (part)
- Rees Drive
- Westbere Drive
- Partridge Close

Zone B inclusions

- Gordon Avenue
- Naresby Fold
- Tudor Well Close

2.10.6 In response to the shared problem of obstructive parking made evident via the comments received during the consultation (detailed in sections 2.7.8, 2.8.7 and 2.9.6), both within the CPZs and on their fringes, we recommend protecting all junctions and some bends with 'No Waiting At Any Time' restrictions (double yellow lines) within the consultation area that do not already benefit from them. The problem of obstructive parking was shown to be intensified during event days, therefore these controls will ensure access is maintained for all highway users, including emergency services, during these times. Further information regarding these locations is detailed in **Appendix C**.

2.10.7 There are a number of locations within the existing CPZs that have single yellow lines with waiting restrictions operational between 8am to midnight throughout the week. These are situated at locations where parking would be hazardous. Individual signing is required for these restrictions as they differ from CPZ hours of operation. As part of this review we recommend that these waiting restrictions are increased to

'No Waiting At Any Time' restrictions (double yellow lines). This would have the following positive affects:

- Reduce street clutter by the removal of many posts and signs, as 'No Waiting At Any Time' restrictions (double yellow lines) do not require signage.
- Reduce the possibility of obstructive parking between midnight and 8am throughout the week, thereby increasing visibility for motorists, cyclists and pedestrians.

2.10.8 As well as 'No Waiting At Any Time' restrictions (double yellow lines) recommended in paragraphs 2.10.6 and 2.10.7 above, we also recommend restrictions for longer lengths in areas where the roads are narrow and are used by many motorists. At present few or no vehicles park at these locations due to the obvious hazard it would create. However, the demand on parking increases year on year and this may result in more motorists parking irresponsibly at one of these locations. If 'No Waiting At Any Time' restrictions (double yellow lines) were implemented, the Council would be in a position to act by issuing penalty charge notices. These include the locations below, but a more detailed description and reasoning can be found in **Appendix C**:

- **London Road**, entire length (excluding service roads)
- **Kerry Court and Kerry Avenue**, entire length
- **Marsh Lane**, on the western side of Marsh Lane between Silverstone Way and Nelson Road
- **Old Church Lane**, on the western kerb line between the junctions of Gordon Avenue and Rectory Close. Also on both sides of the road from Rectory Close to Church Road
- **Dennis Gardens**, opposite the existing permit holder bays
- **Stonegrove**, on the western side of the road between the junctions of Stonegrove Gardens and London Road
- **Du Cros Drive** where it meets **Dalkeith Grove**, on both sides of the road on the approaches to, and over, the bridge

2.10.9 The implementation of the above recommendations would reduce the potential for accidents by deterring obstructive parking at junctions, bends and on the major roads on the highway network, as well as increasing traffic flow and providing designated parking in areas where parking unavailability is attributed to non-local parking. This would be carried out by the introduction of 'No Waiting At Any Time' restrictions (double yellow lines) and the expansion of the existing CPZs. Although there were parking problems associated with Wembley Stadium events, the majority of respondents did not want changes to the existing CPZs hours of control. Therefore the implementation of 'No Waiting At Any Time' restrictions (double yellow lines) should go some way to help during these events.

2.10.10 Due to limited resources the council are able to undertake 2 or 3 CPZ reviews per year. These are prioritised in February each year for the upcoming financial year. During this Panel's meeting in February 2008 it was agreed that the next CPZ review for Zones B and H to be scheduled for summer 2011.

3 Financial Implications

3.1 Consultation document design, printing and delivery as well as consultation analysis cost approximately £25,000 and was funded by the 07/08 CPZ Harrow Capital budget.

3.2 This review is funded from 3 sources totalling £200,000 for the 08/09 financial year and is broken down as follows:

- £80,000, CPZ Harrow Capital budget
- £100,000, Section 106 money from the London Borough of Brent due to the impact of the new Wembley Stadium on parking within Harrow
- £20,000, Section 106 money from Sainsbury's due to the redevelopment of the site on The Broadway

3.3 It is estimated that the cost of the remaining works, including detailed design, statutory consultation and implementation should not exceed £140,000. This will reduce the impact on the 08/09 capital budget and enable a review of the CPZ programme, subject to the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result.

4 Legal Implications

4.1 Controlled Parking Zones and associated waiting and loading restrictions can be implemented under the relevant sections of the Road Traffic Regulation Act 1984.

4.2 There are minimum requirements for consultation and publication before making an order, which is set out in the Road Traffic Act 1984 and in Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5 Performance Issues

5.1 There are no Best Value performance indicators relating to CPZs.

5.2 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.

- 5.3 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
- 5.4 This proposal supports the Harrow Vision and Corporate Priorities as follows:
- Priority 1) Deliver cleaner streets, better environmental services and keep crime low
 - Priority 5) Improve the way we work for our residents

6. Risk Management Implications

- 6.1 This project is not included on the Directorate risk register.
- 6.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process
- 6.3 Although the proposed scheme is designed to best reflect the results of the consultation, they are unlikely to be unanimously popular and some objections to the traffic orders are likely. Any objections received at that stage will be resolved in consultation with the Portfolio Holder and the scheme amended if appropriate, or the objection overruled.

7. Equalities Impact

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

8. Sections 17 Crime and Disorder Act 1998 Considerations

- 8.1 These recommended proposals will have a neutral impact on crime and disorder.

Section 9 – Statutory Officer Clearance

Signature:	<input type="checkbox"/>	
Name: Sheela Thakrar	<input checked="" type="checkbox"/>	Chief Financial Officer
Date: 02-06-2008		

Section 10 – Legal and Monitoring Officer Clearance

Signature:	<input type="checkbox"/>	
Name: Rachel Jones	<input checked="" type="checkbox"/>	On behalf of the Monitoring Officer
Date: 05-06-2008		

Section 11 – Performance Officer Clearance

Signature:	<input type="checkbox"/>	
Name: Tom Whiting	<input checked="" type="checkbox"/>	Interim Divisional Director
Date: 04-06-2008		

Section 13 – Contact Details and Background Papers

Contact Lance Hammond, Engineer, Traffic Management, Tel: 020 8424 1888, Fax: 020 8424 7662, E-mail:
lance.hammond@harrow.gov.uk

Background Documents

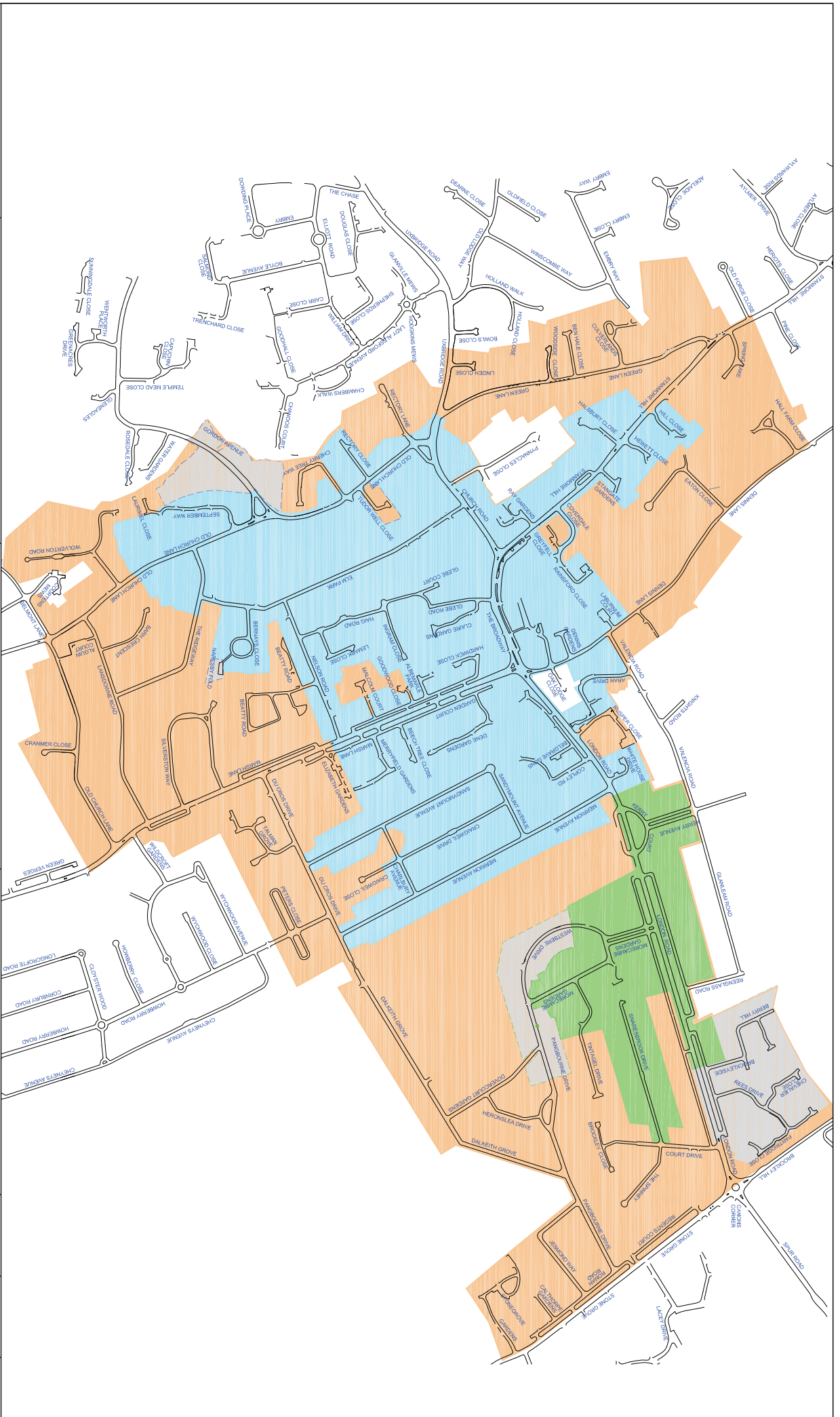
- 13.1 Appendices
- **Appendix A** Plan showing CPZs, consultation boundary and recommended roads to be proposed for inclusion the Stanmore CPZs
 - **Appendix B** Plans for roads to be included into both Zone B (Gordon Avenue, Naresby Fold and Tudor Well Close) and Zone H (Berry Hill, Brockleyside,

Chevalier Close, London Road, Pangbourne Drive,
Rees Drive and Westbere Drive)

- **Appendix C** Junction and bend protection locations
- **Appendix D** Leaflet and questionnaires
- **Appendix E** Questionnaire results
- **Appendix F** Comments overview

13.2 List of other background papers that are available on request:

- Returned consultation questionnaires
- Petitions
- Minutes of key stakeholder meeting
- Correspondence with TfL regarding Stanmore Station Car Park
- Correspondence with Bus Operators regarding possible Park and Ride services



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Harlow, Essex, Saffron Walden,
Middlesex, HA1 2XA
Tel: 020 8420 9611
Fax: 020 8420 9611

KEY

- Peripheral Consultation Area
- Zone B (Mon-Fri, 3pm-4pm)
- Zone H (Mon-Sat, 10am-11am and 3pm-4pm)
- Within peripheral consultation area and proposed for inclusion into adjacent CPZ

