



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**WEDNESDAY 26 NOVEMBER 2008
7.30 PM**

PANEL AGENDA (ADVISORY)

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

MEMBERSHIP (Quorum 3)

Chairman: Councillor Susan Hall

Councillors:

**Manji Kara (VC)
Mrs Kinnear
Julia Merison
Yogesh Teli
Jeremy Zeid**

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

Advisers:

**Mr A Blann
Mr E Diamond**

**Mr L Gray
Mr A Wood**

Reserve Members:

1. 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 26 NOVEMBER 2008

AGENDA - PART I

1. **Attendance by Reserve Members:**

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

Reserve Members may attend meetings:-

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

2. **Declarations of Interest:**

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

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

Enc. 3. **Minutes:** (Pages 1 - 6)

That the minutes of the meeting held on 17 September 2008 be taken as read and signed as a correct record.

4. **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).

5. **Petitions:**

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).

Enc. (a) **INFORMATION REPORT - concerning petitions received prior to this meeting relating to:** (Pages 7 - 14)

- (i) Pinner Road - objections to parking proposals for Pinner Road;
- (ii) Pinner Road Safety Scheme - objections to the proposed one-way system between Bedford Road and Pinner View.

Information report of the Head of Property and Infrastructure.

6. **Deputations:**
To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).
- Enc. 7. **References from Council and Other Committees/Panels:** (Pages 15 - 22)
To receive any references from Council and/or other Committees or Panels.
 - (a) Petition re: Parking Controls and the Proposed One-Way System in Pinner View and Bedford Road. Reference from Cabinet meeting held on 23 October 2008.
 - (b) Petition re: Parking Controls on Rayners Lane and Alexandra Avenue. Reference from Council meeting held on 30 October 2008.
- Enc. 8. **Pinner Road Local Safety Scheme - Consultation results and objections:**
(Pages 23 - 30)
Report of the Head of Property and Infrastructure
- Enc. 9. **Pinner Road Parking and Controlled Parking Zone Review - Consultation results and objections:** (Pages 31 - 104)
Report of the Head of Property and Infrastructure
- Enc. 10. **Edgware Controlled Parking Zone Review (Canons Park Estate) - Consultation results and objections:** (Pages 105 - 162)
Report of the Head of Property and Infrastructure
- Enc. 11. **Wealdstone Controlled Parking Zone Extension Review:** (Pages 163 - 180)
Report of the Head of Property and Infrastructure
- Enc. 12. **Headstone Lane - Objections to Proposed Waiting Restrictions:** (Pages 181 - 190)
Report of the Head of Property and Infrastructure
- Enc. 13. **INFORMATION REPORT - Review of Traffic Calming Measures:** (Pages 191 - 210)
Information report of the Head of Property and Infrastructure
- Enc. 14. **George V Avenue / Pinner Road / Headstone Lane junction:** (Pages 211 - 220)
Report of the Head of Property and Infrastructure
- Enc. 15. **INFORMATION REPORT - Progress update on Key Traffic Schemes:**
(Pages 221 - 242)
Information report of the Head of Property and Infrastructure
16. **Any Other Urgent Business:**
Which cannot otherwise be dealt with.

17. **Date of the next meeting:**

To note that the date of the next meeting of the Panel will be held on Wednesday 11 February 2009 at 7.30 pm.

AGENDA - PART II - NIL

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

17 SEPTEMBER 2008

Chairman: * Councillor Susan Hall

Councillors: * Mrinal Choudhury * Jerry Miles
* Nizam Ismail * David Perry
* Manji Kara * Yogesh Teli
* Mrs Kinnear * Jeremy Zeid
* Julia Merison (1)

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

* Denotes Member present
† Denotes apologies received

Following the approval of a Non-Executive Action, Councillor Robert Benson was replaced by Councillor Julia Merison on the Committee.

PART I - RECOMMENDATIONS - NIL

PART II - MINUTES

112. **Attendance by Reserve Members:**

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

113. **Declarations of Interest:**

RESOLVED: To note that the following interests were declared:

<u>Agenda Item</u>	<u>Member</u>	<u>Nature of Interest</u>
8. Wealdstone Controlled Parking Zone review – Consultation results and objections.	Councillor Bill Stephenson	The Member who was not a member of the Committee declared a personal interest arising from the fact that he was a resident of the Marlborough ward. Accordingly, he remained in the room for the discussion and decision-making on the item.
	Alan Blann	The Adviser to the Panel declared a personal interest arising from the fact that he is a resident of Wealdstone. Accordingly, he remained in the room for the discussion of the item.

114. **Arrangement of Agenda:**

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

115. **Minutes:**

RESOLVED: That subject to the following amendment, the minutes of the meeting held on 18 June 2008 be taken as read and signed as a correct record of the meeting:-

Minute 110 to read:

Roxeth Hill, Harrow-on-the-Hill

A Panel Member commented that the junction at the bottom of Roxeth Hill was unsafe for children to cross because traffic controls for pedestrians had not been implemented. The Chairman confirmed that this area would be looked into for the next meeting.

116. **Public Questions:**

RESOLVED: To note that the following public question had been received:

1.

Questioner: Andrew McPhail

Asked of: Councillor Susan Hall, Chairman of Traffic and Road Safety Advisory Panel.

Question: As a resident of 59 Vaughan Road I am only too aware of the parking problems on this road (due to commuter and shopper parking), and I wondered when the consultation for CPZ would begin, as the Traffic and Road Safety Advisory Panel meeting of Feb 2008 suggested it would be 2008/2009?

Answer: The matter is covered in the information report for Agenda item 10. The Chairman of the meeting advised the Panel that a written response to the questioner would be provided by the Portfolio Holder for Environment Services.

117. **Petitions:**

Petition from residents requesting action on illegal U- turns, speeding traffic and vibration on High Road, Harrow Weald

An officer reported to the Panel that a petition was submitted to the Cabinet meeting on 19 June 2008 from Councillor Paul Scott on behalf of residents on High Road, Harrow Weald. The petition with 8 signatures from residents sought immediate action to resolve concerns about illegal u-turns, speeding traffic and vibration.

The officer explained that the Portfolio holder for Environment and Community Safety had sent a response to the lead petitioner advising that no effective measures could be taken to deal with the problems and concerns raised by the petition.

Petition from businesses requesting the amendment of waiting restrictions on High Road, Harrow Weald

Members of the Panel were advised by officers that the Council meeting on 10 July 2008 had received a petition from businesses between 207-227 High Road, Harrow Weald. The petition contained 13 signatures from local businesses and was on the same terms as the one reported to the Panel meeting on 18 June 2008.

An officer confirmed that a letter had been written to the lead petitioner explaining that the council was unable to agree to their request for changes to the parking restrictions and that the council was seeking written confirmation of Transport for London (TfL) position concerning the parking restrictions.

Petition from the parents and carers of children attending Marlborough School regarding road safety issues in the area outside the school

An officer reported that a petition had been forwarded from the Headteacher of Marlborough School on behalf of parents and carers. The petition contained 91 signatures and outlined a number of proposals to address road safety issues in the area outside Marlborough School.

The officer advised the Panel that the school and peripheral roads had been included in traffic orders (published in July 2008) outlining the extension of the Wealdstone Zone C parking scheme and that the objections received, including the one from the school, were the subject of a separate report to this meeting of the Panel.

The officer confirmed that they would continue to liaise with the Headteacher to formulate an acceptable and practicable solution to the issues raised.

RESOLVED: That the report be noted.

118. **Deputations:**

RESOLVED: That, in accordance with Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution), a deputation be received in respect of Agenda Item 8 outlining concerns about the proposed extension of Wealdstone Controlled Parking Zone (CPZ).

(See Minute Item 119).

119. **Wealdstone Controlled Parking Zone Review - Consultation Results and Objections:**

The Panel received a deputation on this item from teachers and staff at Marlborough School, objecting to the proposed extension of the existing Controlled Parking Zone (CPZ) in Wealdstone. It was stated that:

- potential issues with parking had not been addressed during the earlier consultation process;
- staff and visitors to the school on official business would find it difficult to park near to the school;
- parking restrictions would compromise health and safety because clear access to the school for emergency vehicles and deliveries would be difficult to maintain;
- the proposed scheme would disadvantage the school and surrounding community as parking spaces would become more limited;
- a travel plan that encouraged pupils to walk to school and teachers to share car journeys had been successfully implemented.

An officer introduced the report into the results of statutory consultation of the draft traffic orders. The seven objections received had resulted from the advertisement of the scheme proposals. These included:

- Three objections concerning proposals in Masons Avenue. The officer advised that the concerns raised had been addressed and responded to and that one of the objectors subsequently confirmed he was satisfied with the response.
- Two objectors expressed concern about proposals for double yellow lines in:
 - a) Dobbin Close
Whilst the majority of residents in a previous consultation had supported these restrictions, a reduction to the extent of the proposed restrictions at one place had been recommended. This would potentially provide more parking near to the objectors' property whilst not significantly compromising the objectives of the proposed restriction.
 - b) Junction between Kenmore Avenue and Beaufort Avenue
The necessity and the extent of the proposals had been re-checked on site. The Panel were advised that the restricted road width and the angle between the roads at the junction the full 10 metres from the junction as proposed, is recommended to cater for large vehicle access.
- Two objections concerning the proposed extension of the controlled parking zone C were received:
 - c) From a resident of Walton Road
The objection was due to:
 - the cost to residents of having to buy a permit. The majority of responses from the area and from Walton Road in an earlier consultation supported the scheme whilst aware of the permit costs;
 - concern that a reduced number of parked vehicles could lead to more speeding traffic. Despite potential reduction in parking within the road, parking would still remain on both sides of the road even during the one hour of the restrictions so traffic speeds are unlikely to be significantly affected.

d) From the Headteacher of Marlborough School

Members were advised of consideration of the various points raised by the Headteacher in his letter of objection which are laid out in Appendix B of the officer report. These grounds of objection had been further explained by the deputation by members of staff from the school.

Officers confirmed that:

- the majority of responses received on the all the issues covered by these proposals had been in support. In particular the double yellow lines and extension of the CPZ had majority support;
- the introduction of double yellow lines would address obstructive parking near junctions improving visibility and helping access for larger emergency and refuse collection vehicles. The double yellow lines in the vicinity of Marlborough School had the support of the school;
- ward councillors had been consulted during the review period and were advised of the proposed traffic orders;
- the areas included in the Wealdstone CPZ Zone C would be revisited approximately 6-12 months after the scheme had been implemented.

Officers requested that the Panel agree that the objections had been adequately addressed and that these objections should be set aside for the reasons stated in Section 2.2 and Appendix B of the officer report.

It was proposed and seconded that the decision on the extension of the Wealdstone CPZ should be postponed until the Portfolio holder for Environment and Community Safety had met with the Headteacher of Marlborough School and officers, to consider the objections and deputations received.

RESOLVED: That the item be deferred until the next ordinary meeting of the Panel.

120. **Information Report - George V Avenue / Pinner Road / Headstone Lane junction:**
An officer presented an information report that updated Members on the progress of the George V Avenue/Pinner Road/Headstone Lane junction. Residents living nearby the junction had expressed concern about the frequency of road traffic accidents and the lack of pedestrian facilities at the junction.

Officers confirmed that they had been working with Transport for London (TfL) and the Director of Traffic Operations (DTO) to review the signal timings at the junction. The DTO would also review the modelling data and provide officers with an update on the result of their findings so that a way forward could be agreed.

A Member asked if the Programmable Read-Only Memory (PROM), a computer chip used in the signal controller that held all the settings was tested against mains power surges. An officer confirmed that they are tested off site before they are installed in the controller but would check this specific point with TfL at a forthcoming meeting.

Officers agreed that they would provide the Panel with an update on TfL and the DTOs findings at the Panel meeting in November.

RESOLVED: That the report be noted.

121. **Information Report - Progress update on Controlled Parking Zone programmes:**
The Panel received an information report from the Head of Property and Infrastructure that provided an update on the progress made on a number of controlled parking zone (CPZ) reviews and studies. Officers presented the Panel with results of a re-consultation of a number of roads in Stanmore on whether they wished to be included in the CPZ. The findings of the re-consultation confirmed that the majority of residents in these roads did not support the proposal to include them in the CPZ.

Officers advised Members that the results of the re-consultation would form the basis of their report to the Portfolio Holder for Environment and Community Safety.

RESOLVED: That the report be noted.

122. **Information Report - Progress update on key traffic schemes:**
An officer presented an information report of the Head of Property and Infrastructure which provided the Panel with an update on the progress of key traffic schemes.

Following the Panel meeting in June, a meeting with ward councillors had been organised to discuss the council's proposals and the consultation process for Pinner Road. An officer confirmed that the results of the public consultation would be reported at the next Panel meeting in November.

An officer advised the Panel that Rumblewave surfacing, which had been planned to slow down vehicles on the approach to bends in Old Redding had been withdrawn by the manufacturer. He confirmed that the scheme had been revised with anti-skid surfacing to be used as an alternative material.

The Panel were advised by officers that traffic orders for the implementation of a 20 mph zone around Grimsdyke School had been advertised. The Portfolio Holder for Environment Services and Community Safety confirmed that she would respond to a number of objections raised by residents' and other interested parties regarding the proposed 20 mph zone.

Details on the results of the consultation regarding proposals to introduce a 20 mph zone around Aylward School were provided by officers at the meeting. Officers confirmed that the majority of residents' supported the implementation of the zone. However, the Panel noted that residents' of Dovercourt Gardens had not supported the proposals. Officers also provided the Panel with results of the consultation for the extension of Kenmore Park 20 mph zone to Kenmore School. The results of the consultation indicated a clear majority in favour of the scheme. Officers confirmed that they had made progress with both proposals.

An update on progress made regarding the Goodwill to All junction was provided by officers. The Panel were advised that regular signal liaison meeting with TfL scheduled for the end of September would discuss the proposals made at the TARSAP meeting in June. Officers confirmed that the Panel would be provided with an update at the TARSAP meeting in November.

An update on the development of bus priority schemes was given to Panel members. The Panel received confirmation that civil works at the junction of Cannon Lane and Whittington Way with parking bays outside the shops had been completed. Members also received confirmation that the scheme for a northbound left turning lane at Common Road, Stanmore would be completed by the end of January 2009. The Panel was informed that the public consultation for the Honeypot Lane northbound bus lane would be issued in September. Proposals for the roundabout at Honeypot Lane and Streatfield roundabout would be discussed at a meeting with Ward Members. Officers advised that plans to implement both schemes at the same time had been discussed. In response to a Members query on the proposed scheme to provide two way buses in Station Road at Harrow Town Centre, officers confirmed that ward councillors would be provided with draft plans before the next meeting in November.

RESOLVED: That the report be noted.

123. **Date of Next Meeting:**

RESOLVED: That the date of the next meeting of the Panel would be held on Wednesday 26 November 2008 at 7.30 pm.