Project

STANMORE CPZ REVIEW

Title
**OVERVIEW - CONSULTATION
AREA, CPZS AND ROADS PROPOSED
FOR INCLUSION**

Scale

1:1,000
@ A3

Drawn LH

Date 06/05/08

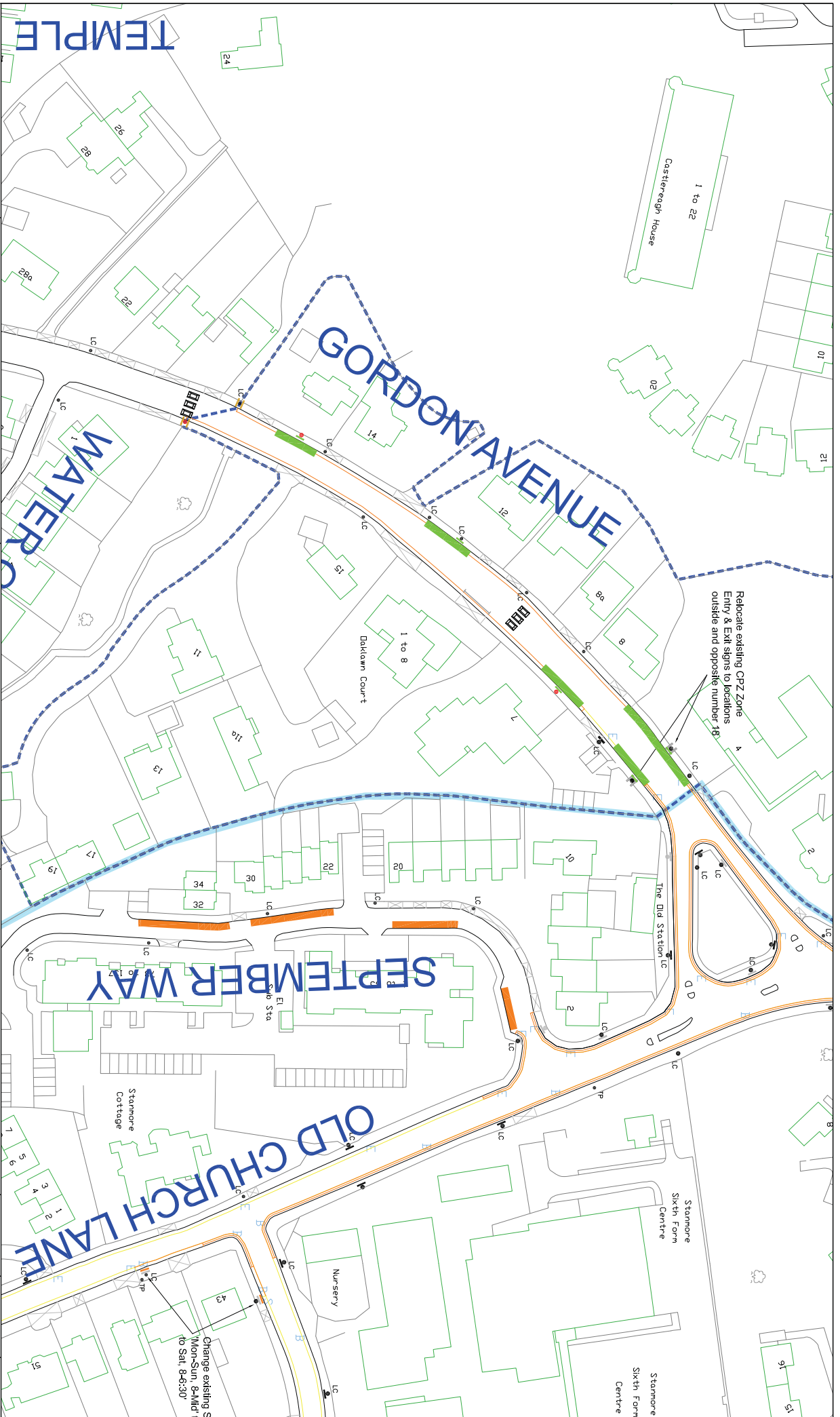
Checked

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CPZ-STAN-LH07

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Stanmore CPZ Review.dwg

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TEMPLE

GORDON AVENUE

WATER LANE

SEPTEMBER WAY

OLD CHURCH LANE

Relocate existing CPZ Zone Entry & Exit signs to locations outside and opposite number 18

Change existing SY Mon-Sun 8:AM to Sat 8:45:30

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P.O. Box 39, Civic Centre, Harrow, Middlesex, HA1 2JA
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Fax: 020 8420 9611

KEY

- Proposed Permit Holder Boys
- Existing Permit Holder Boys
- Proposed Single Yellow Lines (Mon-Fri, 3pm-4pm)
- Proposed Double Yellow Lines
- Existing Single Yellow Lines (Mon-Sat, 8am-6:30pm)
- Existing Double Yellow Lines (Mon-Sun, 8am-Midnight)
- Existing Controlled Parking Zone Boundary (Zone B)
- Proposed Extension to Controlled Parking Zone

Project

STANMORE CPZ REVIEW

Title

GORDON AVENUE-
PROPOSED INCLUSION INTO
CONTROLLED PARKING ZONE B.

Scale

1:1,000
@ A3

Drawn LH

Date 06/05/08

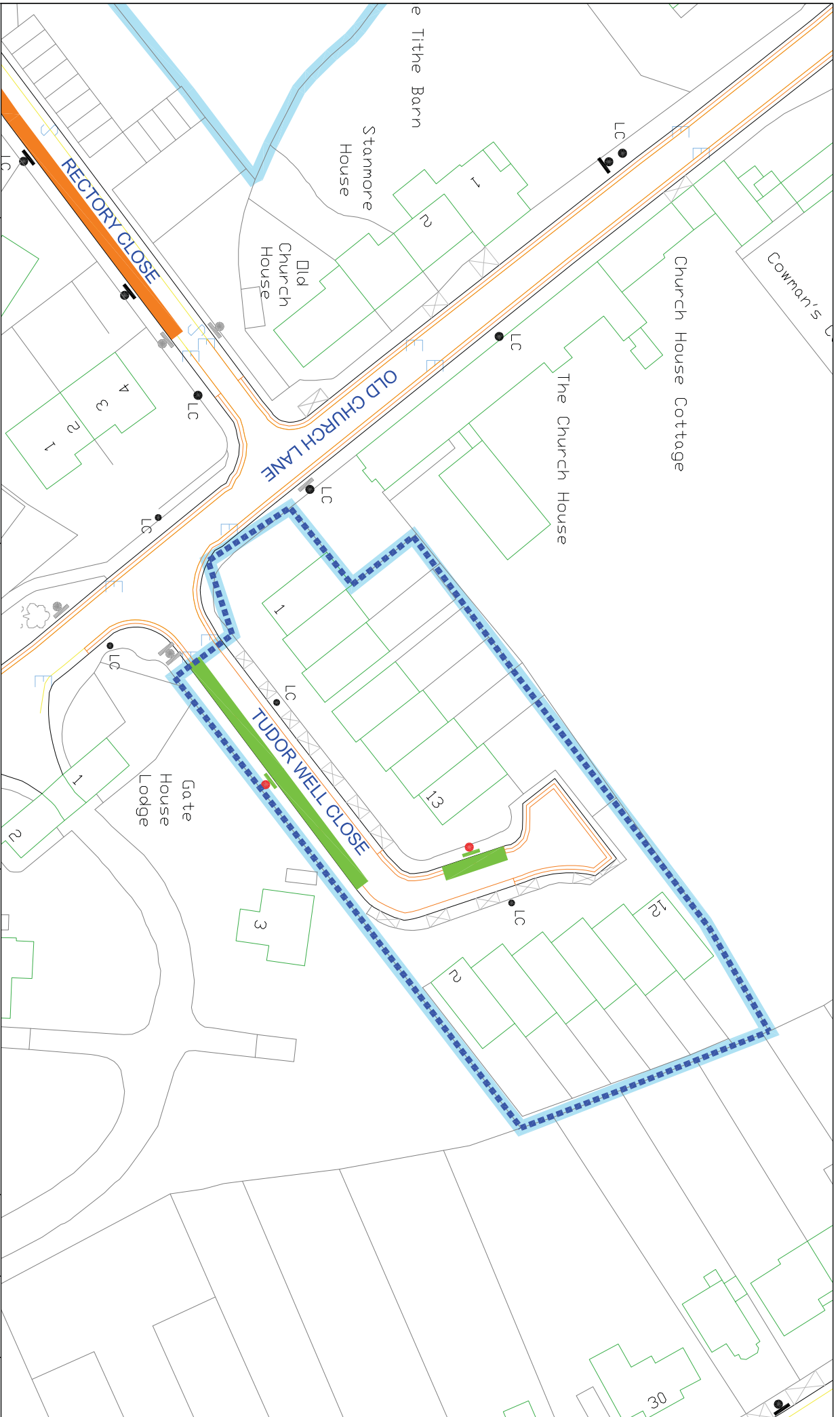
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Drawing no
CPZ-STAN-LH01

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Stanmore CPZ Review.dwg

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Fax: 020 8420 9611

KEY

- Proposed Permit Holder Boys
- Existing Permit Holder Boys
- Proposed Single Yellow Lines (Mon-Fri, 3pm-4pm)
- Proposed Double Yellow Lines
- Existing Single Yellow Lines (Mon-Sat, 8am-6:30pm)
- Existing Double Yellow Lines (Mon-Fri, 3pm-4pm)
- Existing Controlled Parking Zone Boundary (Zone B)
- Proposed Extension to Controlled Parking Zone

Project

STANMORE CPZ REVIEW

Title

**TUDOR WELL CLOSE-
PROPOSED INCLUSION INTO
CONTROLLED PARKING ZONE B.**

Scale

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@ A3

Drawn LH

Date 06/05/08

Checked

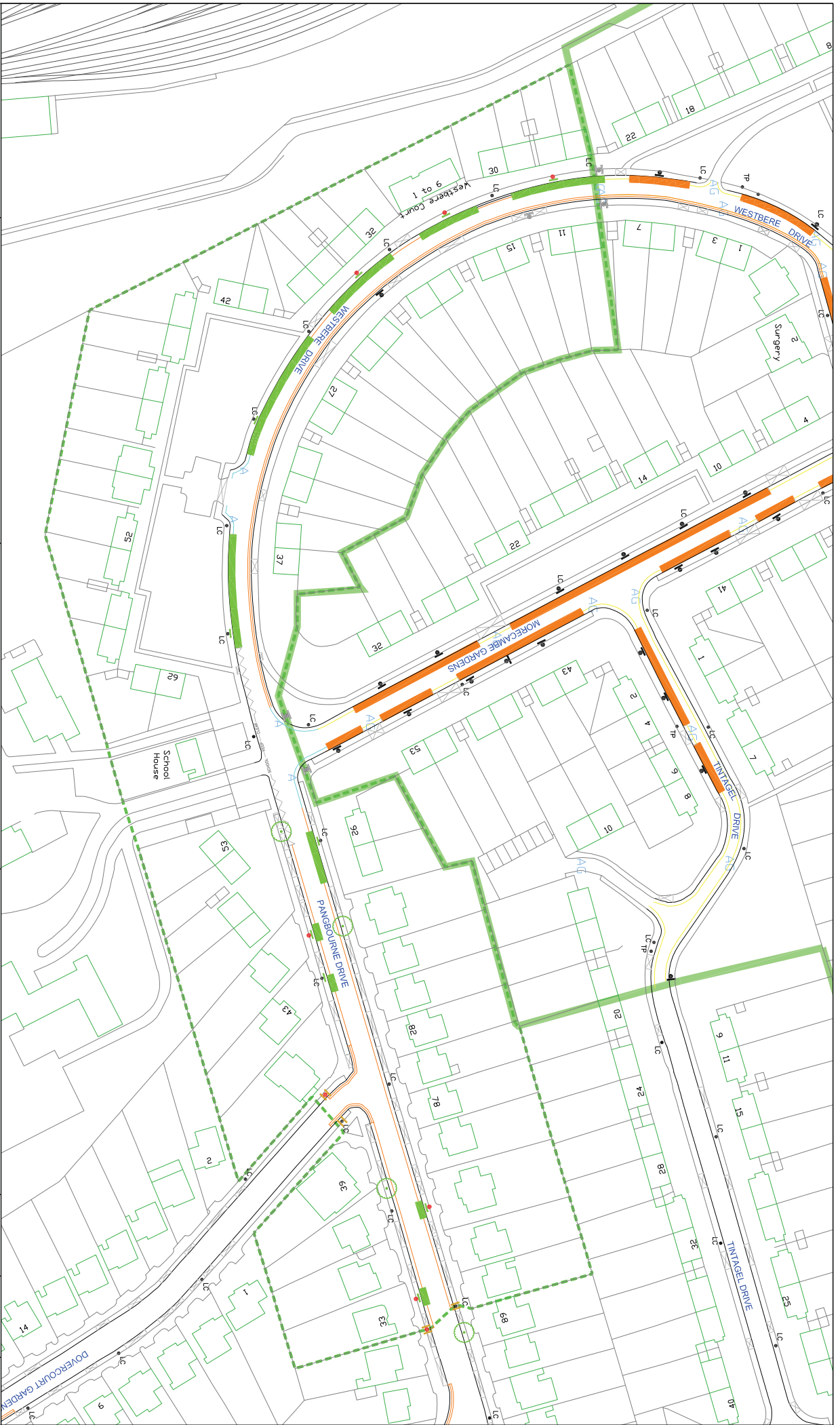
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Harlow, Essex, CM17 2JX
Tel: 020 8863 5611
Fax: 020 8420 9611

KEY

- Proposed Permit Holder Boys
- Existing Permit Holder Boys
- Proposed Single Yellow Lines (Mon-Fri, 3pm-4pm)
- Existing Single Yellow Lines (Mon-Fri, 3pm-4pm)
- Existing Double Yellow Lines (Mon-Sat, 10-11am & 3-4pm)
- Existing Controlled Parking Zone Boundary (Zone H)
- Proposed Extension to Controlled Parking Zone

Project

STANMORE CPZ REVIEW
**WESTBERE & PANGBOURNE DRIVE-
PROPOSED INCLUSION INTO
CONTROLLED PARKING ZONE H.**

Scale

1:1,000
@ A3

Drawn LH

Date 06/05/08

Checked

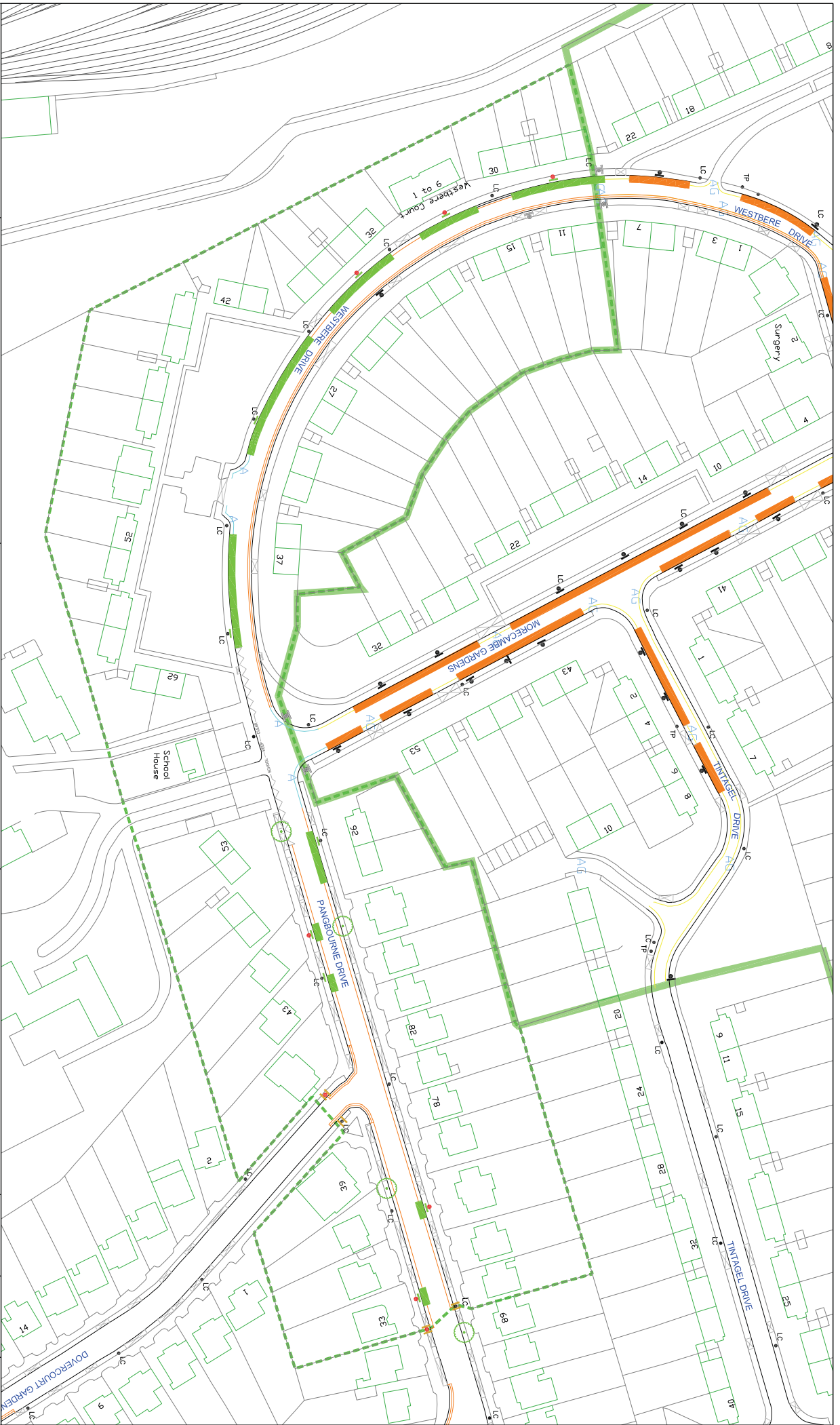
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Fax: 020 8420 9611

KEY

- Proposed Permit Holder Boys
- Existing Permit Holder Boys
- Proposed Single Yellow Lines (Mon-Fri, 3pm-4pm)
- Existing Single Yellow Lines (Mon-Fri, 3pm-4pm)
- Existing Double Yellow Lines (Mon-Sat, 10-11am & 3-4pm)
- Existing Controlled Parking Zone Boundary (Zone H)
- Proposed Extension to Controlled Parking Zone

Project

STANMORE CPZ REVIEW

Title
**WESTBERE & PANGBOURNE DRIVE-
PROPOSED INCLUSION INTO
CONTROLLED PARKING ZONE H.**

Scale

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LH

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Drawing no

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Stanmore CPZ Review.dwg

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KEY	
	Proposed Permit Holder Bays
	Existing Permit Holder Bays
	Proposed Single Yellow Lines (Mon-Fri, 3pm-4pm)
	Proposed Double Yellow Lines
	Existing Single Yellow Lines (Mon-Sat, 8am-6:30pm)
	Existing Controlled Parking Zone Boundary (Zone B)
	Proposed Extension to Controlled Parking Zone

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Project

STANMORE CPZ REVIEW

Title

BROCKLEYSIDE & BERRY HILL-
PROPOSED INCLUSION INTO
CON ED PARKING ZONE H

47

Scale

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@ A3

Drawn LH

Date 06/05/08

Checked

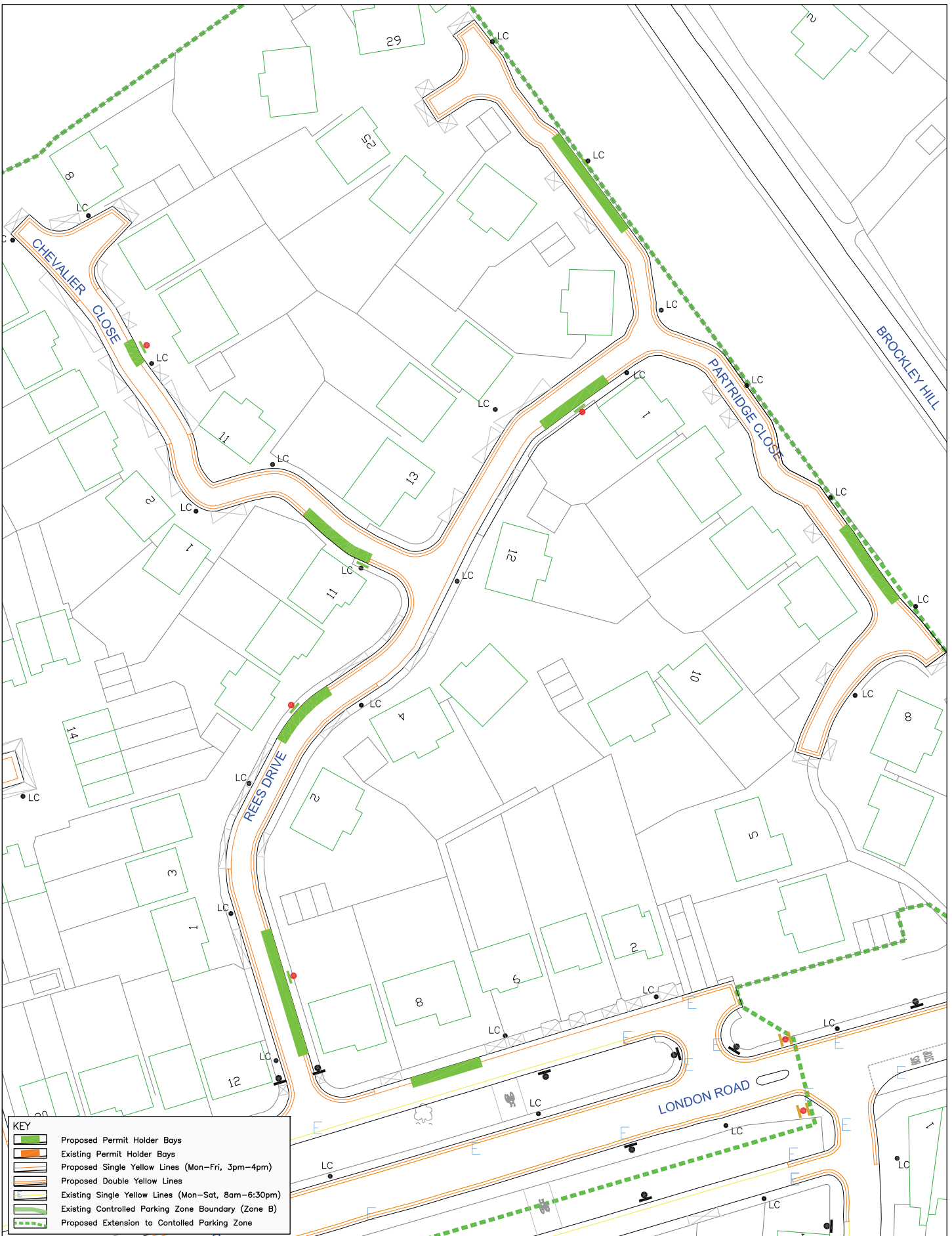
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KEY	
	Proposed Permit Holder Bays
	Existing Permit Holder Bays
	Proposed Single Yellow Lines (Mon-Fri, 3pm-4pm)
	Proposed Double Yellow Lines
	Existing Single Yellow Lines (Mon-Sat, 8am-6:30pm)
	Existing Controlled Parking Zone Boundary (Zone B)
	Proposed Extension to Contolled Parking Zone

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Project
STANMORE CPZ REVIEW

Title
REES DRIVE, CHEVALIER CLOSE & PARTRIDGE CLSOE - PROPOSED INCLUSION INTO CC 49 ED PARKING ZONE H

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Autocad file Stanmore CPZ Review.dwg		

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APPENDIX C

Locations Requiring 'No Waiting At Any Time' Restrictions (double yellow lines)

Junction Protection Within Consultation Area

The Council recommends that all junctions within the entire consultation area, consisting of Zone B, Zone H and the Peripheral Consultation Area, be protected with 'No Waiting At Any Time' restrictions (double yellow lines).

Junction Protection Outside Consultation Area

The Council recommends that the junctions below be protected with 'No Waiting At Any Time' restrictions (double yellow lines).

- **Brockley Hill** junction with **Julia Caesar Way**
- **Gordon Avenue** junction with **Rosedale Close**

Bend Protection

The Council recommends that the bends listed below be protected with 'No Waiting At Any Time' restrictions (double yellow lines).

- **Barn Crescent** – from the junction with Lansdowne Road along the eastern kerb line to property number 15
- **Cherry Tree Way** – on both bends and turning head
- **Copley Road** – on both sides of the road at the 90 degree bend outside properties 3 and 4
- **Dalkeith Grove** – outside and opposite properties 28 and 30
- **Glebe Road** – outside property number 20
- **Gordon Avenue** – on both sides of the road outside and opposite property number 34
- **Pangbourne Drive** junction with Heronslea Drive – around the bend on the southern side of the island at this junction
- **Stonegrove Gardens** – opposite property number 57 and around the inner kerb line of the island.
- **The Ridgeway** – outside numbers 23 and 25
- **The Spinney** – from the junction with Court Drive on the southern side of the road to property number 23
- **Tintagel Drive** – inside of the bends adjacent to property number 8 and opposite property number 18.

Other Areas Where Protection Is Required

The locations below are where long lengths of 'No Waiting At Any Time' restrictions (double yellow lines) are recommended:

- **Dennis Gardens**. Convert the existing standard CPZ operating hours opposite the existing permit holder bays to 'At Any Time' waiting restrictions to prevent obstructive parking on the narrow lane as requested by respondents.
- **Du Cros Drive** where it meets **Dalkeith Grove**. At this location there is a single lane bridge over the Jubilee London Underground Line that currently has no waiting restrictions. Traffic regularly comes to a standstill during the school runs in the morning and afternoon. One contributing factor is the proximity that motorists park their vehicles to the on way bridge so that vehicles driving over the bridge are faced

with one lane of traffic coming towards them with no room to pull over to let the opposing traffic through. Therefore the Council recommends that 'At Any Time' waiting restrictions be proposed for both sides of the road on the approaches and over the bridge.

- **Kerry Court** and **Kerry Avenue** entire length of both. Due to the Council's recommendation not change the existing hours of control for Zone H, these measures should deter obstructive parking, which are predominantly experienced during WSED's.
- **London Road** entire length (excluding slip roads). At present the road has 'Mon to Sat 8am to 6:30pm waiting restrictions but is actually unsafe to park at any time.
- **Marsh Lane** in the peripheral consultation area on the western side of Marsh Lane between Silverstone Way and Nelson Road. Currently has no waiting restrictions, which may result in obstructive parking when vehicles are parked on both sides of the road. Also its proximity to Zone B is liable to experience displaced parking from the CPZ as pressure on parking increases.
- **Old Church Lane**. Currently has 'Monday to Saturday 8am to 6:30pm' waiting restrictions. The Council recommends introducing 'At Any Time' waiting restrictions on the western kerb line between the junctions of Gordon Avenue and Rectory Close to protect visibility on the bend. Also 'At Any Time' restrictions on both sides of the road from Rectory Close to Church Road as the Old church Lane narrows considerably at this location.
- **Stonegrove** on the western side of the road between the junctions of Stonegrove Gardens and London Road. As there is a median strip in the centreline of the road at this location to separate the traffic in both directions. Any parked vehicles on this section would force northbound traffic into this median strip and create a possible head on collision if the situation was repeated for southbound traffic. The eastern side of Stonegrove falls under the London Borough of Barnet's remit.

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.