(Note: The meeting having commenced at 7.30 pm, closed at 8.55 pm)

(Signed) COUNCILLOR SUSAN HALL
Chairman

This page is intentionally left blank



+

Committee:	Traffic and Road Safety Advisory Panel
Date:	26 th November 2008
Subject:	<p>INFORMATION REPORT- Petitions Relating to:</p> <ol style="list-style-type: none">1. Pinner Road, Harrow- objection to the proposed parking restrictions and CPZ2. Pinner View/Bedford Road, Harrow- objection to proposed one way system3. Pinner Road/Pinner View/Bedford Road, Harrow-objection to proposed CPZ and one way system4. Rayners Lane/Alexandra Avenue, Rayners Lane-objection to double yellow lines
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	None

Section 1: Summary

This report sets out details of 4 petitions which have been received following recent public consultation on Local safety Scheme and Parking proposals.

The petitions relate to:-

- 1) Pinner Road, Harrow
- 2) Pinner View and Bedford Road, Harrow
- 3) Pinner Road, Pinner View, Bedford Road, Harrow
- 4) Rayners Lane/Alexandra Avenue, Rayners Lane

FOR INFORMATION

Section 2: Report

2.1 Pinner Road, Harrow

- 2.1.1 A petition has been received on 10th October 2008 from the Pinner Road Small Business Group in response to the recent public consultation on Local Safety Scheme proposals and proposals for changes to parking Controls in Pinner Road together with a CPZ in the “county” roads
- 2.1.2 The actual proposals are the subject of separate detailed reports to this meeting of the Panel
- 2.1.3 The Pinner Road Small Business Group represents 16 Shops and other businesses between 124 and 184 on the northern side of Pinner Road.
- 2.1.4 The petition, headed “Save the Pinner Road Shopping Parade” states that:-
 - I. *“We the undersigned traders, shoppers and local residents are very concerned about the future of the Pinner Road Shopping parade especially in the current very difficult economic climate. We request the Council to address the issue of providing properly planned parking for shoppers, including, parking bay facilities and parking along the pavement in front of the Pinner Road shops”*
 - II. *“We ask the council to work with TfL to find an acceptable parking scheme as a matter of urgency. If a suitable solution is not found, we are concerned that the whole viability of the Pinner Road Shopping Parade will be put at risk resulting in the loss of vital shopping facilities and businesses for the local residents”*
- 2.1.5 The petition consists of 322 signatures on sheets with the full description above and 356 signatures on sheets simply headed “ A petition to save our small businesses on the Pinner Road”
- 2.1.6 The petition was sent with a written response to the recent public consultation agreed at a meeting of the Pinner Road Small Business Group on 15th September 2008 in which it was stated that the current

situation seems to be working and the council was trying to fix something that was not broken

- 2.1.7 In order for some conflicting elements associated with the petition to be resolved a meeting was arranged on the evening of 28th October with representatives of the Pinner Road Small Business Group, Councillor Hall, Councillor Stephenson and officers.
- 2.1.8 At the meeting the representative from the Group outlined his concerns and officers added clarification to the process that had been undertaken in the time since the Stakeholders Meeting that had been held in 2005 and the recent public consultation in September 2008
- 2.1.9 After the meeting the representative of the Business Group wrote to say that he still wished to reiterate on behalf of the Group his opposition to the changes to Parking in Pinner Road that were the subject of the recent public consultation
- 2.1.10 The petition is dealt with in more detail in the separate report on Pinner Road Parking review and CPZ proposals to this meeting of the Panel

2.2 Pinner View/Bedford Road, Harrow One Way System

- 2.2.1 A petition was received on 26th September from the Residents One-Way Opposition Group in response to a recent public consultation exercise on a Local Safety Scheme
- 2.2.2 One of the options in the consultation was to implement a one way system northbound in Pinner View and southbound in Bedford Road.
- 2.2.3 The petition states:-
“We, the undersigned, strongly oppose Harrow Council’s proposed one-way traffic scheme for Pinner View and Bedford Road. We consider that funneling a substantial increase in traffic along the narrow, double parked Sussex and Bedford Roads will exacerbate congestion and will result in an environment unacceptably dangerous to pedestrians, cyclists and motorists”.
- 2.2.4 The petition was signed by 151 signatories not only from Bedford Road and Rutland Road but from several other adjoining roads.
- 2.2.5 The letter accompanying the petition asked a number of detailed questions about the preparation and design of the scheme and these were answered when the petition was acknowledged.

2.2.6 There is a separate report to this meeting of the Panel on the Local Safety Scheme which deals in detail with the one way proposals.

2.3 Pinner Road, Pinner View, Bedford Road, Harrow

2.3.1 A petition was received on 23rd October from residents in Rutland Road and surrounding roads. The petition was also reported to Cabinet on 23rd October 2008 by Councillor Bill Stephenson.

2.3.2 The petition states:-

“From residents who live in the County roads and object to the proposals from harrow Council to 1) implement a Controlled Parking Zone and 2) introduce a one-way system between Pinner view (southern end) and Bedford Road. We, the undersigned, are concerned residents who urge Harrow Council to abandon these plans”.

2.3.3 The petition is signed by 96 signatories (99 quoted in the letter accompanying the petition) representing 73 separate households.

2.3.4 The proposals which are the subject of the petition are dealt with in detail in separate reports to this meeting of the Panel on the Pinner Road Local Safety Scheme and Pinner Road Parking Review and CPZ proposals.

2.4 Rayners Lane/Alexandra Avenue, Rayners Lane

2.4.1 A petition was presented at Council on 30th October by Councillor Ashok Kulkarni representing retailers of Rayners Lane

2.4.2 The petition states:-

“As a direct consequence of the placement of yellow lines along Rayners Lane and Alexandra Avenue, we the undersigned retailers, have experienced a dramatic fall in trade over the past few weeks. We collectively feel that additional parking restriction should be reviewed and corrected. Furthermore, we are of the opinion, that as our livelihoods have been directly affected, from the Councils’ unilateral decision. The revenues demanded through the business rates will also suffer”

2.4.3 The petition is signed by 95 signatories

2.4.4 The parking restrictions that are the subject of the petition became operational on 27th October 2008. They consist of double yellow line no waiting and no loading restrictions which extend on both sides of the road:-

- Approximately 75m along Rayners Lane from its junction with Alexandra Avenue
- Approximately 20m along Warden Avenue from its junction with Alexandra Avenue
- Approximately 30m along Alexandra Avenue south of its junction with Rayners Lane
- Approximately 50m along Alexandra Avenue north of its junction with Rayners Lane (a considerable length covered by an existing Zebra Crossing and Zig-Zag markings)
- Approximately 10m along the access between 418 and 420 Alexandra Avenue
- Approximately 18m along the service road behind the shops in Alexandra Avenue from its junction with Rayners Lane

2.4.5 A plan showing the waiting and loading restrictions is shown in Appendix A

2.4.5 The parking and loading restrictions were introduced at the request of the bus companies to deal with congestion which has an adverse effect on bus journey times and service reliability. Buses face a considerable challenge trying to turn at the junction of Alexandra Avenue and Rayners Lane due to parked vehicles. The problems have also been formally raised through consultants working for Transport for London (TfL)

2.4.6 Even though observations show there is parking available further down the 4 arms of the junction significant numbers of people park at the junction. Parking at junctions has safety implications due to the impact on visibility both for motorists and pedestrians.

2.4.7 The scheme was the subject of consultation. Details of the proposals were circulated to all ward councillors. This was followed by the normal statutory consultation process which took place early in 2008. No objections were received at any time and the scheme was approved by the Portfolio Holder for Environment and Community Safety on 10/7/08.

2.4.8 The petition does not specify any details of what problems are faced; merely they have experienced a dramatic fall in trade over the last few weeks. The 95 signatories of traders would suggest that there may be other underlying factors than could be attributed to the fall in trade than might be likely from the limited parking restrictions changes.

2.4.9 It is suggested that more specific examples of the problems associated with the parking restrictions are requested from the lead petitioner and the petitioners informed that the location will be kept under review.

Section 3- Further Information

None

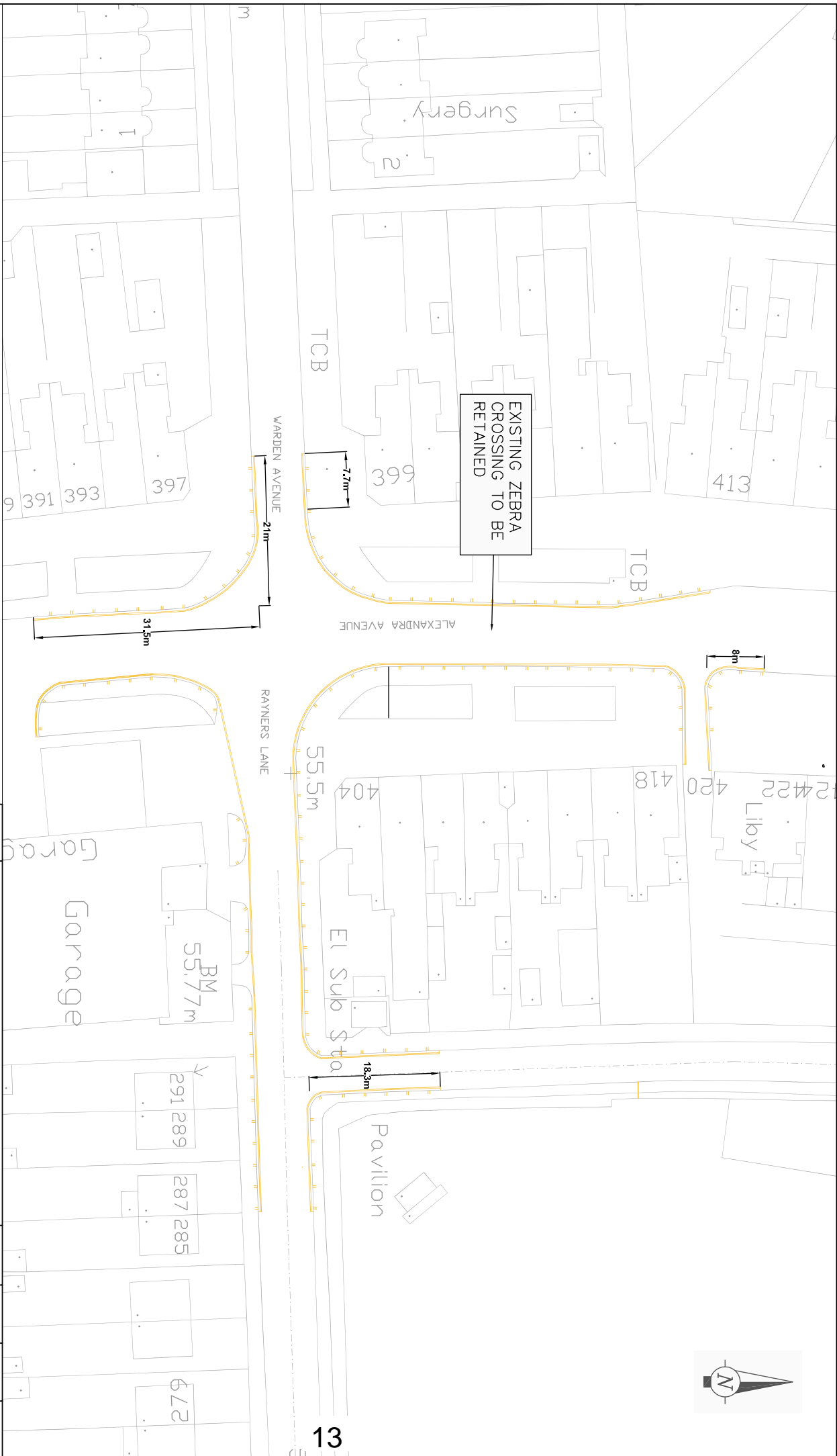
Section 4- Contact Details and Background Papers

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



KEY:

- PROPOSED WAITING RESTRICTIONS (AT ANY TIME) TO TSRGD DIAGRAM 1018.1
- PROPOSED LOADING RESTRICTIONS (AT ANY TIME) TO TSRGD DIAGRAM 1020.1, TO BE INSTALLED AT 3m INTERVALS.

REVISION A		AMENDMENT		CLIENT: LONDON BOROUGH OF HARROW PROJECT: RAYNERS LANE/ALEXANDRA AVENUE JUNCTION WAITING AND LOADING SCHEME DRAWING TITLE: WAITING AND LOADING LAYOUT		DRAWING NUMBER: 007-021E/6/AMP/01		REVISION A	
REPRODUCTION FROM THE ORDINANCE SURVEY MAPS WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY BE PROSECUTED UNDER THE COPYRIGHT ACT 1988.				DRAWING NUMBER: 007-021E/6/AMP/01		DRAWING NUMBER: 007-021E/6/AMP/01		DRAWING NUMBER: 007-021E/6/AMP/01	
PURPOSE		SCALE (AT A3 SIZE): 1:500		ISSUING OFFICE: HARROW		DRAWING NUMBER: 007-021E/6/AMP/01		DRAWING NUMBER: 007-021E/6/AMP/01	
DRAFT		SCALE (AT A3 SIZE): 1:500		ISSUING OFFICE: HARROW		DRAWING NUMBER: 007-021E/6/AMP/01		DRAWING NUMBER: 007-021E/6/AMP/01	
ISSUE		SCALE (AT A3 SIZE): 1:500		ISSUING OFFICE: HARROW		DRAWING NUMBER: 007-021E/6/AMP/01		DRAWING NUMBER: 007-021E/6/AMP/01	
				DRAWN BY AND DATE: TP 28-01-08		DESIGNED BY AND DATE: TP 11-01-08		CHECKED BY AND DATE: AKK 12-02-08	
				DRAWN BY AND DATE: TP 28-01-08		DESIGNED BY AND DATE: TP 11-01-08		CHECKED BY AND DATE: AKK 12-02-08	
				DRAWN BY AND DATE: TP 28-01-08		DESIGNED BY AND DATE: TP 11-01-08		CHECKED BY AND DATE: AKK 12-02-08	
				DRAWN BY AND DATE: TP 28-01-08		DESIGNED BY AND DATE: TP 11-01-08		CHECKED BY AND DATE: AKK 12-02-08	

This page is intentionally left blank

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 26 NOVEMBER 2008

Petition Received by Cabinet

Reference from the meeting of Cabinet held on 23 October 2008

1. At the meeting of Cabinet on 23 October 2008, Cabinet received a Petition which was presented by Councillor Bill Stephenson. The terms of the petition read as follows:-.

Petition to Harrow Council Objecting to CPZ (County Roads) and Proposed One-Way in Pinner View / Bedford Road

“From residents who live in the County Roads and object to the proposals from Harrow Council to (1) implement a Controlled Parking Zone and (2) introduce a one-way system between Pinner View (southern end) and Bedford Road. We, the undersigned, are concerned residents who urge Harrow Council to abandon these plans”.