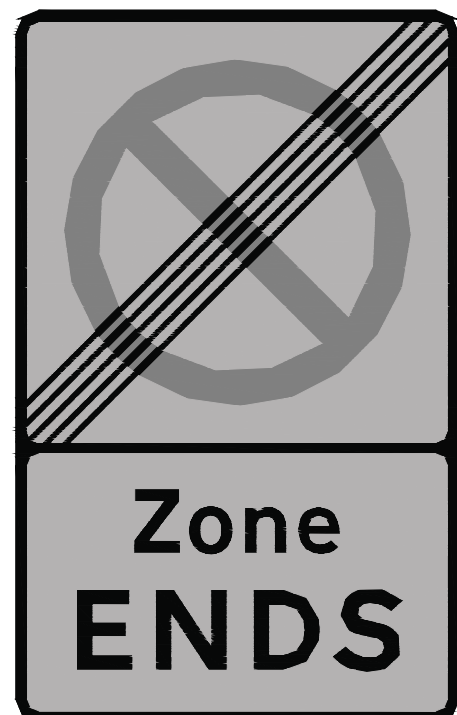
What is Controlled Parking Zone and how does it work?

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.

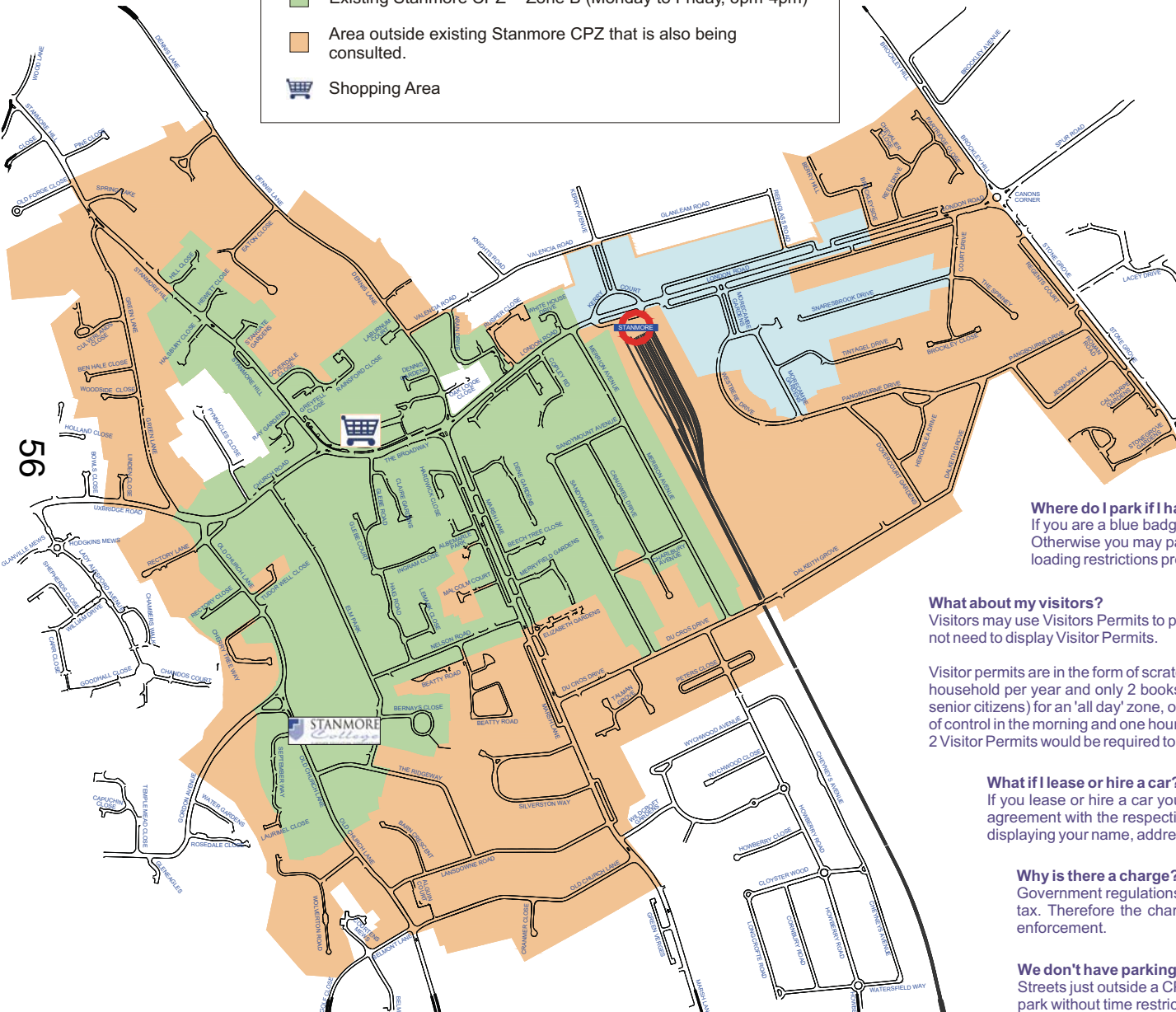
Parking attendants enforce a CPZ by issuing Penalty Charge Notices to illegally parked vehicles. Enforcement during the hours of control includes those vehicles parked on single yellow lines or vehicles not displaying a valid permit within Permit Holder Only bays, as well as the usual parking infringements 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?

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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)?

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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)?

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STAMORE CPZ CONSULTATION

BREAKDOWN INSIDE ZONES B

AD = All day
M = Morning
A = Afternoon
E = Evening
WSED = Wembley Stadium Event Days

QUESTION 3

Road Name	Prop	Responses	Are you satisfied with the controls?				If 'No', when would you prefer the hours of control to operate?																								
			Yes		No		Mon to Fri				Saturday				Sunday																
							AD	M	A	E	AD	M	A	E	AD	M	A	E													
Albemarle Park	24	1	4%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%				
Aran Drive	60	18	30%	15	83%	3	17%	2	11%	1	6%	0	0%	0	0%	0	0%	2	11%	2	11%	2	11%	0	0%	1	6%	1	6%	1	6%
Beech Tree Close	14	6	43%	4	67%	2	33%	1	17%	1	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Belgrave Gardens	8	1	13%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Bernays Close	42	12	29%	7	58%	5	42%	3	25%	0	0%	2	17%	3	25%	1	8%	1	8%	2	17%	1	8%	1	8%	1	8%	2	17%	1	8%
Church Road	108	11	10%	5	45%	6	55%	2	18%	0	0%	0	0%	4	36%	1	9%	0	0%	0	0%	2	18%	1	9%	0	0%	0	0%	2	18%
Charlbury Avenue	6	0	0%	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
Claire Gardens	28	2	7%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Copley Road	38	11	29%	8	73%	3	27%	0	0%	1	9%	3	27%	0	0%	1	9%	0	0%	0	0%	0	0%	1	9%	0	0%	0	0%	0	0%
Craigweil Close	1	0	0%	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
Craigweil Drive	48	12	25%	8	67%	4	33%	0	0%	2	17%	2	17%	0	0%	0	0%	1	8%	1	8%	1	8%	0	0%	0	0%	1	8%	1	8%
Dene Gardens	68	31	46%	19	61%	10	32%	3	10%	3	10%	2	6%	0	0%	2	6%	0	0%	1	3%	0	0%	2	6%	1	3%	0	0%	0	0%
Dennis Gardens	16	9	56%	2	22%	7	78%	2	22%	3	33%	3	33%	0	0%	2	22%	1	11%	1	11%	0	0%	2	22%	3	33%	3	33%	0	0%
Dennis Lane	10	4	40%	1	25%	2	50%	0	0%	2	50%	2	50%	0	0%	0	0%	1	25%	1	25%	0	0%	0	0%	1	25%	1	25%	0	0%
Du Cros Drive	5	2	40%	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%
Elm Park	82	19	23%	12	63%	7	37%	2	11%	2	11%	2	11%	2	11%	1	5%	2	11%	2	11%	2	11%	1	5%	1	5%	1	5%	1	5%
Garden Court	20	4	20%	3	75%	1	25%	1	25%	0	0%	0	0%	0	0%	0	0%	1	25%	1	25%	1	25%	0	0%	0	0%	1	25%	1	25%
Glebe Road	54	16	30%	10	63%	4	25%	3	19%	1	6%	1	6%	0	0%	3	19%	1	6%	0	0%	0	0%	1	6%	0	0%	0	0%	0	0%
Haig Road	30	11	37%	8	73%	3	27%	1	9%	2	18%	2	18%	1	9%	1	9%	1	9%	1	9%	1	9%	1	9%	1	9%	1	9%	1	9%
Halsbury Close	17	0	0%	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
Hardwick Close	42	12	29%	8	67%	4	33%	1	8%	2	17%	1	8%	1	8%	3	25%	0	0%	0	0%	0	0%	3	25%	0	0%	0	0%	0	0%
Hewett Close	12	2	17%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Hill Close	24	4	17%	2	50%	2	50%	0	0%	0	0%	1	25%	2	50%	0	0%	1	25%	1	25%	2	50%	0	0%	1	25%	1	25%	2	50%
Ingram Close	17	5	29%	3	60%	1	20%	1	20%	1	20%	1	20%	0	0%	1	20%	0	0%	0	0%	0	0%	1	20%	0	0%	0	0%	0	0%
Laburnum Court	38	42	111%	2	5%	37	88%	1	2%	37	88%	37	88%	3	7%	1	2%	31	74%	31	74%	2	5%	1	2%	30	71%	30	71%	2	5%
Lemark Close	12	7	58%	5	71%	2	29%	1	14%	2	29%	2	29%	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
London Road	69	6	9%	5	83%	1	17%	0	0%	1	17%	1	17%	1	17%	1	17%	0	0%	0	0%	0	0%	1	17%	0	0%	0	0%	0	0%
Marsh Lane	101	24	24%	13	54%	8	33%	1	4%	3	13%	5	21%	5	21%	2	8%	0	0%	2	8%	1	4%	2	8%	1	4%	3	13%	2	8%
Merryfield Gardens	44	15	34%	13	87%	2	13%	1	7%	1	7%	0	0%	0	0%	0	0%	1	7%	1	7%	1	7%	0	0%	1	7%	1	7%	1	7%
Merrion Avenue	130	48	37%	31	65%	15	31%	4	8%	6	13%	8	17%	3	6%	7	15%	4	8%	4	8%	0	0%	6	13%	2	4%	1	2%	0	0%
Nelson Road	44	12	27%	7	58%	5	42%	3	25%	1	8%	0	0%	0	0%	2	17%	0	0%	0	0%	0	0%	1	8%	0	0%	0	0%	0	0%
Old Church Lane	22	6	27%	3	50%	3	50%	1	17%	1	17%	0	0%	0	0%	1	17%	0	0%	0	0%	0	0%	1	17%	0	0%	0	0%	0	0%
Rainsford Close	21	2	10%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Ray Gardens	8	0	0%	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
Rectory Close	16	7	44%	2	29%	5	71%	4	57%	1	14%	0	0%	0	0%	2	29%	1	14%	0	0%	0	0%	1	14%	0	0%	0	0%	0	0%
Sandymount Avenue	103	25	24%	20	80%	5	20%	1	4%	3	12%	4	16%	0	0%	2	8%	0	0%	1	4%	0	0%	1	4%	0	0%	1	4%	0	0%
September Way	104	2	2%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Stangate Gardens	9	6	67%	6	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Stanmore Hill	71	19	27%	15	79%	4	21%	1	5%	1	5%	2	11%	0	0%	1	5%	2	11%	1	5%	1	5%	1	5%	0	0%	0	0%	0	0%
The Broadway	108	11	10%	6	55%	5	45%	1	9%	0	0%	0	0%	2	18%	1	9%	0	0%	0	0%	2	18%	1	9%	0	0%	0	0%	2	18%
The Ridgeway	5	4	80%	1	25%	2	50%	1	25%	1	25%	1	25%	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
White House Drive	25	6	24%	5	83%	1	17%	0	0%	1	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Overall figures	1704	435	26%	259	60%	160	37%	43	10%	80	18%	82	19%	29	7%	37	9%	51	12%	53	12%	19	4%	31	7%	44	10%	48	11%	17	4%

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STAMORE CPZ CONSULTATION

BREAKDOWN INSIDE ZONES H

AD = All day
M = Morning
A = Afternoon
E = Evening
WSED = Wembley Stadium Event Days

QUESTIONS 1 & 2

Road Name	Props	Responses	Are you a Resident or Business?							Do you experience parking problems during WSED?		If 'Yes', when are WSED at their worst?																									
			Res			Bus		Both		Yes	No	Mon to Fri				Saturday				Sunday																	
												AD	M	A	E	AD	M	A	E	AD	M	A	E														
Kerry Avenue	6	4	67%	4	100%	0	0%	0	0%	3	75%	0	0%	0	0%	2	50%	3	75%	3	75%	1	25%	2	50%	3	75%	3	75%	1	25%	2	50%	3	75%	3	75%
Kerry Court	32	18	56%	18	100%	0	0%	0	0%	17	94%	0	0%	10	56%	0	0%	2	11%	11	61%	15	83%	0	0%	3	17%	8	44%	17	94%	1	6%	2	11%	7	39%
London Road	43	15	35%	15	100%	0	0%	0	0%	6	40%	9	60%	1	7%	0	0%	0	0%	1	7%	4	27%	1	7%	1	7%	0	0%	4	27%	1	7%	2	13%	1	7%
Morecambe Gardens	44	15	34%	15	100%	0	0%	0	0%	11	73%	4	27%	3	20%	1	7%	3	20%	5	33%	4	27%	1	7%	5	33%	7	47%	5	33%	1	7%	7	47%	6	40%
Snaresbrook Drive	48	20	42%	20	100%	0	0%	0	0%	5	25%	14	70%	0	0%	0	0%	1	5%	3	15%	1	5%	1	5%	2	10%	2	10%	3	15%	1	5%	2	10%	1	5%
Tintagel Drive	13	3	23%	3	100%	0	0%	0	0%	0	0%	2	67%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	33%	0	0%	0	0%	0	0%	0	0%
Westbere Drive	16	2	13%	2	100%	0	0%	0	0%	2	100%	0	0%	0	0%	0	0%	1	50%	1	50%	1	50%	0	0%	0	0%	0	0%	2	100%	0	0%	0	0%	0	0%

all figures from respon 204 77 38% 77 100% 0 0% 0 0% 44 57% 29 38% 14 18% 3 4% 10 13% 24 31% 26 34% 5 6% 14 18% 21 27% 32 42% 6 8% 16 21% 18 23%