2. Cabinet received the petition and

RESOLVED: That the petition be received and referred to the Portfolio Holder for Environmental Services and Community Safety and the Traffic and Road Safety Advisory Panel for consideration.

[The first page of the petition (anonymised) is attached for reference].

FOR CONSIDERATION

Background documents:

1. Petition submitted to the Cabinet meeting held on 23 October 2008.
2. Minutes of the Cabinet meeting held on 23 October 2008.

Contact: Vishal Seegoolam, Democratic Services. Direct Dial: 020 8424 1883 E-mail: vishal.seegoolam@harrow.gov.uk

This page is intentionally left blank

Petition to Harrow Council objecting to CPZ (County Roads) & Proposed One-Way in Pinner View / Bedford Road

Petition Summary and Background: From residents who live in the County Roads and object to the proposals from Harrow Council to 1) implement a Controlled Parking Zone and 2) introduce a one-way system between Pinner View (southern end) and Bedford Road.

Action Petitioned For: We, the undersigned, are concerned residents who urge Harrow Council to abandon these plans.

Printed Name	Signature	Address	Comment	Date
--------------	-----------	---------	---------	------

This page is intentionally left blank

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 26 NOVEMBER 2008

**Petition against the placement of double yellow lines on
Rayners Lane and Alexandra Avenue**

Reference from the meeting of Council held on 30 October 2008

1. At the meeting of Council on 30 October 2008, Council received a petition which was presented by Councillor Ashok Kulkarni, containing 95 signatures of retailers, objecting to the placement of double yellow lines on Rayners Lane and Alexandra Avenue. The terms of the petition read as follows:-

“As a direct consequence of the placement of yellow lines along Rayners Lane and Alexandra Avenue, we the undersigned retailers, have experienced a dramatic fall in trade over the past few weeks.

We collectively feel that additional parking restrictions should be reviewed and corrected. Furthermore, we are of the opinion, that our livelihoods have been directly affected, from the Council's unilateral decision. The revenues demanded through business rates will also suffer.”

2. The Petition stood referred to the Traffic and Road Safety Advisory Panel.

[The first page of the petition (anonymised) is attached for reference].

FOR CONSIDERATION

Background documents:

1. Petition submitted to the Council meeting held on 30 October 2008.
2. Minutes of the Council meeting held on 30 October 2008.

Contact: Lysandra Dwyer, Democratic Services. Direct Dial: 020 8424 1264 E-mail: lysandra.dwyer@harrow.gov.uk


This page is intentionally left blank

Petition against the placement of double yellow lines on Rayners lane and Alexandra Avenue

10th October 2008

As a direct consequence of the placement of yellow lines along Rayners lane and Alexandra Avenue, we the undersigned retailers, have experienced a dramatic fall in trade over the past few weeks.

We collectively feel that additional parking restriction should be reviewed and corrected. Furthermore, we are of the opinion, that as our livelihoods have been directly affected, from the council's unilateral decision. The revenues demanded through business rates will also suffer.

Name	Address of the business	Signature
		

This page is intentionally left blank



Committee:	Traffic and Road Safety Advisory Panel
Date:	26th November 2008
Subject:	Pinner Road - Local Safety Scheme (LSS)
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A – details of the one way proposals in Bedford Road and Pinner View

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report details the results of a public consultation exercise conducted for one of the Pinner Road LSS proposals, namely the introduction of a one way section in Bedford Road and Pinner View and seeks the Panel's recommendation to the Portfolio Holder for Environment and Community Safety that this proposal be removed from the Pinner Road LSS accordingly.

Recommendations

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that she make the following decision :

1. The Pinner Road LSS proposal of a one way system in Pinner View and Bedford Road (up to the junction with Sussex Road) be removed from the full set of proposals developed for the Pinner Road LSS due to the results of the public consultation exercise and the petition opposing the proposed one way system.

SECTION 2 - REPORT

- 2.1.1 Pinner Road (Bessborough Road to Headstone Lane) forms a part of the 2008-09 Local Safety Schemes programme for implementation this financial year following a successful bid to Transport for London. The scheme is proposed to target and reduce the high number of personal injury accidents in Pinner Road.
- 2.1.2 There were 24 personal injury accidents between 30th November 2004 and 29th November 2007. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.1.3 The scheme development work was focussed on the analysis of these personal injury road traffic accidents contained in the data supplied to us by the Metropolitan Police. A detailed assessment is then carried out to determine how the accidents had occurred and the layout of the environment in which they took place.
- 2.1.4 Although personal injury accidents are random events, many commonly occurring factors are shared in personal injury accidents and it is the identification of these factors, which lead to the development of engineering remedial measures. Engineering measures to address these accidents are therefore developed exclusively on that basis.
- 2.1.5 Proposals were developed which included the following:
- a. The provision of four speed activated signs where speeding is occurring in order to warn drivers.
 - b. The conversion of the existing zebra crossing between Pinner View and The Gardens to a pelican crossing to address pedestrian access concerns.
 - c. Additional 'slow' road markings and cycle symbol markings will be utilised to discourage speeding and increase awareness of the presence of cyclists.
 - d. New pedestrian refuges at strategic locations.
 - e. Conversion of existing refuge to zebra crossing.
 - f. Warning signs and lane re alignment.
 - g. Raised entry treatments at side roads off Pinner Road and waiting restrictions to improve visibility at all junctions.
 - h. One way system in Pinner View and Bedford Road (up to the junction with Sussex Road) subject to consultation.

- j. Localised widening on the south west corner of Pinner Road at its junction with Station Road to reduce congestion and improve bus reliability and journey times.

2.1.6 A study of the personal injury accident records and site investigations at the Pinner View junction revealed that vehicle speeds, traffic volumes and inadequate sightlines contribute towards turning movement accidents. There were also concerns about the volume of pedestrian movements between Pinner View and The Gardens, particularly at peak times which affected traffic flows, causing long traffic queues on each arm of this junction

2.1.7 To combat this the council proposed to introduce a one-way system in Bedford Road and in a section of Pinner View (between Pinner Road and Sussex Road). The aim of this was to reduce accidents involved turning movements at the junctions by removing some conflicting traffic manoeuvres which would improve vehicle access. (See **Appendix A** for details of the proposals)

2.1.8 A public consultation exercise was conducted with local residents in the area to seek their views regarding the wider LSS proposals detailed above for the whole of Pinner Road (see para 2.1.5). A separate consultation was also conducted in tandem with the residents of Pinner View and Bedford Road regarding the proposal to make these roads one way and introduce speed cushions in Bedford Road. The results of this consultation are detailed below:

Are you in favour of one-way proposals									
Road Name	Properties	Responses	%	Yes		No	%	No strong view	%
Bedford Road	64	39	61%	2	5%	33	85%	4	10%
Pinner View	20	11	55%	6	55%	4	36%	1	9%
Total	84	49	58%	8	16%	36	73%	5	10%
Sussex Road		2		0	0%	2	100%	0	0%
Cornwall Road		8		0	0%	8	100%	0	0%
Gloucester Road		1		0	0%	1	100%	0	0%
Rutland Road		2		0	0%	2	100%	0	0%
Total		13		0		13		0	
GRAND TOTAL		62		8	13%	49	79%	5	8%

2.1.9 In addition to the returned consultation leaflets a petition containing 152 signatures stating that: *We the undersigned strongly oppose Harrow council's proposed one way traffic scheme for Pinner View and Bedford Road. We consider that funnelling a substantial increase in traffic along the narrow, double parked Sussex and Bedford Roads will exacerbate congestion and will result in an environment unacceptably dangerous to pedestrians, cyclists and motorists.*

- 2.1.10 The results clearly indicate that the majority of residents in Bedford Road and the surrounding streets such as Sussex Road, Cornwall Road, Gloucester Road and Rutland Road, who responded to the questionnaire, were opposed to the one way proposals. Whereas the residents who responded from Pinner View were slightly in favour of the proposal. A petition containing signatures from 152 residents in the area also objected to the one way proposals. In addition local members were not in favour of the one way proposals.
- 2.1.11 In light of the results of the public consultation and the petition opposing the proposed one way section in Bedford Road and Pinner View it is recommended that this element of the Pinner Road LSS be omitted from the overall scheme.
- 2.1.12 For your information, you will recall that a wider public consultation exercise was conducted which focussed on road safety proposals along the length of Pinner Road between Bessborough Road to Headstone Lane. The details of the scheme and the consultation leaflet were reported to the TARSAP meeting in September. Five hundred and thirty leaflets were distributed to residents on Pinner Road between Bessborough Road and Headstone Lane. This resulted in 55 returned a questionnaire which represents a response rate of just over 10%.

The results of the Pinner Road LSS consultation are detailed below:

Do you support refuge islands?			Do you support the pelican crossing?			Do you support entry treatments?			Do you support speed activated signs?		
Yes	No	NSV	Yes	No	NSV	Yes	No	NSV	Yes	No	NSV
36	15	4	35	15	5	29	19	7	30	11	14
65%	28%	7%	64%	27%	9%	50%	37%	13%	55%	20%	25%

In light of the positive outcome of this consultation it is intended to introduce the local safety scheme in Pinner Road this financial year 08 / 09.

2.2 Financial Implications

2.2.1 None

2.3 Community Safety

2.3.1 The removal of the one way system proposal from the Pinner Road LLS will have a neutral impact on Crime & Disorder (Section 17 Crime & Disorder Act 1998).

2.4 Legal Comments

None. The recommendation in this report does not impact on the Council's duties under Section 39 of the Road Traffic Act 1988 as there are a significant number of alternative proposals to achieve the desired road safety improvement.

2.5 Performance issues

- 2.5.1 Section 39 of the Road Traffic Act 1988 requires local authorities to carry out studies into collisions and in the light of the studies take such measures as appropriate to prevent collisions. As part of the Comprehensive Spending Review announcement the Government recently published the single set of 198 National Indicators (NI) that will underpin the new performance framework. NI 47 and 48 are included in the National Indicators for local authorities and relate to killed and seriously injury road casualties and Children killed or seriously injured in road traffic accidents respectively.
- 2.5.2 Any reduction in personal injury accidents contributes to the national casualty reduction target of reducing by 2010 the number of people killed or seriously injured in road traffic accidents by 40%, compared with the average for 1994-1998. These indicators are an updated version of the former Comprehensive Performance Assessment (CPA) item E12 and E13 and best value performance indicator 99a and 99b. At the start of 2009, it will change to Comprehensive Area Assessment (CAA).
- 2.5.3 In view of this, the new road casualty reduction targets in London set by the Mayor of London are now being used in arriving at our targets for the remainder of the decade. The London targets are more challenging and even those have also been achieved already. Additional investment in road safety education and road safety measures would ensure the significant casualty reductions achieved are maintained and further road safety benefits can be accrued.
- 2.5.4 It should be pointed out that unless we use effective measures to reduce speeds it would adversely impact our ability to maintain and improve our excellent road safety record and maintain our exceptional casualty reduction targets (including our National Indicators NI 47 and 48).

2.6 Risk Management Implications

- 2.6.1 This project is not included on the Directorate risk register. When approved for implementation, however, it will have its own generic risk register as part of the project management process.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
		Date: ...13/11/08
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
		Date: ...14/11/08...

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

--

Performance Officer



Name: ...Anu Singh

Date: 13/11/08.....

SECTION 5 - 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 programme 2008 / 09

LCN+ programme 2008/9

Bus priority programme 2008/9

If appropriate, does the report included the following considerations
(select one option YES/NO/NA)

1.	Consultation	YES
2.	Corporate Priorities	NO

Appendix A Pinner Road Local Safety Scheme

Read this leaflet jointly with the main document and the proposed controlled parking zone insert

One-way scheme proposal

The problem

A study of the personal injury accidents and site investigations has revealed that vehicle speeds, traffic volumes and inadequate sightlines contribute towards turning movement accidents at the junction of Pinner View.

There is also a considerable amount of pedestrian movement between Pinner View and The Gardens, particularly at peak times, which can affect traffic flows, causing long traffic queues on each arm of these junctions.

In spite of the parking restrictions on Pinner View, the narrowness of this road still causes traffic turning into Pinner View to tail back into Pinner Road causing delays and visibility problems.

The aim

The council propose to introduce a one-way system in Bedford Road and in a section of Pinner View (between Pinner Road and Sussex Road).

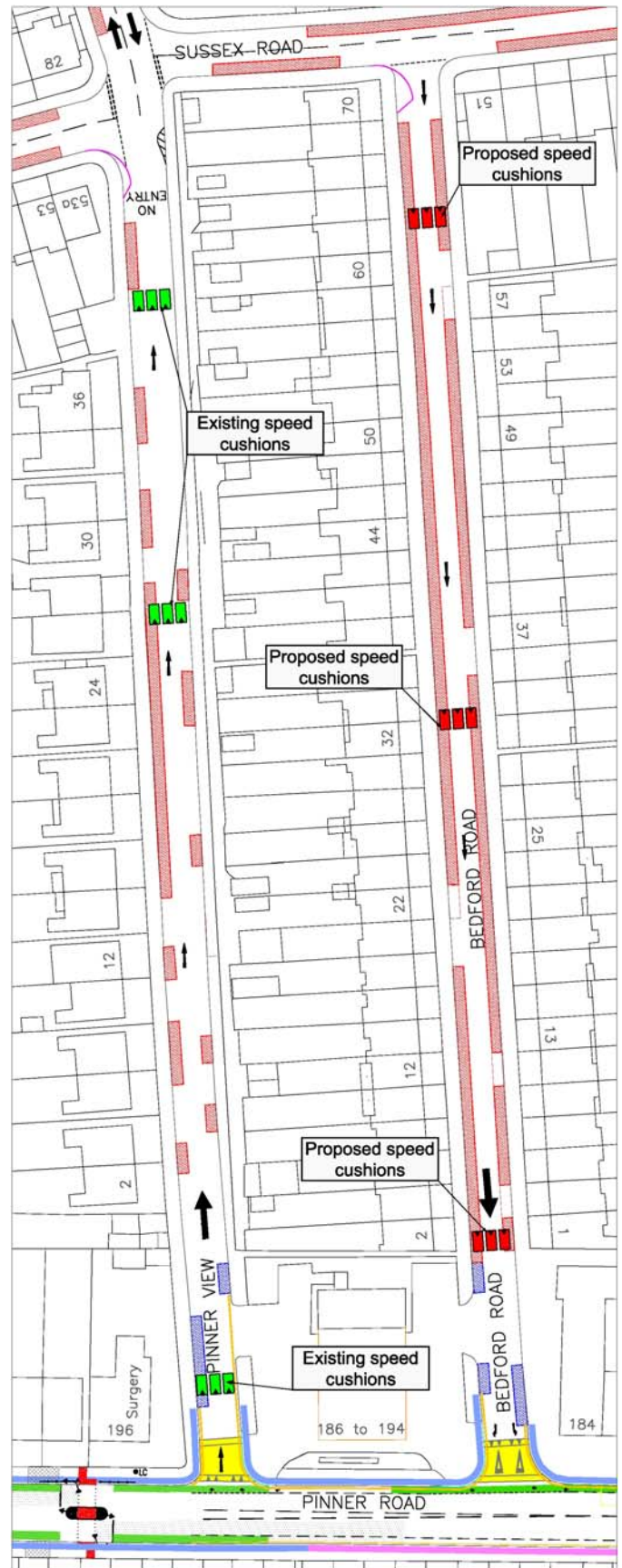
The aim is to reduce accidents involved in turning movements at those junctions by removing some conflicting traffic manoeuvres and improve vehicle access.

The solution

By making a section of Pinner View and Bedford Road one-way traffic turning into and out off Pinner View and Bedford Road will be able to do so more safely, and without tailing back onto Pinner Road.

See main leaflet for further information.

Continued overleaf



Traffic Claming in Bedford Road

The problem

As a result of the introduction of a one-way scheme in a section of Pinner View and Bedford Road traffic flows in these roads will be affected. In addition traffic speed may increase in Bedford Road because of the lack of conflict with other vehicles.

The aim

The council proposes to introduce speed cushions in Bedford Road to calm traffic similar to the speed cushions in Pinner View.

The solution

To mitigate the effects of traffic levels and reduce vehicle speeds is proposed to install speed cushions in Bedford Road. See main leaflet for further information.

Brief description of speed cushions

- ❖ Curved top tarmac surface
- ❖ 75mm – 80mm in height
- ❖ 2.0m – 2.5m in length
- ❖ 1.6m –1.9m in width

Benefits of speed cushions

- ❖ Effective in reducing vehicle speeds
- ❖ Small impact on kerb side parking
- ❖ Low cost

Disbenefits of speed cushions

- ❖ Potential discomfort to occupants of passing vehicles
- ❖ May cause vibration, noise and claims of damages to vehicles

What happens next?

We are keen to know your views on these proposals so please complete the attached questionnaire and return it in the pre-paid addressed envelope provided (no stamp required) to reach us by **Friday 19 September 2008**.

Alternatively you can complete the questionnaire online at the www.harrow.gov.uk/trafficconsultations and follow the links to Pinner Road Local Safety Scheme.

If you have any queries regarding the information in this leaflet, please contact the project engineer **Carlos Foster**:

Phone - **020 8424 7591** or e-mail – carlos.foster@harrow.gov.uk or write to:

Transportation Section
London Borough of Harrow
P.O. Box 39
Civic Centre
Harrow
Middlesex
HA1 2XA

Unfortunately, because of the anticipated number of replies we will not be able to respond in writing to your comments.



Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	Pinner Road area parking review and possible controlled parking zone –Results of local consultation and proposals for implementation
Key Decision:	No
Responsible Officer:	John Edwards - Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Portfolio Holder for Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A – Notes of stakeholders meeting Appendix B – Consultation areas for parking review Appendix C – Scope of parking proposals Appendix D – Sample consultation documents Appendix E – Detailed plans used in consultations Appendix F - Response to consultation on double yellow lines and controlled parking Appendix G – Notes of meeting with Pinner Road small business group representative Appendix H – Area of proposed controlled parking zone recommended for statutory consultation

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the findings of public consultation on a possible new controlled parking zone (CPZ) west of Harrow town centre, associated parking restrictions on Pinner Road and at junctions in Headstone South ward and seeks the Panel's recommendation to the Portfolio Holder for Environment and Community Safety to implement these proposals

Recommendations :

The Panel is requested to recommend to the Environment and Community Safety Portfolio Holder that she make the following decisions:

- (a) (i) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices F & H and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which will be delegated to officers and to implement the scheme subject to consideration of objections for which the detailed recommendations are as specified in (b) to (g) below;
(ii) that the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received as a result of the statutory consultation or otherwise in consultation with the Portfolio Holder;
- (b) that double yellow line restrictions be introduced at the junctions/locations shown at Appendices E and H, but their extent be modified in line with consultation feedback and site geometry;
- (c) that a new CPZ be formed adjoining the central Harrow zone D to include Devonshire Road, Dorset Road, Oxford Road, Harrow, the eastern sections of Pinner Road and Sussex Road, southern ends of Rutland Road, Bedford Road and Pinner View and part of Neptune Road, to operate Monday to Friday 11am to 12 noon, as shown at Appendices F and H;
- (d) that in addition to the permit parking bays within these roads, that bays be introduced at the southern ends of Devonshire Road, Oxford Road, Rutland Road, Bedford Road and Pinner View to provide short term pay and display parking as shown at Appendix H;
- (e) that the existing waiting and loading restrictions on Pinner Road be changed as shown at Appendix E;
- (f) that the feasibility of loading facilities at the southern end of the county roads be further considered to address need for servicing when loading restrictions apply on Pinner Road;
- (g) that officers carry out further discussions with businesses from Neptune Road as to the restrictions in the roadway parallel to the railway: and
- (h) that re-consultation / further consultation be carried out in roads or sections of roads the zone in (c) above, but confirmed by parking surveys, to gauge the level of support for further extension of the permit parking and CPZ to these roads, approximately 6 months after recommendation (c) above has been implemented, subject to the availability of funding.

REASON: To control parking in the Pinner Road area as detailed in the report.

SECTION 2 - REPORT

2.1.1 Background

- 2.1.1.1 The existing Harrow town centre CPZ was initially introduced in the early 1980's. It was split into separate zones with the introduction of permit parking in the late 1990's. There have been a number of extensions and new zones added to form the current extent of the central Harrow zones but, except for the addition of Roxborough Road to zone D, the western boundary near Pinner Road has remained unchanged since the early 1980's.

- 2.1.1.2 Residents and businesses across a wide area stretching from North Harrow to Bessborough Road were consulted on a possible CPZ around 2000 but support was patchy and no scheme was eventually introduced. There have remained continued complaints about parking problems in the “county roads” to the north of Pinner Road particularly to the east of Pinner View.
- 2.1.1.3 A petition calling for relaxation in the waiting restrictions on the north-east side of Pinner Road outside the shops was received by Council in February 2005 and referred to this Panel in March 2005. This issue was to be considered as part of a review of the central Harrow CPZ which was considering this area. A stakeholders meeting in June 2005 was attended by a representative from the shopping parade. Waiting restrictions currently apply Monday to Saturday 8am to 6.30pm. Prior to the meeting officers investigated the possibilities for customer parking for the shopping parade and presented these to the meeting. The notes of the stakeholder meeting are at Appendix A.
- 2.1.1.4 Relaxation of the waiting restrictions on the northeast side of the current carriageway is not possible due to inadequate visibility if emerging from the side roads, the busy nature of Pinner Road which is part of London’s strategic route network (SRN) and the London Cycle Network Plus cycle lanes. The businesses and freeholders of the premises on the Pinner Road parade were therefore consulted on whether they were prepared to dedicate part of the private forecourt areas as highway. This was to test the feasibility of parking within lay-bys in front of the shops the construction of which would have required the footway to be moved closer to the shops. Despite reminders, there was at best indifference to the creation of these lay-bys at four of the five potential sites. Even in the most promising location it was unclear whether the unanimous support of the necessary parties (freeholders and tenants) was present for the necessary dedications. The necessary legal processes even with unequivocal support would be lengthy and expensive. The construction costs would inevitably be high due to the need to divert or protect buried services within the current footway area. The actual benefit of the maximum seven parking spaces created would not appear to justify the costs involved. By comparison some 25 spaces could be provided on the carriageway in the side roads before the start of the residential frontage.
- 2.1.1.5 The stakeholder meeting discussed the respective needs of residents and businesses within the area together with safety and amenity of users of Pinner Road including bus passengers, cyclists and pedestrians. The nearest location for customer parking was in the first section of the side roads. Officers explained to the stakeholders the council’s obligations to review restrictions especially on the SRN to address safety and congestion. The extent of consultation on a possible permit parking scheme and the approach of placing double yellow lines at road junctions was agreed. It was clear a series of proposals to address the respective needs was necessary. The geographical areas for respective consultations are shown at Appendix B.
- 2.1.1.6 A reduction in the budget for the CPZ programme and completion of reviews elsewhere caused a delay in the general public consultation until the current financial year. The Transport for London funded local safety scheme programme had identified separate measures to address accidents on Pinner Road. A similar TfL funded programme for LCN+ routes which includes Pinner

Road has proposals for entry treatments on the side roads. It proved possible to combine consultation on these separate proposals to provide people with an overall picture and to achieve some cost savings. The results of the other consultations on safety scheme and cycle scheme proposals are reported separately.

- 2.1.1.7 Consultation took place between 8 and 26 September 2008 by means of separate consultation documents delivered with questionnaires depending on the proposals in the vicinity of the address concerned. An exhibition was held at St George's Church, Pinner View on 16 and 17 September. The consultation was also available online via the council's "traffic consultations" web address.

2.2 Options considered

- 2.2.1 The scope of the proposals and reasons for them is outlined in Appendix C.
- 2.2.2 The option as to how to proceed, based on the response to the parking consultations, is included within 2.3 Consultation section.

2.3 Consultation

- 2.3.1 Ward councillors were consulted about the proposed parking review and possible new controlled parking zone through the stakeholder meetings (see notes of stakeholder meeting at Appendix A). All Ward Councillors were sent draft consultation materials for comments prior to finalising the leaflets.
- 2.3.2 **Consultation Documents and Issues**
 - 2.3.2.1 Five separate consultation documents were produced so the information and consultation questions could be tailored to be most relevant to the addresses of the people being consulted. A key plan is at Appendix B. The colour coding appears as a broad strip at the top of the consultation document and corresponds to the area or section of road or circles on the plan.
 - 2.3.2.2 Consultation on a possible new CPZ was undertaken as part of the parking review in September 2008, with approximately 500 leaflets being distributed to residential and business addresses within the green (striped) area and 315 leaflets to yellow section of Pinner Road (between Roxborough bridge and Cornwall Road). The green area document also proposed double yellow lines on the junctions whilst the yellow area document proposed changes to waiting and loading restrictions on Pinner Road and parking bays where customers/visitors could pay and display. Businesses in Neptune Road were sent further information and asked for their views on parking controls within much of Neptune Road where no restrictions have been proposed to date.
 - 2.3.2.3 Occupiers of properties in the orange section of Pinner Road, from Cornwall Road to Station Road, were just consulted on proposed changes to waiting and loading restrictions on Pinner Road (200 leaflets). Occupiers of properties close to the blue circled junctions on the plan were sent a separate consultation relating the proposed double yellow lines at these junctions (445 leaflets).

2.3.2.4 Sample consultation documents are at Appendix D. The colour strip on the front of the respective consultation documents corresponds to area or section of Pinner Road or junction circles on the plan at Appendix B. Due to the particular issues raised by businesses from Pinner Road they received further information in their consultation leaflet. The residential addresses received the green / yellow consultation but both were asked to respond to the same questions. In each consultation there was a detailed plan relevant to the address of the property. A key plan showing the respective plan areas is at Appendix E together with the detailed plans.

2.3.2.5 Sample consultation documents and the consultation responses have been placed on the members library.

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

Table 1 – Consultations and Response Rates

Consultation	What being consulted upon	Approximate number of leaflets delivered	Responses received
1a Green area (county roads)	Possible new CPZ including permit bays. Junction double yellow lines (also for passing places on Devonshire Road)	445	150 (33.7%)
1b Green area (Neptune Road & The Gardens)	Possible new CPZ including permit bays. Double yellow lines at junctions and sharp bends to facilitate HGV access.	53	10 (18.9%)
2 Yellow section of Pinner Road	Possible new CPZ including permit bays. Proposed pay and display in first section of side roads. Proposed changes to waiting and loading restrictions on Pinner Road	315	40 (12.7%)
3 Orange section of Pinner Road	Proposed changes to waiting and loading restrictions on Pinner Road	200	18 (9.0%)
4 Blue circled junctions	Junction double yellow lines	445	106 (23.8%)
Overall		1438	324 (22.5%)

2.3.4 In order to improve response rates from CPZ consultations a colour booklet was produced explaining the advantages, limitations and costs of CPZs and permit parking schemes. This booklet was delivered along with the specific consultation material but outside of the envelope in an attempt to engage the interest of those consulted. The response rate from the county roads where the permit bays were proposed at 33.7% is slightly higher than other recent

similar consultations which have usually been in the 25 to 30% range. The response from residents living on Pinner Road, both to the CPZ consultation and to the restriction proposals for Pinner Road itself, was disappointing at 9%. The low figure is typical for main roads and probably reflects that residents largely do not park on Pinner Road even when the restrictions do not apply nor perhaps in the county roads, therefore they are ambivalent about the proposed changes.

2.3.5 Consultation plans were displayed on the Middlesex floor at the Civic Centre by the main lifts and staircase during the consultation period. There were manned exhibitions of the parking and safety scheme proposals in St George's Church, Pinner View on Tuesday 16 September between 10.30am & 2pm and Wednesday 17 September between 5pm & 8pm. Approximately fifty people attended. The subject of concern to most people who attended appeared to be the one way safety scheme proposals. A number of businesses complained about aspects of the parking proposals in similar terms to the consultation responses. Residents similarly expressed views generally in line with those in responses. A common comment was that parking was at its worst in the evenings and probably caused by residents own vehicles.

2.3.6 General Responses

2.3.6.1 The consultation sought the views of occupiers about several main issues. The overall figures for the proposed junction double yellow line restrictions are shown in table 2 below. The overall figures for those consulted on the creation of a new CPZ are shown in Table 3 below.

Table 2 - Overall Responses - Junction and other double yellow line restrictions

Consultation	In favour as proposed	Against or want modifications
1a – Green, striped area, county roads	72	74
1b – Green, striped area, south of Pinner Road	3	2
2* - Yellow, Pinner Road east of Cornwall Road	12	26
3* - Orange, Pinner Road west of Pinner Road	9	6
4 – Blue, Isolated junction proposals	61	45
Overall	163	162

* Consultation of Pinner Road addresses asked whether person supported double yellow lines and other waiting restriction.

Table 3 Overall Responses – Proposal to create a new CPZ in the Pinner Road area

Consultation	In favour	Against	No opinion
County Roads (1a)	50 (33%)	89 (59%)	11 (7%)
Pinner Road (2)	7 (18%)	30 (75%)	3 (8%)
Neptune Road &	3 (30%)	7 (70%)	0

The Gardens (1b)			
Overall	60 (30%)	126 (63%)	14 (7%)

2.3.6.2 Overall, there is majority support for the double yellow lines but a very clear majority against creating a new CPZ. There are however significant variations in responses throughout the areas concerned. More detailed analysis of these results on a road by road basis or similar is given in 2.3.7 (double yellow lines) and 2.3.9 (possible creation of a new CPZ) below.