QUESTION 3

Road Name	Props	Responses	Are you satisfied with the controls?				If 'No', when would you prefer the hours of control to operate?																														
			Yes		No		Mon to Fri				Saturday				Sunday																						
							AD	M	A	E	AD	M	A	E	AD	M	A	E																			
Kerry Avenue	6	4	67%	1	25%	3	75%	1	25%	2	50%	2	50%	2	50%	1	25%	2	50%	2	50%	2	50%	1	25%	2	50%	2	50%	2	50%	2	50%	2	50%		
Kerry Court	32	18	56%	2	11%	14	78%	6	33%	5	28%	5	28%	10	56%	9	50%	3	17%	3	17%	8	44%	10	56%	4	22%	5	28%	8	44%						
London Road	43	15	35%	12	80%	3	20%	1	7%	1	7%	0	0%	0	0%	3	20%	0	0%	0	0%	0	0%	3	20%	0	0%	0	0%	0	0%	0	0%	0	0%		
Morecambe Gardens	44	15	34%	7	47%	8	53%	2	13%	3	20%	1	7%	2	13%	2	13%	2	13%	1	7%	4	27%	2	13%	1	7%	3	20%	3	20%						
Snaresbrook Drive	48	20	42%	11	55%	9	45%	1	5%	7	35%	3	15%	0	0%	1	5%	0	0%	1	5%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
Tintagel Drive	13	3	23%	3	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
Westbere Drive	16	2	13%	0	0%	2	100%	0	0%	1	50%	1	50%	1	50%	0	0%	1	50%	1	50%	1	50%	1	50%	0	0%	1	50%	0	0%	0	0%	0	0%		

all figures from respon 204 77 38% 36 47% 39 51% 11 14% 19 25% 12 16% 15 19% 16 21% 8 10% 8 10% 15 19% 17 22% 7 9% 11 14% 13 17%

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STAMORE CPZ CONSULTATION

COMMENTS BREAKDOWN (page 1 of 3)

INSIDE ZONE B COMMENTS		INSIDE ZONE H COMMENTS		OUTSIDE CPZ COMMENTS	
Consulted	1704	Consulted	204	Consulted	2157
Responses	431	Responses	77	Responses	775
Percent responded	25.3%	Percent responded	37.7%	Percent responded	35.9%

Group	Comment Ref	Comments	Responses	% of res	Responses	% of res	Responses	% of res
GENERAL COMMENTS	A1	Parking unavailability	26	6%	4	5%	36	5%
	A2	Parking on grass verges	1	0%	2	3%	9	1%
	A3	Vehicles parking or driving on footway	6	1%	1	1%	18	2%
	A4	Happy with current controls	20	5%	3	4%	5	1%
	A5	Should be allowed to park on grass verges	1	0%	1	1%	0	0%
	A6	Not happy with CPZ	4	1%	1	1%	0	0%
	A7	I don't own a car	2	0%	1	1%	1	0%
	A8	Don't extend CPZ	9	2%	1	1%	5	1%
	A9	Road used as a rat-run	3	1%	1	1%	19	2%
	AA1	New developments exasperating parking problems	3	1%	1	1%	7	1%
	AA2	Remove grass verge to create parking	1	0%	1	1%	4	1%
	AA3	WS should provide more parking	0	0%	0	0%	3	0%
	AA4	CPZ not needed	9	2%	0	0%	125	16%
	AA5	Only residents and visitors park in road	1	0%	0	0%	3	0%
	AA6	No problems with WSED's	4	1%	0	0%	18	2%
	AA7	Park & Ride scheme for WSED's requested	1	0%	0	0%	1	0%
	AA8	Provide more parking at station and/or shopping area	4	1%	0	0%	16	2%
	AA9	Parking unavailability caused by shoppers	15	3%	0	0%	5	1%
	AB1	Parking unavailability caused by schools	3	1%	0	0%	8	1%
	AB2	Just a revenue making scheme	4	1%	0	0%	46	6%
	AB3	Parking unavailability due to Stanmore College	10	2%	0	0%	16	2%
	AB4	More disability pick-up facilities at Stanmore Station wanted	1	0%	0	0%	0	0%
	AB5	Support extension of CPZ	3	1%	0	0%	53	7%
	AB6	Parking unavailability caused by businesses and tradesmen (eg Vans)	8	2%	0	0%	16	2%
	AB7	Parking unavailability caused by commuters	5	1%	0	0%	35	5%
	AB8	Parking unavailability caused by local garage or car repairs	2	0%	0	0%	3	0%
	AB9	Parking unavailability caused by Church, Hall or Synagogue	2	0%	0	0%	18	2%
	AC1	Visitors would not be able to park with more restrictions	2	0%	0	0%	3	0%
	AC2	Inconsiderate parking prevalent	1	0%	0	0%	13	2%
	AC3	Disabled bay often occupied by non blue badge holders	1	0%	0	0%	0	0%
	AC4	Parking unavailability due to Public House	4	1%	0	0%	1	0%
	AC5	Should be more parking in Stanmore College grounds	2	0%	0	0%	0	0%
	AC6	Parking unavailability in evenings	2	0%	0	0%	3	0%
	AC7	Visitors cannot park with current restrictions	1	0%	0	0%	0	0%
	AC8	Properties don't use their garages	2	0%	0	0%	2	0%
	AC9	No parking problems	0	0%	0	0%	77	10%
	AD1	School run problems	0	0%	0	0%	48	6%
	AD2	Concerns regarding displacement of parking problems	0	0%	0	0%	1	0%
	AD3	Concerns regarding displacement of parking problems	0	0%	0	0%	9	1%
	AD4	Want footway parking	0	0%	0	0%	1	0%
	AD5	Also problems on Lords match days	0	0%	0	0%	1	0%
AD6	Request for Zig-Zag lining	0	0%	0	0%	1	0%	
ENFORCEMENT	B1	Visitors have been ticketed	0	0%	1	1%	1	0%
	B2	Increase enforcement	11	3%	5	6%	5	1%

STAMORE CPZ CONSULTATION

COMMENTS BREAKDOWN (page 2 of 3)

INSIDE ZONE B COMMENTS		INSIDE ZONE H COMMENTS		OUTSIDE CPZ COMMENTS	
Consulted	1704	Consulted	204	Consulted	2157
Responses	431	Responses	77	Responses	775
Percent responded	25.3%	Percent responded	37.7%	Percent responded	35.9%

Group	Comment Ref	Comments	Responses	% of res	Responses	% of res	Responses	% of res
	B3	Enforcement of non-permit holders during controlled hours required	0	0%	1	1%	0	0%
	B4	Enforcement should be more lenient	2	0%	0	0%	1	0%
	B5	Enforcement should be regulated better	1	0%	0	0%	0	0%
	B6	Blue badge fraud problems	0	0%	0	0%	1	0%
OBSTRUCTION	C1	Obstructive parking opp or adj to xover	6	1%	1	1%	49	6%
	C2	Restrict parking to one side of road to prevent obstruction	3	1%	2	3%	10	1%
	C3	Obstructive parking during WSED's	6	1%	1	1%	6	1%
	C4	Obstructive parking caused by shoppers	2	0%	0	0%	0	0%
	C5	Obstructive parking at junction	15	3%	0	0%	37	5%
	C6	Obstructive parking caused by school or college	3	1%	0	0%	0	0%
	C7	Obstructive parking on both sides of road causing accessibility problems,	13	3%	0	0%	51	7%
	C8	Too many residential and visitor vehicles	6	1%	0	0%	12	2%
	C9	Obstructive parking at bends	0	0%	0	0%	10	1%
PERMITS	D1	Permit costs are too high	5	1%	3	4%	5	1%
	D2	Permits should be free	7	2%	2	3%	11	1%
	D3	Should only need to display 1 visitor permit all day	0	0%	1	1%	0	0%
	D4	Nowhere to park as we are a permit restricted development	0	0%	1	1%	0	0%
	D5	Staff have nowhere to park	7	2%	0	0%	0	0%
	D6	Permits should be free for elderly	3	1%	0	0%	0	0%
	D7	Should be permits issued for trades people	3	1%	0	0%	0	0%
	D8	Should allow more permits for businesses	1	0%	0	0%	0	0%
	D9	Should be able to purchase more visitor permits	1	0%	0	0%	0	0%
	DA1	Visitor permits are too expensive	0	0%	0	0%	0	0%
Group	Comment Ref	Comments	2	0%	0	0%	0	0%
HOURS OF CONTROL	E1	Controls/problems for WSED's	8	2%	6	8%	31	4%
	E2	CPZ should not operate during public holidays	2	0%	1	1%	0	0%
	E3	Want controls on Sunday	1	0%	1	1%	1	0%
	E4	Reduce hours of control	4	1%	1	1%	0	0%
	E5	DYL's wanted	5	1%	1	1%	4	1%
	E6	Increase hours of control	20	5%	0	0%	6	1%
	E7	Should be no parking restrictions during school run	1	0%	0	0%	1	0%
	E8	Don't want weekend restrictions	3	1%	0	0%	3	0%
	E9	Weekend restrictions wanted	4	1%	0	0%	2	0%
	EA1	Mon-Sun, 8pm to 9pm	0	0%	0	0%	0	0%
	EA2	Mon-Sun, 10-11am & 3-4pm	4	1%	0	0%	0	0%
	EA3	Mon-Fri, 9-10am & 3-4pm	1	0%	0	0%	0	0%
	EA4	Mon-Fri, 8am to 6pm	1	0%	0	0%	0	0%
	EA5	Mon-Fri, 8-9am & 3-4pm	0	0%	0	0%	1	0%
	EA6	Mon-Fri, 4 to 5pm	0	0%	0	0%	1	0%
	EA7	Mon-Fri, 10 to 11am	0	0%	0	0%	1	0%
	EA8	Mon-Fri, 10-11am & 3-4pm	0	0%	0	0%	2	0%
DESIGNATION OF BAYS	F1	Carers bay wanted	0	0%	1	1%	0	0%
	F2	Allocate bays to specific properties	0	0%	1	1%	0	0%
	F3	Need (more) residents bays	14	3%	2	3%	6	1%

STAMORE CPZ CONSULTATION

COMMENTS BREAKDOWN (page 3 of 3)

			INSIDE ZONE B COMMENTS		INSIDE ZONE H COMMENTS		OUTSIDE CPZ COMMENTS	
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			Responses	431	Responses	77	Responses	775
			Percent responded	25.3%	Percent responded	37.7%	Percent responded	35.9%
	F4	Parking for shoppers required	10	2%	0	0%	1	0%
	F5	P&D - first 1/2 hr should be free	2	0%	0	0%	0	0%
	F6	P&D - should be long stay bays not max 2hrs	1	0%	0	0%	0	0%
	F7	Business permit holder only bays required	1	0%	0	0%	0	0%
	F8	P&D - more P&D bays required	1	0%	0	0%	0	0%
	F9	Too many disabled bays	2	0%	0	0%	1	0%
	FA1	More disabled bays needed	3	1%	0	0%	1	0%
	FA2	P&D should be cheaper for elderly	1	0%	0	0%	0	0%
	FA3	Shared used bays requested	0	0%	0	0%	1	0%
	FA4	Stop and shop bays requested	0	0%	0	0%	1	0%
TRAFFIC CALMING	G1	Traffic calming measures wanted	2	0%	1	1%	18	2%
	G2	Too many buses, coaches and/or lorries on road	0	0%	0	0%	9	1%
	G3	Crossing facilities wanted	1	0%	0	0%	2	0%
	G4	Make road one way	1	0%	0	0%	8	1%
	G5	Close road off at one end	1	0%	0	0%	0	0%
	G6	Speed of traffic is too high	2	0%	0	0%	25	3%
SPECIFIC ROADS	X1	Court Drive problems	0	0%	3	4%	2	0%
	X2	The Spinney problems	0	0%	1	1%	0	0%
	X3	Canons Corner - Stop and shop or P&D wanted	1	0%	1	1%	6	1%
	X4	Du Cros Drive problems	4	1%	0	0%	5	1%
	X5	Malcolm Court problems	1	0%	0	0%	0	0%
	X6	Aran Drive problems	1	0%	0	0%	0	0%
	X7	Glebe Road j/w The Broadway problems	2	0%	0	0%	0	0%
	X8	Hill Close obstructive parking	1	0%	0	0%	0	0%
	X9	Merrion Avenue, obstructive parking on both side of the ave	3	1%	0	0%	0	0%

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Committee:	Traffic and Road Safety Advisory Panel
Date:	18th June 2008
Subject:	INFORMATION REPORT – Progress update on key traffic schemes.
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	Appendix A - Old Redding - consultation document Appendix B - Grimsdyke School - consultation document Appendix C - Spencer Road - consultation document Appendix D - Good Will to All junction – Outline proposal

SECTION 1 – SUMMARY

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

- Camrose Avenue / Taunton Way - Local safety scheme
- Stanmore Hill – Local safety scheme
- Pinner Road – Local safety scheme
- Old Redding – Local safety scheme
- Grimsdyke First and Middle school – 20 mph zone
- Aylward First and Middle school – 20 mph zone
- Kenmore First and Middle School
- Harrow on the Hill – 20 mph zone
- Goodwill to All - junction improvement
- Spencer Road – walking project
- Petts Hill Bridge & Highway Improvements
- Bus Priority Schemes
- Sustainable Transport Initiatives
- Road Safety Education

FOR INFORMATION

SECTION 2 - REPORT

2.0 Local Safety Schemes

2.1 Camrose Avenue / Taunton Way

The scheme is currently on site and is expected to be completed by the end of June.