2.3.7 Double yellow line proposals

2.3.7.1 Double yellow line proposals were made for junctions throughout the study area for the possible new CPZ. This area covers most of Headstone South council ward. The location of the proposals coincides with directions in the Highway Code – Rule 242 which states “You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road and Rule 243 which states “DO NOT stop or park anywhere you would prevent access for Emergency Services...opposite or within 10 metres of a junction, except in an authorised parking space opposite a traffic island or (if this would cause an obstruction) another parked vehicle on a bend.” The presence of yellow line waiting restrictions enables the council to enforce whereas without such restrictions enforcement is restricted to the Police. In practice limited Police resources and other demands on Police time precludes their effective enforcement in these situations, whereas the council is able to respond. It is clear from the responses and from observation in the early evening that there is such shortage of parking space in some sections of roads that some residents feel it is justified to park around the junctions or jutting out into the carriageway. This is particularly the case in the county roads area to the north of Pinner Road. The same also occurs during the day at some, at present unrestricted, junctions near to Pinner Road. However there are more spaces available further down the roads away from Pinner Road. Double yellow lines have proved successful at similar locations as they apply at all times when visibility and emergency service access may be an issue. It is important for pedestrians, especially those with disabilities or with young children that the dropped crossings at junctions are kept clear of obstructive parking. Double yellow lines appear to enjoy greater respect than single yellow line restrictions even during the period when technically they equally apply.

2.3.7.2 The response to the proposed double yellow lines is shown on a road by road basis in Table 4 at Appendix F. The responses for the isolated junction proposals at the blue circled junctions are grouped by plan.

2.3.7.3 At the suggestion of local councillors double yellow lines were proposed for gaps in the permit bays in Devonshire Road to facilitate two way traffic but these do not appear to be supported by the responses from that road which are 19:12 against some aspect of the double yellow line proposal. In comparison support for a CPZ is strongest from this road. It is likely some gaps in parking will occur naturally during the day and clearly residents feel too much parking is being removed for the evenings and weekends. It is

recommended that the double yellow lines at passing places be downgraded to single yellow lines operating to zone time restrictions, if a zone is introduced, or removed if no zone materialises.

- 2.3.7.4 With the exception of Devonshire Road and Bedford Road the support for double yellow lines at junctions is reasonably good considering the parking pressures. The consideration of the responses from addresses in Pinner Road where a different question was asked is made at 2.3.8 below
- 2.3.7.5 Observations in the evenings indicate significant parking pressure especially within the county roads area. This is supported by the response comments to the green area consultation and the blue circled junction further to the west. At present parking often occurs right up to these junctions that prejudices access and safety. Significant improvements in some instances may still be achievable even if the double yellow lines do not extend the full 10 metres from the junction. The addresses of all responses from this consultation that ask for change in the double yellow lines have been plotted. It is suggested that the double yellow line proposals be taken forward to the traffic order stage at all the locations shown in the consultation proposals and at Appendix E, however the exact extent of the lines proposed be reassessed, on a case by case basis, based on consultation feedback and re-examination of the site geometry and other significant factors.

2.3.8 Proposed waiting and loading restriction changes on Pinner Road

- 2.3.8.1 As part of the review of parking restrictions in the area, the restrictions on Pinner Road were particularly examined in relation to the bus services and London Cycle Network plus route which use this section of Pinner Road. London Buses (part of TfL) advised that longer periods for both waiting and loading restrictions would help to improve bus schedule reliability on this type of road part of London's strategic route network (SRN). In particular it was noted the road remained busier for longer periods and throughout both Saturday and Sunday which was not the case a few years ago.
- 2.3.8.2 Residential and non-residential addresses on Pinner Road east of its junction with Station Road Harrow were consulted on proposed changes to waiting and loading restrictions. The proposals are shown on layouts 10, 8, 2 and 12 at Appendix E. The existing, long standing, waiting restrictions are generally no waiting Monday to Saturday 8am to 6.30pm except there are sections of double yellow lines on both sides of the road approaching its junctions with Station Road, North Harrow and Greenhill Way (eastern end) and opposite part of the shopping parade where the restrictions only apply Monday to Friday 8-9.30am and 4.30-6.30pm.
- 2.3.8.3 The logic to the existing lesser restriction opposite the shops was probably to permit some parking for the shops (between 9.30am and 4.30pm) but is located opposite as parking outside the shops compromises visibility for vehicles leaving the side road (county roads). There is at present little useable parking on the south-western side of the road due the number of accesses to off-street parking for the residential properties. Complaints have come from residents of their accesses being blocked albeit usually temporarily by customers to the shops. Vehicles also illegally mount the footway to get out of the traffic flow as shown in the picture on the front of the orange consultation

document at Appendix D. The feasibility of transferring this parking provision onto the shops (north-eastern) side of was fully explored as described in 2.1.4 to 2.1.6 above. The proposals provided for short-term parking on the first section of the side roads to replace the theoretical provision opposite the shops. This should be both safer and more convenient for customer as they would not need to cross the busy road.

- 2.3.8.4 In the consultation 12 of the 13 business responses from the parade opposed both the changes in waiting restrictions and the introduction of pay and display parking. From the comments it is clear the businesses believe carriageway parking on the north-east (shops) side can and should be provided, perhaps because a significant amount of illegal parking does currently occur.
- 2.3.8.5 A representation has subsequently been submitted by the Pinner Road Small Business Group in the following terms: Not enough consideration has been given to the practicality of the proposed changes and when questions have been put to the respective contacts for the CPZ proposal and road safety proposal answers have not been forthcoming. Hence the business group along with local residents and customers of all the businesses on Pinner Road reject the proposals. This assertion is backed by two petitions containing 356 and 322 signatures. The first petition is simply headed: "A petition to save our small businesses on Pinner Road" whilst the other "Save the Pinner Road Shopping Parade," goes on to state: that they are concerned about the future of the Pinner Road Shopping Parade and request the council to provide parking for shoppers, parking bay facilities and parking along the pavement in front of the shops. There is also a response prepared from a meeting of the Pinner Road Small Business Group of 15 September which states: that the present situation seems to be working and the council is trying to fix something that is not broken.
- 2.3.8.6 Legitimising this on carriageway parking could only safely be achieved by reducing the carriageway width by 2 to 2.5 metres by constructing "buildouts" at the side road junctions. This would provide the needed visibility but such a carriageway reduction completely contradicts the purpose of this main road, part of London's strategic route network and would be rejected by Transport for London's Network Assurance Team who would need to approve any change on this road and have the final decision on the subject.. A reduction of carriageway width from the present 9.7 to 10 metres to 7.4 to 7.7 metres width would be detrimental to freight and bus transport in particular. It would also necessitate the removal of the cycle lanes on a London Cycle Network plus route.
- 2.3.8.7 The impracticality of parking in front of the shops has been explained to the businesses both when the feasibility of lay-by parking was being tested (see 2.1.5 above) and during the current consultation (see Customer parking section). A meeting with representatives of the small business group from the shopping parade to discuss possible ways forward in relation to customer parking and business servicing took place on 28 October 2008.
- 2.3.8.8 The meeting was attended by one trader from the shopping parade representing the Pinner Road Small Business Group, a ward member and the

Portfolio Holder for Environment and Community Safety. Notes of the main points raised are at Appendix G.

- 2.3.8.9 It is understood that parking free of charge was being requested in the 2005 petition and more recent petition. Clearly a pay and display facility is going to involve some cost for customers to use. The location of the proposed parking, round the corner in the side roads, and its cost of use are negative aspects which are unlikely to be welcome by the businesses. Most of the businesses are not open in the evening so this lengthening of waiting restriction beyond 6.30pm (and before 8am) would theoretically not affect customers. Double yellow lines however appear to enjoy more respect than single yellow lines so enable better compliance throughout the day. The removal of parked vehicles is likely to make loading / servicing the businesses easier and safer. At present HGVs are often being unloaded from the other side of the road due to no available kerbside space on the shops side of the road. This additionally constricts the carriageway width and renders the cycle lanes useless and has safety implications.
- 2.3.8.10 The response from residential addresses in this section of Pinner Road shows equal support and opposition (10:10) to the proposed waiting and loading restrictions.
- 2.3.8.11 The responses largely from residents living on the orange section of Pinner Road (between Cornwall Road and Station Road) is however supportive (9:6) of the waiting and loading restriction proposals on their section of Pinner Road. The proposals here are for the waiting restriction period to be extended from 8am to 6.30pm Monday to Saturday, to 7am to 8pm seven days a week. Double yellow lines being proposed at the side road junctions and on the approaches to pedestrian refuge islands. There is quite a poor response rate at 9%, which although disappointing appears to be the norm when consulting residents on main roads on similar issues.
- 2.3.8.12 The waiting restrictions on Pinner Road will need to be appropriate with regard to any restrictions introduced by way of pay and display or controlled parking, otherwise parking could transfer onto the main road. Any such eventuality would be opposed by NAT who have powers to reject proposals which would adversely affect traffic flow or safety on the SRN.
- 2.3.8.13 It is therefore recommended **that for traffic management and road safety reasons the waiting restrictions along Pinner Road as proposed in the consultation be taken forward to the statutory consultation stage despite the opposition of the businesses** and that means to make parking in the side roads more attractive to customers should be explored. This is discussed further in section 2.3.10 below.
- 2.3.8.14 The existing loading restrictions except at the approaches to the junctions with Station Road, North Harrow and Greenhill Way apply Monday to Friday 8-9.30am 4.30-6.30pm. The proposed loading restrictions in the consultation were Monday to Friday 7-10am & 3-8pm and Saturday & Sunday 8am to 6.30pm. An at any time loading restriction already applies on the section of Pinner Road approaching its junction with Greenhill Way and no change is proposed. Restrictions from 7am to 8pm 7 days a week restrictions are proposed on the approach to the junction with Station Road, North Harrow

where all day restrictions already apply. As with the waiting restrictions there is majority support from the residential addresses along the road but almost complete opposition from the businesses. In comments from and in conversations with the businesses, in particular within the shopping parade, they are concerned at reduced periods for servicing and point out that they are not always able to specify when deliveries are made. Loading restrictions are of rather less significance to residents.

2.3.8.15 As with the waiting restrictions there is a conflict in the needs of the businesses and those of the wider community using Pinner Road. It is recommended **that for traffic management and, to some extent, road safety reasons the loading restrictions along Pinner Road as proposed in the consultation be taken forward to the statutory consultation stage despite the opposition of the businesses** but that these restrictions stop in line with the back of footway. Also means of achieving loading facilities, in the first sections of the side roads, especially when loading is restricted on Pinner Road, should be further explored.

2.3.9 Possible new controlled parking zone and permit parking scheme

2.3.9.1 Overall the response to the creation of a new CPZ was not in favour. Residents in some of the surrounding roads have complained about not having been consulted. 11 responses were posted online mainly from Cornwall Road opposing the creation of a controlled parking zone as far as Pinner View. The main reason given was that it would displace parking problems onto their road. The community in this area oppose a CPZ and a popular course of action overall would be not to introduce one. It has however been the approach with CPZ consultations in the past to examine the results in more detail so that occupiers in each street have a say on what happens in their road, or section of road. This has resulted in roads choosing to remain outside of a CPZ even when overall there was a majority in favour. This approach was agreed with ward councillors prior to the consultation being carried out and is explained in the consultation documents.

2.3.9.2 Two questions were asked about the CPZ issue to occupiers where there was potential for permit parking bays. (Occupiers of addresses on Pinner Road were only asked the first question.) The questions being:-

1. Do you support the creation of a CPZ and permit parking scheme?
2. If a CPZ was introduced in other streets (nearby), would you like your section of road to be included?

The responses to these questions on a road by road basis and where appropriate by section of road is given in Appendix F but is summarised in Table 4 below.

Road	Response Rate	Do you support a CPZ and permit parking?		If a CPZ is introduced should you be included?	
		Yes	No	Yes	No
Devonshire Road	41%	20	12	21	11
Dorset Road	17%	3	1	3	1
Oxford Road	30%	11	10	13	8
Rutland Road	45%	4	21	7	19
Bedford Road	35%	3	17	7	14

Pinner View (2-36 Evens)	26%	1	4	4	2
Sussex Road	37%	8	23	11	17
Pinner Road (up to 275 odds 224 evens)	12%	7	29		
Neptune Road	18%	3	6	5	3
The Gardens	33%	0	1	0	1

Table 4 – Response to Questions regarding a possible controlled parking zone

- 2.3.9.3 Clearly support for a CPZ is strongest in Devonshire Road where the majority of complaints about parking have come from. The response rate from Dorset Road is quite low but also in favour. There is a marginal majority (11:10) in favour of a CPZ in Oxford Road. There are strong majorities against a CPZ in Rutland Road, Bedford Road and Pinner View. There is however a clearer majority of people from Oxford Road who wish to be included if a CPZ is introduced in an adjacent road. It would appear there is a consistent and viable area from these 3 roads to form a CPZ. Closer examination of the responses Sussex Road shows support for inclusion in a CPZ for the eastern end up to 21 and 32. Responses from the southern ends of Rutland Road, Bedford Road and Pinner View indicate a desire to be included if a CPZ proceeds. This is perhaps not surprising as daytime parking problems diminish going away from Pinner Road. The same gradation in support is not so evident in Oxford or Devonshire Roads. All 19 responses from businesses on Pinner Road opposed the CPZ. Of the few responses from residents of Pinner Road 7 supported a CPZ whilst 8 opposed.
- 2.3.9.4 There are two groups of residential properties in Neptune Road, which is otherwise made up of warehouse unit. Residents living in the western arm of Neptune Road were 2:1 against a CPZ but 2:1 supporting inclusion in a CPZ should one occur in other adjacent roads. Only one response was received from the 28 flats of Sheridan and Maybury Courts which straddle the entrance from Pinner Road. The low response rate is probably due to dedicated parking areas to the south of both blocks. The business units in Neptune Road were also consulted on the restriction and permit parking proposals. The proposals mainly sought to address access issues and did not include restriction proposals for the majority of the roadway which runs parallel to the railway. Although most responses did not support a CPZ they indicate they wished to be included if one was introduced. The businesses also advised they wished some parking control on the roadway by the railway. For the western part of the industrial estate this provides the only provision for servicing/loading and unloading. Parked vehicles here cause difficulties especially for HGV servicing. In the eastern part of the estate, although there is a separate private servicing area there is demand for some dedicated parking. It is suggested a separate meeting be held with the businesses to explore what is practical here.
- 2.3.9.5 A petition from residents from three of the county roads was received on 23 October 2008 raising objection to the proposals to introduce a CPZ and to the one way system, which was part of the safety scheme proposals. The petition consists of 96 signatures from 73 addresses in Rutland Road, Sussex Road and Cornwall Road. All except 6 signatures from 6 addresses come from

addresses which are either beyond the consultation area or from parts of Rutland Road and Sussex Road where residents had indicated they did not want to be included if a CPZ scheme was introduced. Three signatures came from addresses which had also said they did not wish to be included in a CPZ although a majority of their neighbours had said they would. One was from a resident who did not support the CPZ but wanted to be included if one was introduced. Two signatures came from addresses who had not responded to the consultation. The petition thus only really shows opposition which had been revealed in the consultation and has resulted in the recommended boundary of CPZ scheme to be taken forward described in 2.3.9.6. Comments from a number of signatories indicate they do support the junction double yellow line proposals.

- 2.3.9.6 Based on the distribution of responses as analysed above and Appendix F a **CPZ and permit parking scheme is recommended covering Devonshire Road, Oxford Road, Dorset Road and sections of Sussex Road, Rutland Road, Bedford Road, Pinner View and Neptune Road. It is recommended that although not supporting the scheme that residents and businesses of Pinner Road be allowed to purchase permits** as no parking bays are currently feasible on Pinner Road. The area of a new CPZ suggested for statutory consultation is shown at Appendix H.
- 2.3.9.7 A number of residents living to the west of Pinner View and especially from Cornwall Road expressed concern that they had not been included in the consultation. Although following the approach agreed by this Panel in September 2007 those outside of the proposals area were not consulted at this stage, residents were advised that they would be given the opportunity of joining a CPZ should one be introduced in an adjacent road. Ten responses were submitted online from addresses in Cornwall Road. These responses whilst opposing the current CPZ proposals had a majority wishing to be included should a CPZ materialise. Should a permit parking scheme be introduced the parking patterns in adjacent roads will be monitored and a further consultation about joining such a CPZ be undertaken to an appropriate extent. As a minimum, due to the concerns of residents, Cornwall Road should be consulted should the scheme extend to Pinner View. Such further consultation will also need to be coordinated with the review shortly to start in the adjacent West Harrow Station area.
- 2.3.10 **Pay and Display parking in the first section of the County Roads**
- 2.3.10.1 The first sections of the side roads on the northern side of Pinner Road, from Devonshire Road to Pinner View, runs along the flanks of Pinner Road properties. Parking bays proposed here were to be available by either displaying a permit or by pay and display (see layout 8 at Appendix E). As mentioned in 2.3.8.4 almost all the businesses did not support the introduction of pay and display parking. Six responses from residents supported the P&D as opposed to eight against. Clearly this would be the most convenient place for parking from Pinner Road.
- 2.3.10.2 As described in section 2.3.8 above the necessity of properly controlling parking on Pinner Road is central to the council's traffic management duties. The pay and display facility although clearly not popular is a key element of

providing for the parking needs of premises on Pinner Road. Unrestricted parking at these locations would not encourage short-term customer parking as spaces would tend to be occupied by the same vehicles throughout the day. There are significant enforcement difficulties associated with time limited free-bays. Pay and display with an initial free period has been used elsewhere to support local business communities but none currently exist. It is suggested that a low initial tariff be set to encourage short term parking from business customers. A significantly higher rate could apply for periods greater than say one hour.

2.3.10.3 A slightly different approach is suggested for the facilities in Devonshire Road and Pinner View where there are a health centre (in Devonshire House) and a doctors surgery. Both these locations are slightly further away from the main shopping parade. Appointment times and the needs of visiting professional might suggest slightly longer stay parking might be needed.

2.3.11 In summary it is recommended that a overall majority view be overruled for reasons given in table 7 below.

Recommendation	Reason for overruling majority view
2.3.7 Double yellow lines at junctions	Proposal supports highway legislation and the Highway Code. Consultation feedback will be used to review extent of the restrictions
2.3.8 Waiting restriction changes on Pinner Road	The strong opposition is from businesses. Proposed restriction changes apply to periods beyond the normal working day when most businesses are not operating but when this main road is still busy. The restriction changes are expected to enjoy better respect from drivers who are currently parking illegally outside the shops on the present restrictions. The proposals were designed in pursuance of the council's obligations under the traffic management act, to improve road safety and in consultation with TfL. Short term parking provision for customers is being provided in the side roads. Where there currently is an absence of waiting restriction opposite to shops between the morning and afternoon peaks there is little practical parking due to the number of accesses to parking areas in front of residential properties. Better observance of the waiting restrictions will facilitate legitimate, safe loading outside the shops.
2.3.8 Loading restriction changes in Pinner Road	As with waiting restriction proposals, restrictions are needed for longer periods due to the road being busier for longer periods than when the present restrictions was introduced some 30 years ago. The proposals were designed in pursuance of the council's obligations under the traffic management act, to improve road safety and in consultation with TfL. Proposed waiting restrictions in the very first section of the side roads should facilitate loading especially during the peak periods.
2.3.9 Controlled parking zone and permit parking scheme	The proposals recommended are where there was majority support for a controlled parking zone or where a majority wanted to be included in a CPZ if one was being introduced in other roads nearby. It reflects the streets where people feel they have sufficient parking problems to justify its costs. People in adjacent

	roads will be given an opportunity to join any CPZ should one be introduced. People are only being given opportunity to affect the decision on proposals in the road in which they are located at this stage. Contrary to the business position stated, as the CPZ would only apply for one hour Monday to Friday, would be likely to provide more free parking for customers for most periods of the day.
2.3.10 Proposed pay and display parking	This is provided to ensure a turnover of parking for customers.

Table 7 – Reasons for pursuing proposals against majority opposition

2.4 Financial Implications

- 2.4.1 There is £30,000 available from the Harrow CPZ Capital budget for the current financial year (2008/09) which was intended to cover consultation and advertising cost. A further £80,000 is budgeted in 2009/10 for implementing the scheme.
- 2.4.2 Delay in the consultation has resulted in consultation results being reported later than programmed. Other order making commitments now make advertising the traffic orders before the end of the financial year less likely. There have however been increased printing costs and extra design cost resulting from the response to the consultation. This results in anticipated expenditure of £25,000 for 2008/09 without advertisement costs.
- 2.4.3 The advertisement of the scheme is now expected in Spring 2009. The recommended scheme is more complicated than initially envisaged, albeit covering a slightly small area. There is therefore an increased budget requirement of £105,000 to cover advertisement and implementation in 2009/10.
- 2.4.4 The response from some surrounding streets means that a further consultation on other people joining the CPZ is more likely and probably more extensive than envisaged. This however will not affect costs until 2010/11.
- 2.4.5 The revised estimated costs from 2.4.3 and 2.4.4 will be reported in the annual CPZ review to this panel in February 2009.

2.5 Legal Implications

- 2.5.1 Controlled parking zones and associated waiting and loading restrictions can be implemented pursuant to Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984.

2.6 Performance Issues

- 2.6.1 There are no Best Value performance indicators relating to CPZs.
- 2.6.2 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's LIP.

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

- 2.6.4 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

2.7 Risk Management Implications

- 2.7.1 This project is not included on the Directorate risk register.
- 2.7.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

2.8 Equalities Impact

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

2.9 Community Safety (s17 Crime & Disorder Act 1998)

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

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
Date:13/11/2008.....		
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
Date: ... 14/11/2008.....		

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
Date:13/11/2008.....		

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

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

Background Papers:

- 1 Traffic and Road Safety Advisory Panel 26 February 2007
Agenda Item 9 – Controlled parking zone/Residents parking scheme
Annual review (2008).
- 2 Consultation responses.
- 3 Petition from Pinner Road Small Business Group
- 4 Petition from residents of Rutland Road and surrounding roads

IF APPROPRIATE, does the report include the following considerations?

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

This page is intentionally left blank

Appendix A

Notes of Stakeholder Meeting on Parking issues Pinner Road Area (Harrow)

Date 1 June 2005

At : The Lodge, 64 Pinner Road, Harrow

Present

Cllr Phil O'Dell
Cllr Jerry Miles
Cllr John Nickolay
Cllr Bill Stephenson – Chair
Cllr Asad Omar
Cllr Anne Whitehead
Cllr Clive Harriss
Anthony Wood - Harrow Public Transport Users Association
Mr P Koria - Representative of Pinner Road Parade
Ms L Hodgkins - Pinner Road and The Gardens Residents' Association
Ms E Wengenroth - Ditto
Mr D Higgins - Ditto
Alan Goulden - Resident of Devonshire Road
Mr V Shahbazian - Headstone Residents' Association
Vanessa Everitt - Operations Manager Harrow Council
Bill Heale - Principal Engineer, Traffic Management
Stephen Freeman - Project Engineer

Apologies

Mike Faul - Metropolitan Police
John Doherty - Fire Service
Eric Diamond - NW London Chamber of Commerce

The three main parking issues of which officers were aware were outlined. It was noted that no representative of the businesses in the Neptune Road Industrial Estate were present so this issue was not discussed in any detail. Officers suggest limited waiting restrictions at junctions and sharp bends to deal with obstructive parking, although further discussion will be necessary prior to consultation. The meeting was content with this approach as long as parking not displaced to unrestricted roads.

Recommendation: Propose limited double yellow lines at difficult locations for consultation with businesses.

The other two issues were discussed in some detail and it was seen that they were significantly connected.

Petition for Customer Parking on Pinner Road

It was acknowledged that there was strong demand for customer parking on Pinner Road itself, some parking does (illegally) occur on the north (shops) side and there are only peak time restrictions on a section of the south side. The "shops" would like this transferred outside their businesses as the busy nature of the road makes it difficult to cross. ("Shops" here refers to a range of businesses including car showrooms and offices as well as retail outlets).

Residents complain that parking opposite the shops often obstructs access to off-street parking areas in front of houses. Officers explained there were two major difficulties with sanctioning parking on the north side. Pinner Road is on a strategic cycle route and parking would make the cycle lanes ineffective. Visibility of/for vehicles emerging from the “county” roads would be compromised if vehicles were parked on that side of the road. This was confirmed as a current problem by a resident. The visibility criteria set out as guidance by the Department for Transport was outlined and how far the onerous requirements could reasonably be relaxed in these circumstances. Several people questioned the suitability of Pinner Road as a cycle route and suggested rerouting to remove this conflict. It was explained this option had been explored and, whilst there was a route via residential roads to the south which would be a useful addition to the cycle route network, it was not of an appropriate standard to form part of London’s strategic cycle network. Routes along main roads are needed for this and it would run counter to both the Council’s and The Mayor for London’s policies to render the cycle lanes here unusable.

It was repeated that irrespective of the cycle route the visibility issue remained. There were seen to be two options to provide customer parking. With reference to a plan these were:

1. Provide short term parking on the first section of the side roads before the start of the residential frontage. This would be the simplest to achieve. It is important to ensure emergency service access. Residents expressed concerns that such paid for parking would tend to displace non-residential parking further down the side roads unless there was some form of residents parking scheme; and
2. Parking lay-bys could theoretically be created within the current footway area. It was explained that although this could address the difficulties with the cycle route and the junction visibility there were again two difficulties. To maintain a minimum 0.5metre buffer from the cycle lane the lay-bys would need to be at least 2.3 metres deep. The current footway is only 2.7 metres wide with privately owned forecourts between this and the front of the shops. Only a small number of these areas are not private. The first difficulty is that to maintain a minimum 2.0metre footway would require the dedication of about 1.6metre wide strip behind the lay-bys from private ownership to public highway (footway). This would require the co-operation of all the owners relating to each lay-by. The second issue would be the large costs involved, especially in repositioning/protecting services beneath the footway to be converted to lay-bys, in their construction. Several people felt that parking lay-bys had been created elsewhere so the cost should not be a fundamental problem.

It was suggested that the 37metre long bus stop could be shortened if it started immediately after a road junction to enable a longer lay-by. Officers would investigate this though would prefer to strengthen restrictions between the bus stop clearway and the junction as buses too close to junctions inhibit visibility albeit temporarily. Double yellow lines (dyl) would be proposed at all the side road junctions along Pinner Road up to Station Road, North Harrow. It was also agreed that dyl would be appropriate at other junctions to assist refuse and other service vehicles, in particular at the junctions on Sussex Road and at either end of Dorset Road. This will be put forward as such restrictions have been introduced in some previous parking reviews. Officers noted that residents had raised junction visibility concerns along Pinner View (particularly Grafton Road and Moat Drive) and suggested possible dyl should be examined as part of the review. Again these suggestions will be taken forward for consultation.

Residents of Pinner Road would probably support all day waiting restrictions on the section the south side where currently they only apply at peak times to address access obstruction problems. This would additionally address blocking of the cycle lane here and will form part of the consultation.

Recommendation: That an initial consultation with affected businesses take place to ascertain if there is support for dedication of part of forecourts as without this lay-bys are not feasible. Subsequent consultation will need to reflect the result of this consultation. Even if businesses support this proposal, it has to be contingent on securing necessary funding for construction, so shared use (P&D and residents) likely to be necessary on side road returns.

Parking problems in (residential) County roads

Residents of County Road along all of Pinner Road between Harrow and North Harrow have previously been consulted on residents' parking proposals but this was not supported by a majority of respondents. The Council have received quite a number of requests for control subsequently. Headstone Residents Association saw little support from residents towards North Harrow though was concerned that such a scheme could progressively be introduced. A Councillor, from experience on the Traffic and Road Safety Panel, said schemes only spread so far as people were prepared to walk. Shop owners expressed concern over where they would park. They commented these roads appeared as full of parking on weekends suggesting many vehicle belong to residents. Residents suggested one-hour controls would be sufficient to address dumping and long stay parking including associated with garage businesses. Officers explained that an initial study area for potential consultation was suggested but it was for review by the meeting. It was suggested that consultation should use a 2 tiered system like South Harrow, giving residents from a wider area advice on what was been proposed and an opportunity to extend the proposals area. Any scheme would only taken forward to the extent where it enjoyed the support in consultation. Resident's permits currently cost £40 per year for the first vehicle. This and other charges are explained in the consultation documents. In common with similar schemes residents on main roads would normally be able to purchase permits for use in bays within the side roads. This would apply to flats above shops.

Recommendation: Consult residents on one-hour residents parking scheme in the initial study area (roads bounded by and including Pinner View, Sussex Road (east of Pinner Road), Devonshire Road and Pinner Road) and in principle over a wider area (to cover the other County Roads, two or three streets beyond the initial study area) to see if proposals need to be developed.