2.1.1 Stanmore Hill / The Common

The scheme is currently on site and is expected to be completed by the end of June.

2.1.2 Pinner Road (Bessborough Road – Headstone Lane)

Localised safety improvements are proposed along the section of Pinner Road between Bessborough Road – Headstone Lane and their purpose is to reduce traffic speeds and personal injury accidents. Between 1 November 2004 and 30 October 2007 there were 22 recorded personal injury accidents in this section of Pinner Road. The most common contributory factors were excessive speed and turning movements.

The draft proposals include the following measures:

- The provision of four speed activated signs where speeding is occurring in order to warn drivers to reduce speed.
- The conversion of the existing zebra crossing between Pinner View and The Gardens to a pelican crossing to address pedestrian accident concerns.
- Additional 'slow' road markings and cycle symbol markings will be utilised to discourage speeding and increase awareness of the presence of cyclists.
- New pedestrian refuges at strategic locations.
- Raised entry treatments at side roads off Pinner Road and waiting restrictions to improve visibility and access at all junctions.
- One way system in Pinner View and Bedford Road (up to the junction with Sussex Road) subject to public consultation.

Subject to the outcome of the consultation it is intended to introduce the scheme this financial year.

2.1.3 Old Redding

Localised safety improvements are proposed in Old Redding and their purpose is to reduce traffic speeds and personal injury collisions. Between 1 November 2004 and 30 October 2007 there were 26 recorded personal injury accidents along Old Redding. The most common contributory factor was excessive speed. We have studied the accident data provided by the Police and have made a number of visits to the area as part of our investigations.

The draft proposals include the following measures:

- The provision of four speed activated signs where speeding is occurring in order to warn drivers.
- It is intended to install *rumblewave* surfacing in advance of a hazard such as a bend or junction in order to reduce vehicle speeds. *Rumblewave* is a type of road surface which has been designed to provide a vibratory and/or audible effect within the vehicle when passing over it, so influencing the driver to slow down.
- Additional 'slow' road markings and cycle symbol markings will be utilised to discourage speeding and increase awareness of the presence of cyclists.

Appendix A shows details of the consultation leaflet.

2.2 20 mph zones

The latest Department for Transport (DfT) publication 'Travelling to School: A Good Practice Guide' advises that transport authorities should consider the case for 20mph zones close to schools. Statutory targets have been set by the Mayor of London relating to delivery of local transport improvements by Transport for London (TfL) and the London boroughs. London boroughs are expected to review road safety around all primary and secondary schools by 2008. Where the reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011.

It is anticipated that this will lead to a reduction in the number of car borne trips, reduce parking problems outside schools, contribute to reducing air pollution in the environment and raise the levels of health and fitness of individual pupils. The resulting reduction in any traffic movement will help reduce the number of road traffic accidents and generally improve road safety for all road users.

TfL has approved a programme of 20mph schemes on the basis of the council's 2008/2009 Borough Spending Plan (BSP) submission, which sets out the borough's programme of schemes and priorities. The schemes have been approved by the Mayor of London's office on the basis of this submission meeting the requirements of the Mayors transport strategy. TfL has approved a total budget of £360,000 for the three schemes this financial year, inclusive of design costs.

2.2.1 Grimsdyke School – 20 mph zone proposals

The proposals are intended to enhance child pedestrian safety and to encourage children to walk to school in a safe and managed environment. The roads directly affected by the proposals are Colburn Avenue and Sylvia Avenue. The extent of the proposals are shown on the attached plan.

In order for the 20 mph Zone to be self-enforcing, traffic calming features will be introduced. This will comprise of three pairs of speed cushions, and a speed table outside the school entrance. The enclosed plan shows their locations. (See **Appendix B1 and B2**)

The road layout at the junction of Colburn Avenue and Sylvia Avenue will be altered to reduce vehicle speeds and provide an improvement to the street scene by the creation of a green landscaped area. Waiting restrictions (double yellow lines) will be marked at locations where the carriageway needs to be kept clear of parked vehicles to improve visibility and maneuverability and to protect pedestrian crossing points. These locations are:

Junction of Colburn Avenue and Sylvia Avenue;
Junction of Hillview Road and Colburn Avenue;
Junction of Grimsdyke Road and Hillview Road (both junctions);

The extents of the single yellow line waiting restrictions will be altered, but the times of operation will remain as Monday-Friday 8.30-9.30am and 3.00-4.30pm. The extents and times of the existing School Keep Clear will not change as they are considered appropriate and are working effectively.

2.2.2 Alyward School, Stanmore

Initial design is currently being considered and the details will be brought to a future meeting.

2.2.3 Kenmore School, Queensbury

Initial design is currently being considered and the details will be brought to a future meeting.

2.2.4 Harrow on the Hill

The scheme is currently on site and is expected to be completed in early June.

2.3 Spencer Road , Wealdstone - Walking scheme

The introduction of walking schemes provides improved pedestrian facilities and fosters an environment conducive to encouraging a greater number of people to walk for reasonably short journeys. These measures will improve pedestrian safety in the locations treated and help to reduce the frequency of road traffic accidents involving vulnerable pedestrians, particularly elderly people and children.

- 2.3.1 We are proposing a raised entry treatment on Spencer Road at the junction with the High Street, Wealdstone. The proposals include features to enhance the Wealdstone War memorial which is located near to the junction.

(The consultation leaflet and proposal is shown at **Appendix C1 and C2.**)

2.4 Goodwill to All - junction improvements

- 2.4.1 Following the information report to the last Panel meeting on 26th February 2008, funding has been made available from the cycling budget to undertake a feasibility study to investigate options for dealing with the cycling and pedestrian crossing provision at the junction. It was agreed that the study would also take into account the request for lay-by parking facilities that were the subject of a petition submitted to Cabinet on 17 January 2008.
- 2.4.2 Subsequently enterprisemouchel were commissioned to re-visit some previous work and to prepare a revised layout to incorporate controlled pedestrian crossings facilities on all arms of the Harrow View / Headstone Drive / Headstone Gardens junction and to investigate the feasibility of providing parking bays for shoppers. The study also included the provision of cycle lanes and advanced stop lines (ASL) on all the junction approaches.

It should be noted that the provision of a dedicated pedestrian phase within the existing traffic signals will result in a reduction of green times available to vehicular traffic and will potentially increase traffic delays and queuing. In order to compensate for this, the existing junction layout would need to be modified to reduce the impact on junction capacity. The following two options were therefore considered:

Option A

To provide controlled pedestrian crossings on all arms of the junction, and allow straight ahead and left turn traffic on the nearside lane of Headstone Drive. This option removes the current banned right turn allows all turning movements at the junction.

Option B

To provide controlled pedestrian crossings on all arms of the junctions, and provide a left-turn slip on Headstone Drive. This option retains the present banned right turn movement from Harrow View to Headstone Drive.

Enterprisemouchel has undertaken a modelling exercise to investigate the likely impact of a dedicated pedestrian phase and cycle facilities on the capacity of Harrow View / Headstone Garden / Headstone Drive junction. The results show that the proposed layout of Option B, incorporating controlled pedestrian crossing and advanced cycle stop lines on all approaches, and a left turn slip on Headstone Drive would not cause any significant increase to the existing queue levels and delays at the junction.

It is therefore recommended that Option B (See **Appendix D**) is progressed to detailed design.

A preliminary cost estimate of the works is £238,153, of which £94,000 is for stats diversions. The costs will need to be more accurately refined as the scheme is progressed.

- 2.4.4 The final signals details will need to be checked and approved by TfL as they are responsible for traffic signals throughout London. If the scheme proves to be viable, funding will be sought from the TfL capital programme budget for implementation in 09/10. However, there is no guarantee that funding would be granted.

2.5 Petts Hill Bridge and Highway Improvements

All key documents have been signed and funding secured. The agreed programme is as follows:

- August 2008 – contractors will be on site to carry out enabling works.
- December 2008 – bridge works commence. The railway is likely to be closed for 4-5 days. Road closures will be in operation for 2 weeks or so.
- January 2009 – bridge works to be completed.
- July 2009 – highway works completed.

The main rail / road closures will occur over the Christmas Bank Holiday to cause minimum disruption to commuters. To facilitate and allow the works to be carried out, trees and vegetation have already been cut back early to avoid the nesting season.

2.6 Bus Priority Schemes

Kings Road, Rayners Lane

Civil works are now completed. Tree planting and waiting restrictions will be implemented shortly.

Common Road, Stanmore

Trial holes to be carried out to determine the extent of gas mains diversions and consequently whether or not a road widening scheme will be feasible.

Shaftesbury Avenue

Works to install full width inset parking bays on both sides of the road. Scheme is due to be completed around autumn 2008 followed by tree planting.

Cannon Lane Junction with Whittington Way

Works to install waiting restrictions at the junction and parking bays outside the shops. Scheme to be completed around autumn 2008.

Honeypot Lane Bus Lane (Northbound)

Site meeting held with members following previous TARSAP meeting. Continuing the design of the bus lane. This would be provided by widening the road so that existing traffic capacity is not adversely affected. Further to the site meeting, it was agreed to investigate increasing capacity at the Honeypot Lane / Streatfield Road roundabout by reducing the size of the roundabout.

Eastcote Lane (between Maple Avenue and Corbins Lane)

It is proposed to widen the carriageway at this location so that buses can pass each other regardless of parked cars. The scheme is programmed for implementation this financial year, subject to establishing utility diversion costs.

Rayners Lane between Imperial Drive and Village Way East

To reduce congestion, options are being investigated to either widen the road if feasible, or change the echelon parking to parallel parking. The loss of parking spaces would be balanced by providing new inset bays on Imperial Drive between Rayners Lane Station and Warden Avenue. Consultation plans are being drafted and will be issued to members shortly.

Pinner Road/Station Road, North Harrow

Investigating a new wider left turn lane from Pinner Road into Station Road. This would remove the under-usage of this lane and hence increase capacity at the junction. The scheme will feature in the Pinner Road LSS consultation document currently being drafted.

Harrow Town Centre

Design work underway to introduce two-way buses on Station Road between Sheepcote Road and College Road, tying in with public realm works on St Ann's Rd. This will remove the one way bus operation in the Town Centre and take buses off Greenhill Way. The proposals involve modifications to the Sheepcote Road/Station Road junction to allow right turning buses. It will also mean changes to Station Rd layout to straighten kerb lines. In addition, there are plans to look at facilitating a right turn for buses from Bessborough Road into College Road. This will be subject to satisfactory traffic modeling results.

London Road, Stanmore

Investigating options to provide bus priority on London Road to bypass westbound traffic congestion. Options could be peak hour bus lanes or shared use lanes.

2.7 Sustainable Transport Events and Promotion

- 2.7.1 A new newsletter has replaced the Good Going newsletters and is called 'I MOVE LONDON'. This goes out monthly to members, the public and is also available on Harrow Council's website.
- 2.7.2 Harrow Council participated in National Walk to Work Day on April 24 and had an event at the Civic Centre. Step counters were handed out and free fitness tests were available as well as information on the benefits of walking. This was promoted through posters around the Civic Centre, on the council website and through the I Move London newsletter.
- 2.7.3 The council is holding a Mass Bike Ride on June 15 2008 in conjunction with Cycle Experience as part of National Bike Week. The ride will involve guided riders converging on The Grove, Harrow on the Hill from various meeting points across the borough. This will be promoted through posters around the Civic Centre, on the council website and through the I Move London newsletter.

2.8 Road Safety Education

A seminar for teachers and teaching assistants was held at the Teachers Centre where the subject of how road safety elements could be introduced into curriculum was discussed. Another seminar will be held later in the year.

Cycle training has shown an increase in both Level 1 (playground training for 8/9 year old pupils) and level 2 (on-road instruction for 10 year olds and over) and courses are being arranged in both school time and in the holiday breaks. The Councils web site now has information and "on line" booking for cycling training which is now being well used with applications going straight to the road safety email address. A mass cycle ride is being run with Cycle Experience and linked with travel awareness at the start of "Bike Week". Cycle trainers will be visiting various schools during the week to promote cycling and cycle training.