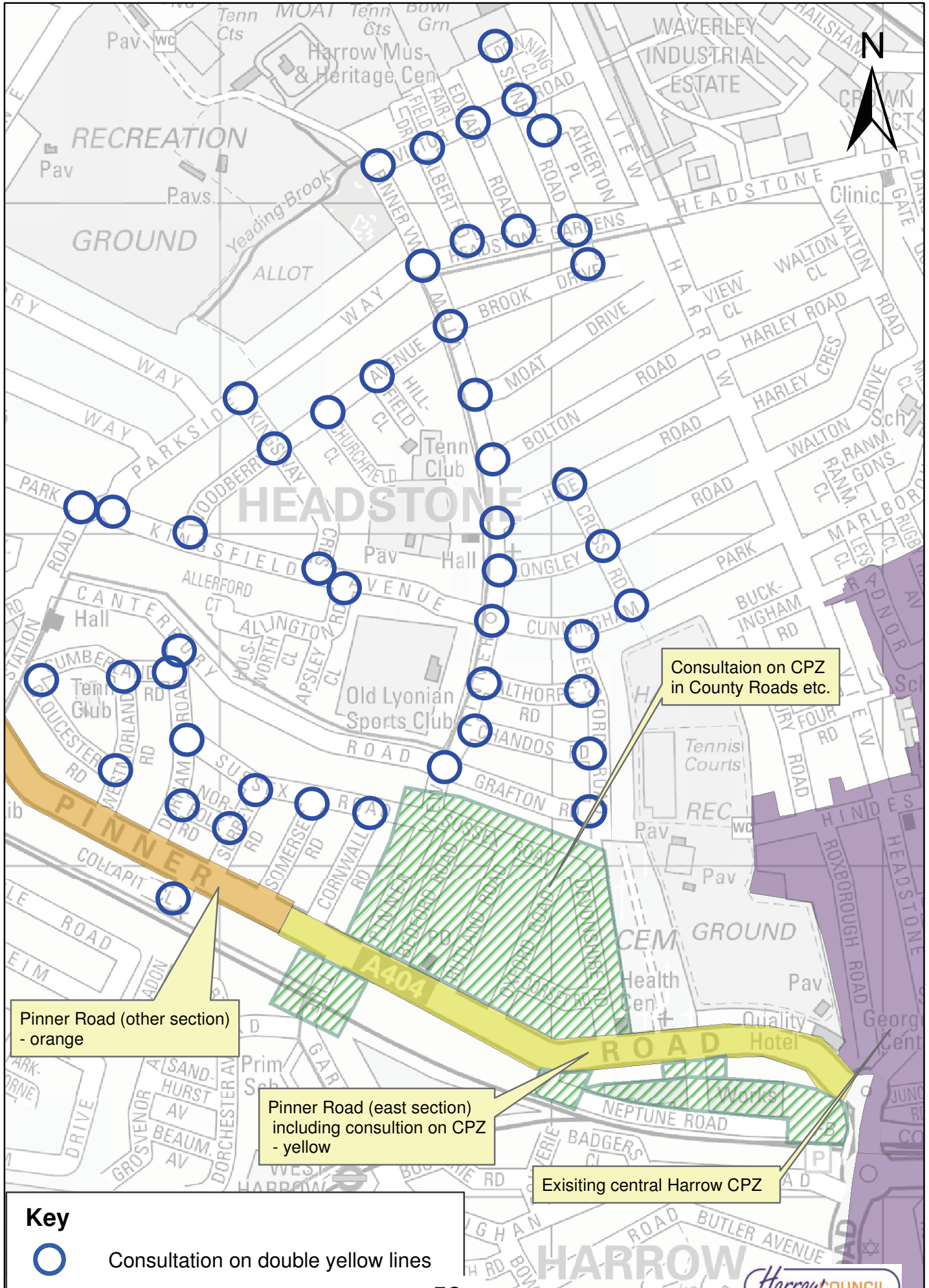
Other Issues

The possibility of introducing one-way operation in the County Roads was raised but was not supported by residents due to likely increased traffic speeds.

New Harrow Project to investigate any potential for using rear service roads for parking although from previous experience there are many difficulties in developing them.

This page is intentionally left blank

Appendix B - Consultation areas for parking review



DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2007)

This page is intentionally left blank

Appendix C – Main proposals and reason for them

Proposals	Reason
Reviewing and extending the period for which waiting and loading restrictions apply on Pinner Road	This road is one of the most major roads in the borough and on London's strategic route network (SRN). The traffic management act and other legislation place responsibilities on the council to address safety and congestion on such roads for all road users. Such roads are busier now than when present restrictions introduced some 30 years ago.
Double yellow lines around junctions and approaches to crossing points along Pinner Road.	This is to improve visibility of traffic emerging from side roads or for pedestrians crossing in conjunction with other safety scheme measures on the road.
Double yellow lines outside much of the shopping parade	Similar visibility issues occur here but are exacerbated by illegal parking on the waiting restrictions which currently apply Mon-Sat 8am-6.30pm. The creation of inset parking proved very difficult due to private forecourts and construction costs. Provision for short term customer parking is proposed in the side roads. Restrictions before 8am or after 6.30pm will affect relatively few businesses. Need to quantify?
Changing the peak time only waiting restrictions opposite the shops to apply as for the rest of the road.	This was seen, years ago, as the safer place for parking for the shops due to junction visibility issue, however now little space exists without blocking vehicle accesses. Short term customer parking is proposed for side roads which will remove the need to cross the busy road. Additionally any absence waiting restrictions in the middle of the day would allow parking to be displaced from side roads onto the SRN which cannot be allowed.
Pay and display parking in the first section of side roads.	This will provide short term customer parking in a safer location than the illegal parking outside the shops. A low initial tariff is suggested to encourage use and turnover. Short term free parking would be difficult to enforce.
The above proposals as a whole.	Will address the businesses request for customer parking relatively close to the businesses in a safer location than the present illegal parking and in a viable way rather than the inset bay.
Double yellow lines at junctions.	Enables council enforcement against obstructive parking at a location which the Highway Code says drivers should not park. Obstructive parking can cause visibility or access problems especially for larger vehicles like refuse collection and emergency services.
Controlled parking zone and resident parking scheme of one hour Monday to Friday	Addresses residents complaints about all day parking from non residents making it difficult to find parking close to their homes during the day.

This page is intentionally left blank

Appendix D – Sample consultation documents

Five sets of consultation documents were used to cover the various aspects of the parking proposals. These were designed to customise the information provided to people's addresses but also provide an overview.

People on Pinner Road received consultation materials concerning local safety scheme proposals. People living on Bedford Road, the southern section of Pinner View and the section of Sussex Road between these roads were additionally consulted on one-way proposals as part the local safety scheme.

The A3 detailed plans which formed the centre pages of the consultation document are at Appendix E and were varied dependent on the address being consulted see Key plan in Appendix E. These detailed plans and the page about community languages have been omitted here.

The consultations were:

1. Green consultation: Possible extension to central Harrow controlled parking zone – Pinner Road area (delivered to addresses in the green striped county roads area, Neptune Road and northern part of The Gardens).
2. Yellow (residential) consultation: Possible extension to central Harrow controlled parking zone – Pinner Road area (delivered to non businesses addresses on the yellow (eastern) section of Pinner Road). The document has a yellow-green front.
3. Yellow (business) consultation: Possible changes to parking restriction and extension to central Harrow controlled parking zone – Pinner Road area (sent to businesses addresses on the yellow (eastern) section of Pinner Road).
4. Orange consultation: Pinner Road area – Main Road and Junction Proposals (delivered to addresses on the orange (middle) section of Pinner Road).
5. Blue consultation: Headstone South parking review – Main Road and Junction Proposals (delivered to addresses near the blue circled junctions where isolated junction double yellow lines are proposed).

Public Consultation

**Possible extension to Central Harrow
controlled parking zone – Pinner Road area**



**What do you think about
on-street parking in your area?**

This is your opportunity to have your say.

Please read this document – It affects you and your views matter.

Possible extension to Central Harrow controlled parking zone – Pinner Road area

What is this about?

About eight years ago, we consulted you about a residents' parking scheme covering the "county" roads. Overall, not many people supported the idea and no scheme was developed.

However,

- Residents have complained to the council that parking has become more difficult. This is due to the increase in car ownership and the introduction of parking controls elsewhere in the Harrow area, which puts more pressure on unrestricted roads.
- People tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles.
- We have received a petition, calling for customer parking for the shops and businesses on Pinner Road.
- Some restrictions are likely to be introduced in the Neptune Road industrial estate because of obstructive parking there. Your road may be one of the nearest alternatives for the displaced parking.

Residents parking and other parking restrictions

For these reasons, we held a stakeholder meeting, which was attended by local residents and business owners. At the meeting we agreed to consult people living in the orange area on plan P1 about controlled parking. We expect to give residents on the surrounding streets the option of being included after any scheme is introduced in case they suffer the effects of displaced parking. On the other hand, if you live further from Pinner Road you may not want a parking scheme. If this

is the case, a smaller scheme might be taken forward. The orange shaded area is our own initial assessment of a scheme that would create limited displaced parking without being too extensive.

We are suggesting a scheme with parking restrictions from 11am to 12noon each weekday to make it easier for you to park, but keep flexibility for your visitors. The council has successfully introduced a one-hour parking scheme to the east of the town centre on residential roads, which were suffering from parking problems.

We have looked into introducing parking on Pinner Road itself but there are particular problems with this, especially affecting junction visibility. However, we are committed to supporting such shopping parades. An alternative place for parking is the first section of the side roads, before the start of the residential properties. Some of this space could include some existing single yellow lines. Any short term parking here is likely to displace parking further down the side roads. We propose this parking be "pay and display" but shared use to also allow residents with permits to park in this space.

Residents tell us that much of the daytime parking problem is caused by non-residents. A controlled parking zone would prevent all day parking for people without a permit. People also tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines near to the junctions to address this.

Please read the attached guide that tells you about controlled parking zones, then complete the questionnaire. Each area has its own issues that you will need to consider. How wide the scheme

should be, and whether one is introduced at all, is up to you. We will plan the scheme based on the responses received. We will not be able to allow individuals to opt in or out of the scheme against the majority view of surrounding households.

This stage of the consultation process

To help you make your decision, we have provided the following items:

- Information on controlled parking zones - Explains the benefits, limitations and costs
- Provisional controlled parking zone boundary plan P1 - Shows the suggested new zone and the adjacent existing Central Harrow controlled parking zone (CPZ), which operates Monday to Saturday from 8.30am to 6.30pm
- Detailed plan - Showing the bay layout and other restriction proposals for your immediate area. Permit parking bays and the single yellow lines in CPZ's operate for the zone times, in this instance that would be Monday to Friday 11am - 12noon. Outside this period only the separately signed lines and double yellow lines would apply.
- Questionnaire – Please fill out

During the consultation period, detailed plans will be displayed in the reception area at the council Civic Centre on Station Road, Harrow. Council officers will be available should you wish to discuss the scheme proposals.

Additionally we will exhibit the proposals on Tuesday 16th September between 10.30am and 2pm and on Wednesday 17th September between 5pm and 8pm in St George's Church, Harrow View. The exhibition will be just inside the

church building. At both locations officers will be available if you want to ask them about the scheme or discuss the proposals.

We need your views so that we can make the right decision.

This is your opportunity to improve the parking in your road and another opportunity may not occur for quite a number of years. We wish to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let us know what they think.

Please complete the enclosed questionnaire and return it in the reply paid envelope provided, to reach us by **26 September 2008**.

What happens next?

We will analyse your responses to see what support there is for the proposals (CPZ, permit parking scheme and other restrictions). Businesses in Pinner Road and within the Neptune Road industrial estate are being consulted separately about the parking provisions and controls that may affect their section of road.

We will prepare a revised scheme after considering what you say. The revised scheme may include elements from each consultation or only from one. Thus we could go ahead with a pay and display scheme with or without a residents parking scheme.

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

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

We probably will not look at starting work in your area before Autumn 2009, due to the required funding and legal procedures.

If we decide to introduce a permit parking scheme in your section of road, we will send you permit application forms and further information.

More information

Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions about the scheme, or wish to know the outcome of the consultation, please contact the project engineer, Stephen Freeman on **020 8424 1437** or e-mail stephen.freeman@harrow.gov.uk or write to the address below. We will put the consultation results and other progress information on the council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the Web

This document is also available online at: www.harrow.gov.uk/trafficconsultations.

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

Public Consultation

Possible extension to Central Harrow
controlled parking zone – Pinner Road area



**What do you think about
on-street parking in your area?**

This is your opportunity to have your say.

Please read this document – It affects you and your views matter.

Possible extension to Central Harrow controlled parking zone – Pinner Road area

What is this about?

About eight years ago, we consulted you about a residents' parking scheme covering the "county" roads. Not many people supported the idea and no scheme was developed.

However,

- Residents have contacted the council to complain that parking has become more difficult. Increase in car ownership and parking controls elsewhere in the Harrow area are putting more pressure on the roads.
- People tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles.
- We have received a petition calling for customer parking for the shops and businesses on Pinner Road.
- We need to review of parking restrictions on Pinner Road. We have new responsibilities to address congestion on such roads, which are the busiest in the borough. Existing restrictions do not reflect current traffic levels. We are proposing changes to the waiting and loading restrictions.
- Some restrictions are likely to be introduced in the Neptune Road industrial estate because of obstructive parking there. The county roads are one of the nearest alternatives for the displaced parking.

Residents parking and other parking restrictions

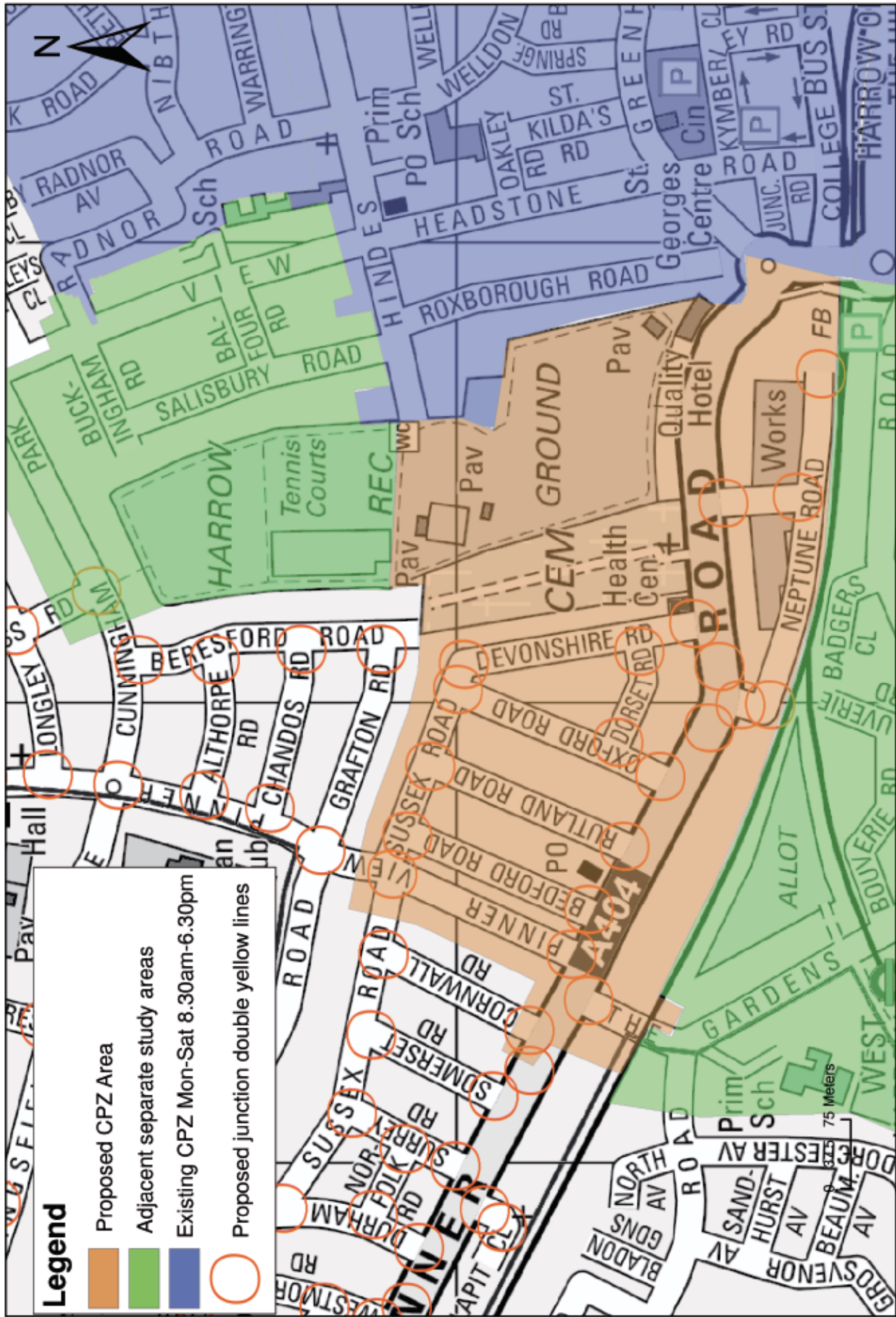
We held a stakeholder meeting attended by residents and business owners. At the meeting we agreed to consult people living in the orange area

on plan P1 about controlled parking. We expect to give residents from surrounding streets the option of being included after any scheme is introduced, in case they suffer the effects of displaced parking. Residents living further from Pinner Road and Harrow town centre may not want a parking scheme, so a smaller scheme might be taken forward. The orange shaded area is our own initial assessment of a scheme that would create limited displaced parking without being too extensive.