June 9 to June 27 will see road safety participation in the annual Junior Citizen event run jointly with Police, Fire and other agencies to promote safety to Year 5 pupils at Harrow schools – around 2500 pupils will attend the event over three weeks.

Harrow supports the Childrens Traffic Club, which provides free road safety books and materials to children aged from three years. A road show that brings the characters in the books to life is visiting Harrow on Saturday 31st May.

Child seat safety checks will be being carried out by Brent and Harrow trading standards on 24th June at Morrison's Supermarket in Hatch End and it is anticipated that there will be a road safety presence at the event

The Child Injury prevention group based at Glebe school is linking with the school fete to promote safety topics – a road safety presence is planned.

Theatre in Education visits with road safety themes have been arranged for schools at the end of June and again in October – Visits will be made to up to 10 schools each week.

SECTION 3 – FURTHER INFORMATION

Appendix A - Old Redding - consultation document
Appendix B - Grimsdyke School - consultation document
Appendix C - Spencer Road - consultation document
Appendix D - Good Will to All junction – Outline proposal

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact:

Barry Philips, Traffic Team Leader, 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

Public Consultation – Please Read



Old Redding Local Safety Scheme



We need your views

Introduction

We are seeking your views on the council's proposals to improve road safety and reduce the number of road collisions involving personal injuries on Old Redding by introducing a range of safety measures along its length.

Collisions

Between 1 November 2004 and 30 October 2007, there were 26 recorded personal injury accidents along Old Redding. The most common contributory factor was excessive speed. We have studied the accident data provided by the Police and have made a number of visits to the area as part of our investigations. We are now proposing safety measures that will help to reduce the number of personal injury accidents.

Speeds

As part of our investigations, we have recorded speeds in excess of 60mph with the average speeds being 37.3mph. It was also recorded that 90% of drivers exceed the posted speed limit. The existing speed limit is 30mph and the measures proposed are designed to reduce vehicle speeds, as at lower speeds collisions are less likely to involve serious injury. Speed cameras were considered but unfortunately, due to insufficient visibility and impracticalities associated with their installation and maintenance, they cannot be safety sited.

Funding

Funding for a local safety scheme has been secured from Transport for London (TfL) and we hope to implement to scheme before December 2008.

Proposed measures

Four sections of 'Rippleprint' surfacing are proposed on the approach to the bends where the majority of accidents have occurred. Rippleprint benefits road safety by alerting drivers (visual, audible and vibratory) to approaching hazards, resulting in fewer collisions and less severe accidents.

Rippleprint is a traffic calming device that alerts drivers through the creation of noise and vibration inside the vehicle but with little or no increase in noise outside the vehicle. It has a unique ribbed surface profile that is like driving over a rippled or corrugated surface.



Photo showing Rippleprint profile



Photo showing Rippleprint in situ

Vehicle activated speed warning signs are proposed at various locations and are effective in encouraging drivers to approach hazards such as bends at a safe speed and to encourage drivers to comply with the speed limit.

On roads with a rural feel such as Old Redding, driving too fast for the road conditions is a key contributory factor in the reported accidents and vehicle activated signs are useful in encouraging drivers to adjust their speed to suit the conditions of the road and at blackspot locations.



Key benefits:

- Effective at reducing speeds at hazards
- Effective at accident blackspot locations

“Slow” road markings with a conspicuous red surfacing are proposed to further highlight approaching hazards and to remind drivers to reduce their speed.

It is proposed to replace the existing chevron signs (located on the bends) with new highly visible signs with yellow backing boards, which will encourage motorists and motorcyclists to brake earlier in advance of the bend.

In addition, reflectorised bollards are proposed on the approach to bends to further highlight their severity.



What about the emergency services – police, fire, ambulance etc?

The emergency services along with other interested parties are consulted individually for their opinion and views on the proposals.

We need your views

Please return your comments on these proposals by 31 July 2008 (TBC) by using the self-addressed envelope. Post is pre-paid. Alternatively, you can submit your questionnaire on-line by visiting www.harrow.gov.uk/consultations and clicking on 'Consultation - service delivery' and follow the links to Old Redding Local Safety Scheme.

What happens next?

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals.

Further information

If you require further clarification or would like to discuss any issues related to the scheme, please contact Johann Alles, at the address below:

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

Tel: 0208 736 6816 Fax: 020 8424 7662

Email: johann.alles@harrow.gov.uk

Unfortunately it will not be possible to reply in writing to individual responses, but if you wish to know the outcome of the consultation in due course, please contact Johann Alles.

Thank you for replying to this consultation

Old Redding Local Safety Scheme

QUESTIONNAIRE

Please read the enclosed leaflet and plans before completing this form. Please complete the questionnaire and return it in the pre-paid envelope provided (no stamp is required) to **reach us by 31 July 2008 (TBC)**. Alternatively, you can submit your questionnaire on-line by visiting www.harrow.gov.uk/consultations and clicking on 'Consultation - service delivery' and follow the links to Old Redding Local Safety Scheme. If you require additional copies of the questionnaire, please call 0208 736 6816.

Name (company name if appropriate):

Address:

Postcode:

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

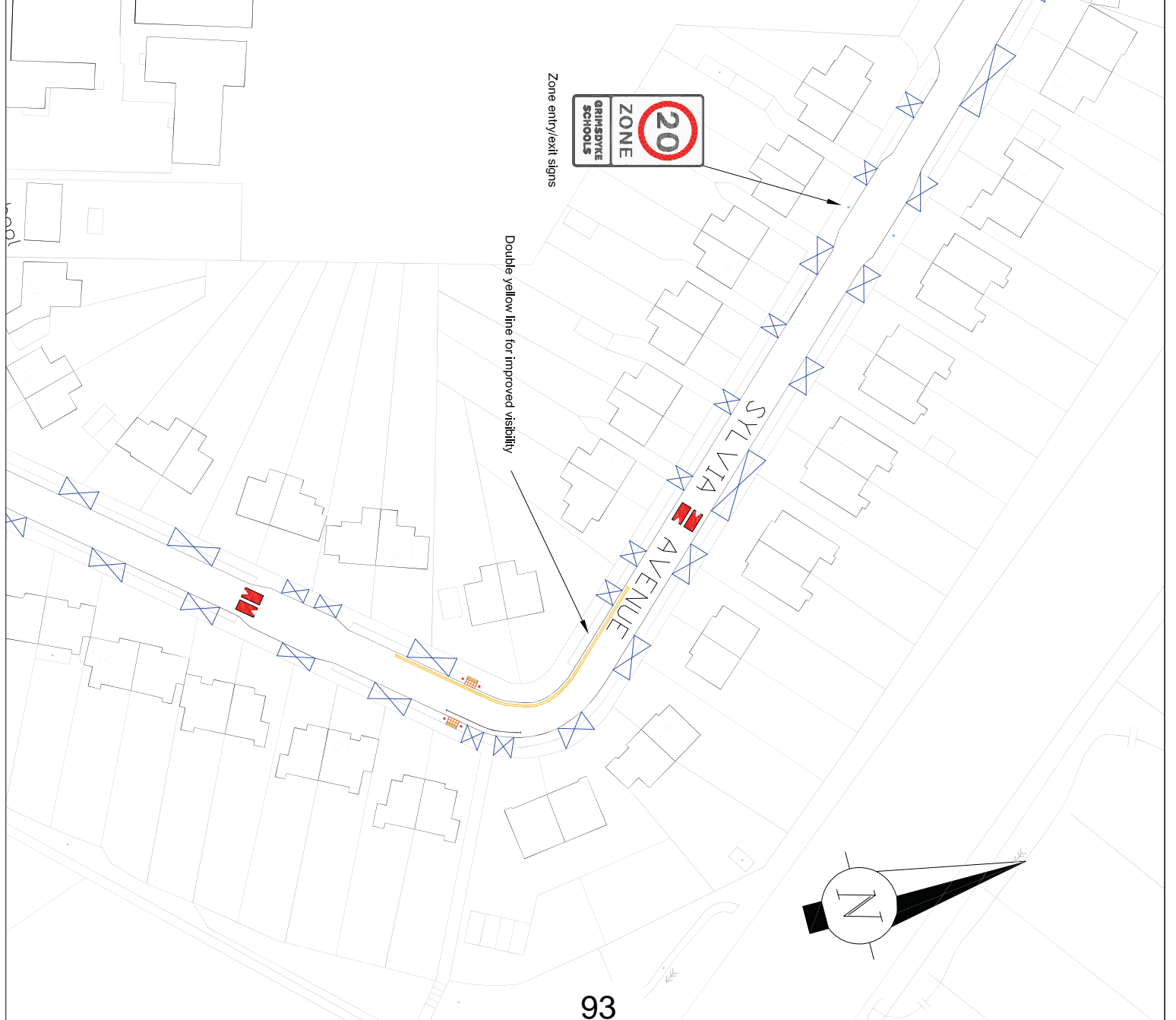
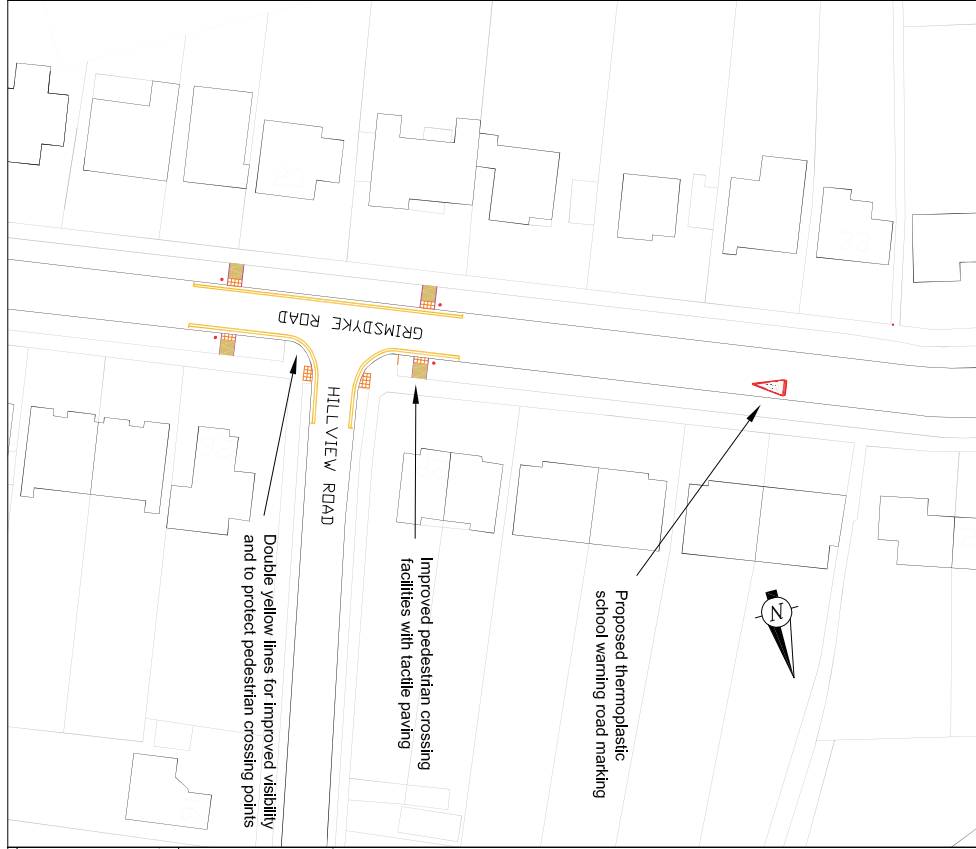
Please tick the appropriate box.

Q1 Are you in favour of the proposed scheme?

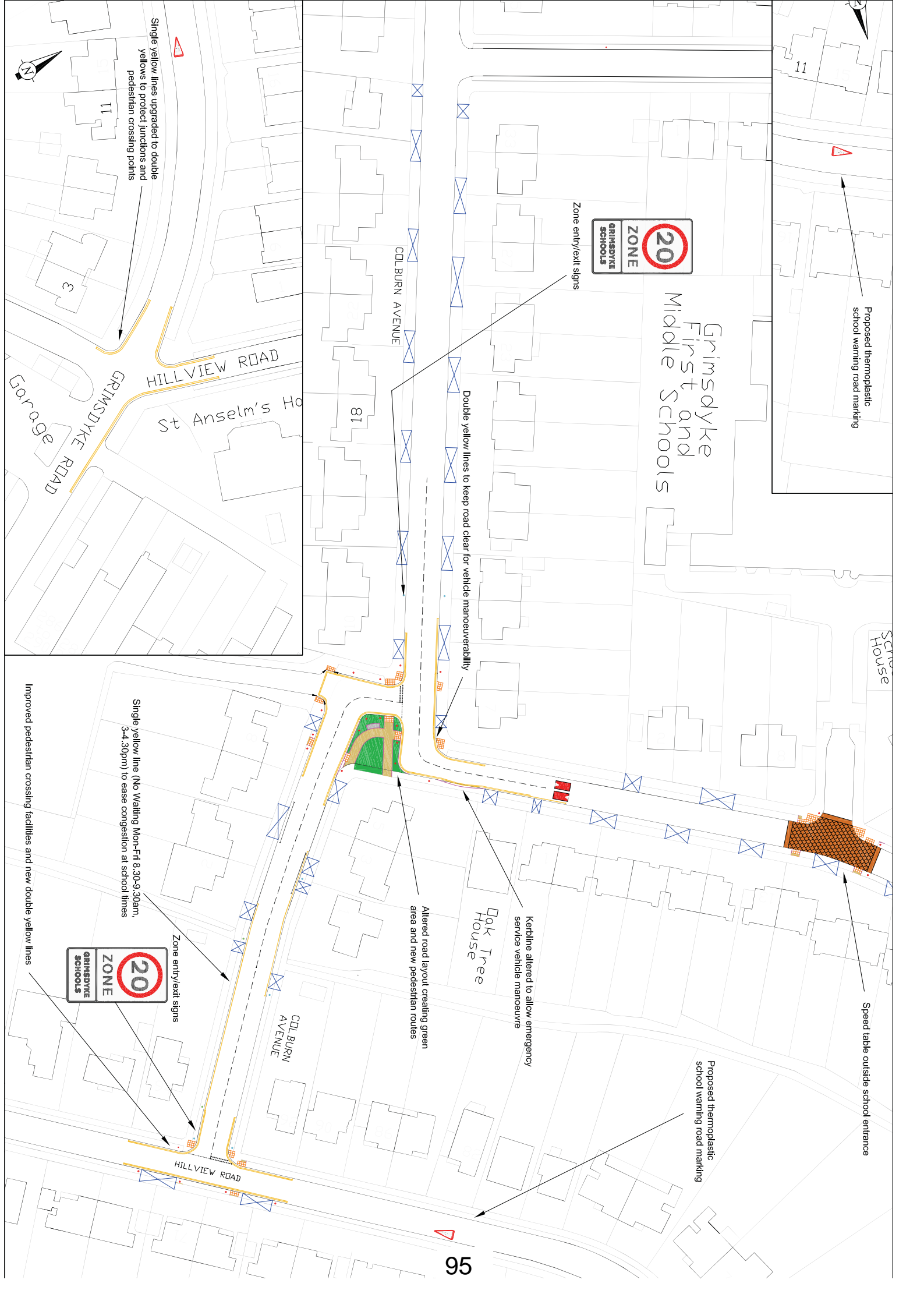
Yes No Don't know/No opinion

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection, please tick here

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Proposed thermoplastic school warning road marking



Zone entry/exit signs

Grimsdyke First and Middle Schools

Double yellow lines to keep road clear for vehicle manoeuvrability

Single yellow lines upgraded to double yellows to protect junctions and pedestrian crossing points

Speed table outside school entrance

Kerfline allowed to allow emergency service vehicle manoeuvre

Altered road layout creating green area and new pedestrian routes

Single yellow line (No Waiting Mon-Fri 8.30-9.30am, 3-4.30pm) to ease congestion at school lines



Zone entry/exit signs

Improved pedestrian crossing facilities and new double yellow lines

95

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Grimsdyke schools area

20 mph Zone

This is your opportunity to comment. Your views matter.

As part of our continuing commitment to improve road safety in Harrow, the council is proposing to introduce a 20mph Zone in the streets in the immediate vicinity of the Grimsdyke first and middle schools.

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:

Harrow Arts Centre (next to Morrisons)
Uxbridge Road, Hatch End, HA5 4EA
Tel: 020 8416 8989
harrowartscentre@harrow.gov.uk



Please return your questionnaire by Monday 16th June 2008.

What we are proposing

The proposals are intended to enhance child pedestrian safety and to encourage children to walk to school in a safe and managed environment.

The roads affected are Colburn Avenue and Sylvia Avenue. The exact extents are shown in the enclosed plan..

In order for the 20 mph Zone to be self-enforcing, traffic calming features will be introduced. This will comprise of three pairs of speed cushions, and a speed table outside the school entrance. The enclosed plan shows their locations.

The road layout at the junction of Colburn Avenue and Sylvia Avenue will be altered to reduce vehicle speeds and provide an improvement to the street scene by the creation of a green area.

Waiting restrictions (double yellow lines) will be marked at locations where the carriageway should be kept clear of parked vehicles to improve visibility and manoeuvrability and to protect pedestrian crossing points. These locations are:

- junction of Colburn Avenue and Sylvia Avenue;
- junction of Hillview Road and Colburn Avenue;
- junction of Grimsdyke Road and Hillview Road (both junctions);
- the inside of the sharp bend on Sylvia Avenue.

The extents of the single yellow line waiting restrictions will be altered, but the times of operation will remain Monday-Friday 8.30-9.30am and 3.00-4.30pm. The extents and times of the School Keep Clear will not change.



020 8424 1988

Please give us your views

Please return your comments on these proposals by **Monday 16th June 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 following the links to “Grimsdyke schools area 20 mph zone consultation”.

What happens next?

We will consider all comments returned to us. 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.

The scheme is funded by Transport for London.

It is anticipated that the construction works will be completed by the end of summer 2008.

Further information

If you would like further information then please contact:

Andrew Saffrey
Harrow Council
PO Box 39
Civic Centre
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

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 gjuha 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۔

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Public Consultation – Please Read



APPENDIX C

Spencer Road / High Street Walking Scheme



We need your views

Introduction

We are seeking your views on the council's proposals to improve road safety and improve walking conditions on Spencer Road at its junction with High Street.

Improving and encouraging walking is a key element of the Mayor for London's Transport Strategy. Its aim is to make London one of the most walking friendly cities by 2015.

The aims of walking schemes are to encourage more people to walk and to increase the numbers of walking trips undertaken but they are also aimed at improving the level of service for those who regularly walk. Walking schemes offer a range of benefits that include:

- Reducing CO₂ output and traffic congestion
- Improving public health through exercise
- Better perceptions of personal safety
- Greater accessibility to public transport

Funding

Funding for a walking scheme has been secured from Transport for London (TfL), which we hope to build in the summer.

Proposed measures

We are proposing a raised entry treatment on Spencer Road at its junction with the High Street. The proposal also includes features to enhance the Wealdstone War Memorial, which is situated at this location.

As part of the proposals, we are proposing a raised flowerbed to replace the existing grassed area and to replace the existing illuminated keep left bollards with more traditional bollards.

A plan of the proposal is attached for your information



Typical raised entry treatment

Benefits

- Provides a level surface on which pedestrians can cross the road
- More acceptable to emergency services and bus operators than standard humps, especially if the height does not exceed 75mm and the gradients of the on and off ramps are shallow
- Vehicles are slowed on approaching the junction from all arms.
- Entry treatments can be used in isolation - they do not have to form part of a series of road humps.

Disbenefits

- Potential discomfort to occupants in travelling vehicles.
- Impact on emergency vehicles response times.
- May cause some minor vibration or noise.

What about the emergency services – police, fire, ambulance etc?

The emergency services along with other interested parties are consulted individually for their opinion and views on the proposals.

We need your views

Please return your comments on these proposals by 30 May 2008 by using the self addressed envelope. Post is pre-paid. Alternatively, you can submit your questionnaire on-line by visiting www.harrow.gov.uk/consultations and clicking on 'Consultation - service delivery' and follow the links to Spencer Road / High Street Walking Scheme.

What happens next?

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals.

Further information

If you require further clarification or would like to discuss any issues related to the scheme, please contact Johann Alles, at the address below:

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

Tel: 0208 736 6816 Fax: 020 8424 7662

Email: johann.alles@harrow.gov.uk

Unfortunately it will not be possible to reply in writing to individual responses, but if you wish to know the outcome of the consultation in due course, please contact Johann Alles.

Thank you for replying to this consultation

Spencer Road / High Street Walking Scheme

QUESTIONNAIRE

Please read the enclosed leaflet and plans before completing this form. Please complete the questionnaire and return it in the pre-paid envelope provided (no stamp is required) to **reach us by 30 May 2008**. Alternatively, you can submit your questionnaire on-line by visiting www.harrow.gov.uk/consultations and clicking on 'Consultation - service delivery' and follow the links to Spencer Road / High Street Walking Scheme. If you require additional copies of the questionnaire, please call 0208 736 6816.

Name (company name if appropriate):

Address:

Postcode:

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

Please tick the appropriate box.

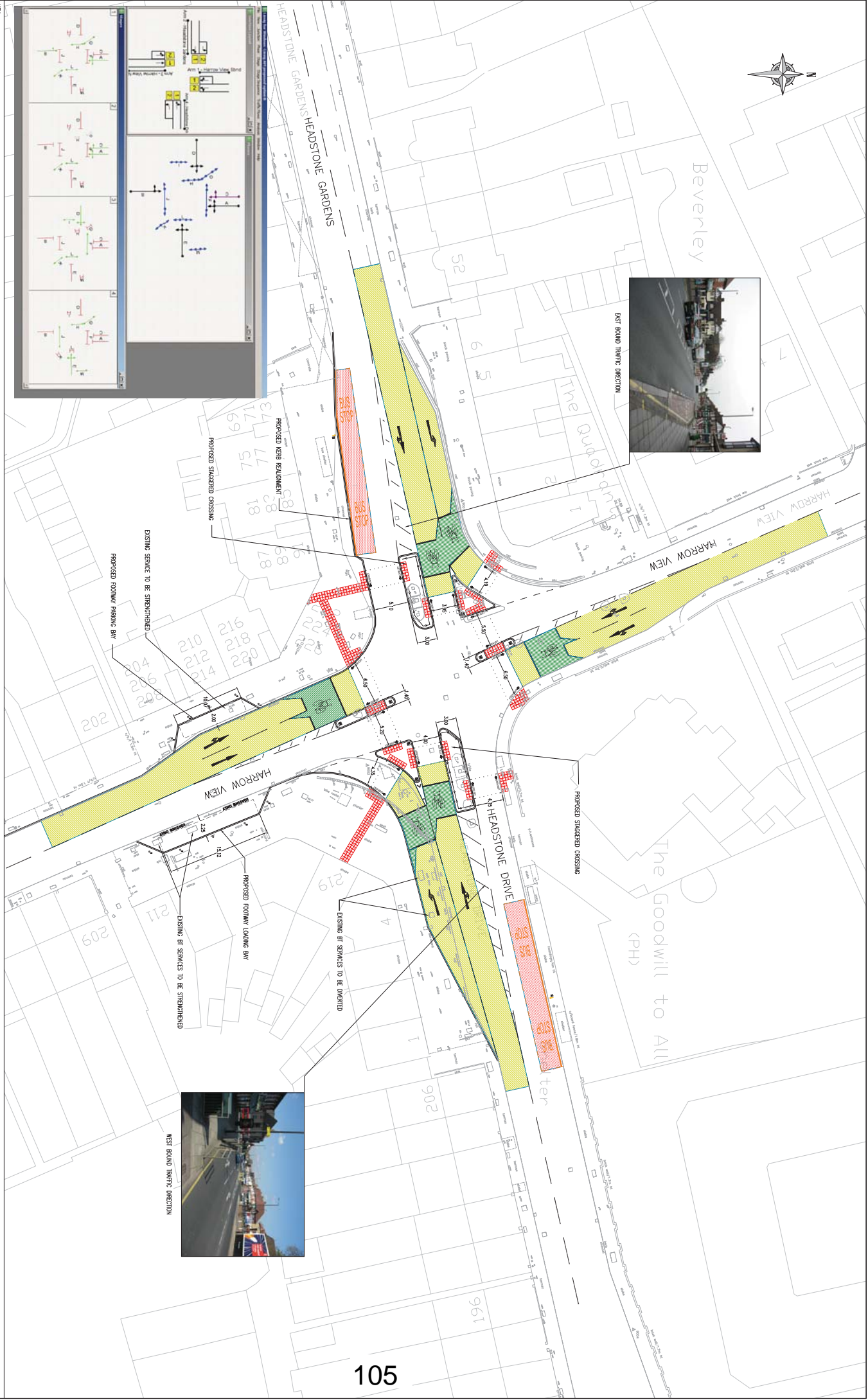
Q1 Are you in favour of the proposed scheme?

Yes

No

Don't know/No opinion

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection **104** please tick here



EAST BOUND TRAFFIC DIRECTION



WEST BOUND TRAFFIC DIRECTION

- KEY:**
- PROPOSED RED ACUTE PAVING
 - PROPOSED RED RESISTANT SURFACING
 - PROPOSED PEDESTRIAN GUMBO PAVI
 - PROPOSED NEW KERB
 - PROPOSED RED SURFACE DRESSING
 - PROPOSED GREEN SURFACE DRESSING
 - PROPOSED GP BOLLARD
 - PROPOSED STEEL BOLLARD
 - PROPOSED ROAD SIGN
 - PROPOSED BUS STOP PLAC

Headstone ITS Centre project 16227 PROJECTS IAE 16227-16-01-144

Headstone ITS Centre, 16227 Project, 16227-16-01-144

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REGION	A	SCALE	1:250
CLIENT	LONDON BOROUGH OF HARROW		
PROJECT	JUNCTION OF HARROW VIEW / HEADSTONE GARDENS		
DESIGNER	ENTERPRISE CONSULTANTS		
DATE OF THIS SET	02/07/2017		
ISSUE OFFICE	EUSTON		
TELEPHONE	0207 874 7700		
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