We are suggesting a basic scheme, only operating for one hour 11am to 12noon each weekday, to make it easier for local people to park, whilst keeping flexibility for visitors. The council has successfully introduced a one-hour parking scheme to the east of the town centre on residential roads, which were suffering from parking problems.

We have looked at introducing parking for the shops on Pinner Road but there are particular problems with this, especially affecting junction visibility. However we are committed to supporting such shopping parades. An alternative place for parking is the first section of the side roads, before the start of the residential property. Some of this space could be where there is currently single yellow lines. Any short term parking here is likely to displace parking further down the side roads. We propose this parking be "Pay and Display" but shared use to also allow residents with permits to park in this space.

Residents tell us that much of the daytime parking problem is caused by non-residents. A CPZ would prevent all day parking for people without a permit. Although no parking bays are being proposed on Pinner Road, you are being consulted as you may park in the county roads and would therefore be



DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2007)

Plan P1 - Possible new County Roads controlled parking zone

	Existing	Proposed
No Waiting	Monday-Saturday 8am-6.30pm Peak time only (opposite the shops)	Monday-Sunday 7am-8pm Monday-Sunday 7am-8pm
No Loading	Monday-Friday 8-9.30am and 4.30-6.30pm	Monday-Friday 7-10am and 3-8pm Saturday and Sunday 8am-6.30pm

affected. The proposals would allow you to buy permits so you could continue to park there.

Please read the guide to CPZs (delivered at the same time), which tell you about controlled parking zones, then complete the CPZ questionnaire. Each area has its own issues that you will need to consider. We will plan the scheme based on responses received.

We must ensure the safe smooth flow of traffic, including pedestrians and cyclists, along Pinner Road, because it is one of London's strategic roads. We have discussed parking issues with various transport groups to see how congestion might be reduced.

People living opposite the shops tell us that their driveways are blocked as the waiting restrictions only apply at the busiest times. We propose the waiting and loading restrictions should apply for longer periods, and even on Sundays, because the road is busier now over longer periods of the week. This should reduce traffic congestion/delays and make the bus timetables more reliable. Loading would still be permitted between the busy morning and evening periods on weekdays, but not at the weekends.

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

obstruct refuse and emergency service vehicles. We propose double yellow lines near to junctions, by the shops (as short term parking is being provided) and approaches to crossing points. Away from the double yellow lines the restrictions we propose will change as shown in the table above.

This stage of the consultation process

To help you make your decision, we are supplying:

- Information on controlled parking zones which explains their benefits, limitations and costs
- Provisional controlled parking zone boundary plan P1, showing the suggested new zone and the adjacent existing Central Harrow controlled parking zone (CPZ) which operates Monday to Saturday 8.30am to 6.30pm
- Detailed plan showing the bay layout and other restriction proposals for your immediate area. Permit parking bays and the single yellow lines in CPZ's operate for the zone times, in this instances that would be Monday to Friday 11am - 12noon. Outside this period only the separately signed lines and double yellow lines would apply.
- Questionnaire

Plans displayed

Detailed plans will be displayed in the One stop shop Reception Area on the ground floor of the Civic Centre, Station Road, Harrow during the consultation period. Officers will be available should you wish to discuss the scheme proposals.

Additionally we will exhibit the proposals on Tuesday 16th September between 10.30am and 2pm and on Wednesday 17th September between 5pm and 8pm in St George's Church, Harrow View. The exhibition will be just inside the church building. At both locations officers will be available if you want to ask them about the scheme or discuss the proposals.

We need your views so that we can make the right decision.

This is your opportunity to improve the parking in your road and another opportunity may not occur for quite a number of years.

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

Please complete the enclosed questionnaire and return it in the reply paid envelope provided, to reach us by **26 September 2008**.

What happens next?

We will analyse the returned questionnaires to see what support there is for the proposals (CPZ, permit parking scheme and other restrictions). Businesses in Pinner Road and within the Neptune Road industrial estate are being consulted separately about parking provision/controls which affect their section of road.

We will prepare a revised scheme after considering what you say. The revised scheme may include elements from each consultation or only from one.

Thus we could go ahead with a pay and display scheme with or without a residents parking scheme.

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

We probably will not look at starting work in your area before Autumn 2009 due to the required funding and legal procedures.

If we finally decide to introduce the permit parking scheme which includes your address, we will send you permit application forms and further information.

More information

Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions about the scheme, or wish to know the outcome of the consultation, please contact the project engineer, Stephen Freeman on **020 8424 1437** or e-mail stephen.freeman@harrow.gov.uk or write to the address below. We will put the consultation results and other progress information on the council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the Web

This document is also available online at: www.harrow.gov.uk/trafficconsultations.

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

Business Consultation

Possible changes to parking restrictions
and extension to Central Harrow controlled
parking zone – Pinner Road area



**What do you think about
on-street parking in your area?**

This is your opportunity to have your say.

Please read this document – It affects you and your views matter.

Possible changes to parking restrictions and extension to Central Harrow controlled parking zone – Pinner Road area

What is this about?

We have received a petition calling for customer parking for the shops and businesses on Pinner Road. We are aware of other parking issues on Pinner Road and the surrounding roads. These included:

- People who park on some parts of Pinner Road cause delays to traffic, visibility problems for vehicles coming out of side roads, and vehicles blocking people's driveways.
- Residents from the county roads say that parking has become more difficult.
- Businesses in the Neptune Road industrial estate have asked for parking controls because of obstructive parking there.

For all these reasons we held a stakeholder meeting attended by representatives of residents and business.

Customer parking

We have looked at introducing parking on Pinner Road outside the shops, as requested in the petition. However, there are particular problems with this, especially affecting junction visibility. We are committed to supporting such shopping parades. We wrote to businesses between 90 and 184 Pinner Road in 2005, to ask about the possibility of creating parking lay-bys, but did not receive many responses, most of these did not support the idea. Only one of the proposed parking lay-bys appears to enjoy sufficient support to make it viable. Even here if this parking can be achieved, it will take several years.

Another place for parking is the first section of the side roads, before the start of the residential

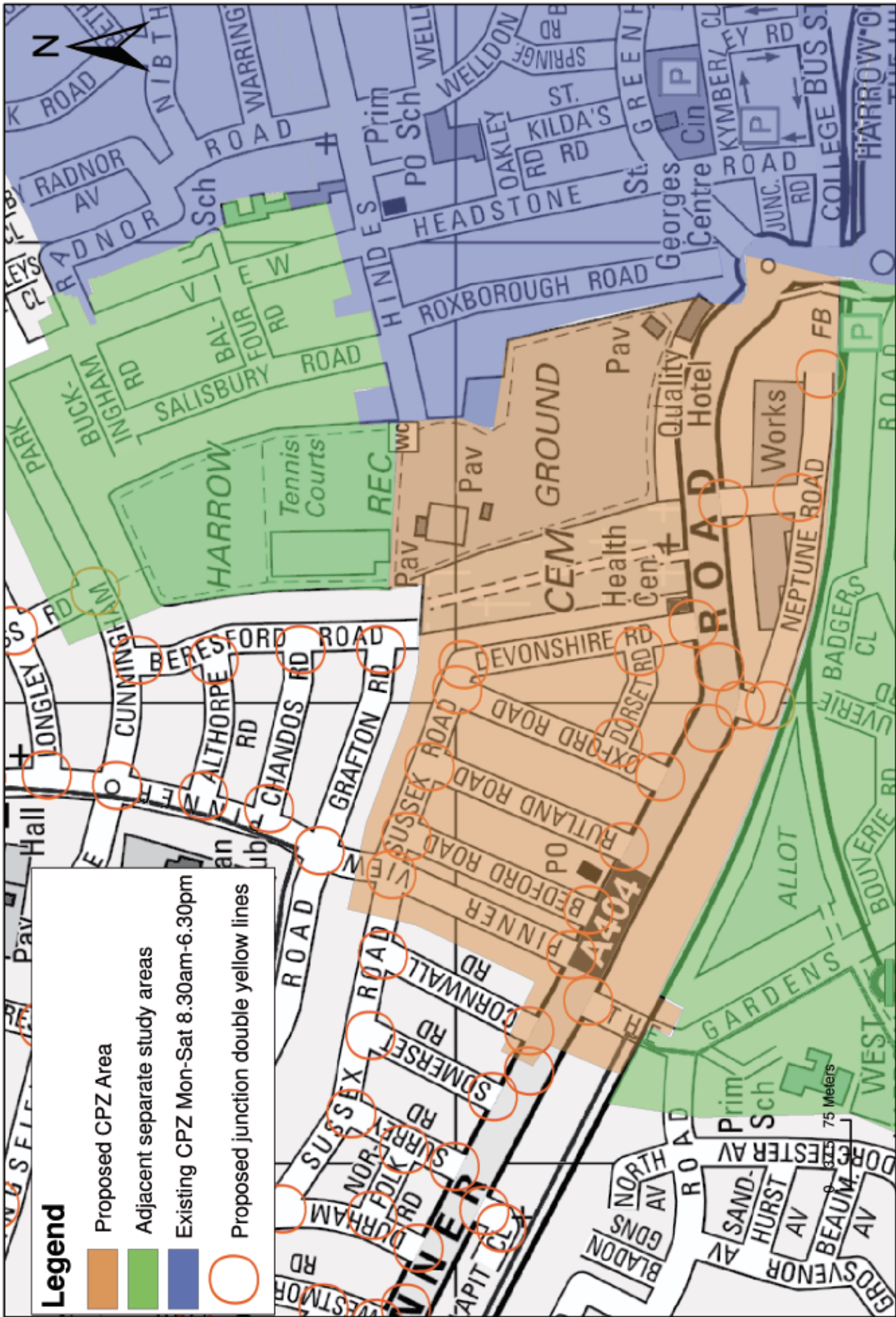
property. We propose to have short term pay and display parking possibly shared with permit holders in this space.

Permit parking and other parking restrictions

We are consulting people whose addresses are in the orange area (on plan P1) about controlled parking, and residents and businesses of Pinner Road on other parking restriction proposals. We suggest a limited permit parking scheme, only operating for one hour 11am-12noon each weekday, to make it easier for permit holders to park, whilst keeping flexibility for visitors. We have successfully introduced a one-hour parking scheme to the east of the town centre on residential roads, which were suffering from parking problems. Businesses can now apply for up to two permits for vehicles used in the operation of that business.

We must ensure the safe smooth flow of traffic, including pedestrians and cyclists, along Pinner Road, because it is one of London's strategic roads. We have discussed parking issues with various transport groups to see how congestion might be reduced.

People living opposite the shops tell us that their driveways are blocked as the waiting restrictions only apply at the busiest times. We propose the waiting and loading restrictions should apply for longer periods, and even on Sundays, because the road is busier now over longer periods of the week. This should reduce traffic congestion/delays and make the bus timetables more reliable. Loading would still be permitted between the busy morning and evening periods on weekdays, but not at the weekends.



Plan P1 - Possible new County Roads controlled parking zone

	Existing	Proposed
No Waiting	Monday-Saturday 8am-6.30pm Peak time only (opposite the shops)	Monday-Sunday 7am-8pm Monday-Sunday 7am-8pm
No Loading	Monday-Friday 8-9.30am and 4.30-6.30pm	Monday-Friday 7-10am and 3-8pm Saturday and Sunday 8am-6.30pm

People also tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles. We propose double yellow lines near to junctions, by the shops (as short term parking is being provided) and approaches to crossing points. Away from the double yellow lines, the restrictions we propose will change as shown in the table above.

The second plan outlines the proposed restrictions and parking bays

Please let us know your views, by completing the questionnaire and sending us it using the enclosed freepost envelope by **26 September 2008**, to help us make the right decision.

This stage of the consultation process

To help you make your decision, we enclose:

- Provisional controlled parking zone boundary plan, showing the suggested new zone and the nearby existing Central Harrow controlled parking zone (CPZ) which operates Monday to Saturday 8.30am to 6.30pm
- Detailed plan showing proposed changes on Pinner Road and the bay layout / other restriction proposals for the adjacent side roads. Permit parking bays and the single yellow lines in CPZ's operate for the zone times, in this instance that would be Monday to Friday 11am - 12noon. Outside this period only the separately signed lines and double yellow lines would apply.
- Questionnaire-please fill in

Plans displayed

We will display detailed plans at the council Civic Centre on Station Road. Officers will be available if you want to ask them about the scheme.

Additionally we will exhibit the proposals on Tuesday 16th September between 10.30am and 2pm and on Wednesday 17th September between 5pm and 8pm in St George's Church, Harrow View. The exhibition will be just inside the church building. At both locations officers will be available if you want to ask them about the scheme or discuss the proposals.

We need your views so that we can make the right decision.

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

Please complete the enclosed response form and return it in the reply paid envelope provided, to reach us by **26 September 2008**.

What happens next?

We will analyse the returned questionnaires to see what support there is for the proposals. Residents in the area, and businesses within the Neptune Road industrial estate, are being consulted separately about parking provision/controls which affect their section of road. The revised scheme may include elements from each consultation or only from one.

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

We probably will not look at starting work in your area before Autumn 2009, due to the required funding and legal procedures

More information

Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions about the scheme, or wish to know the outcome of the consultation, please contact the project engineer, Stephen Freeman on **020 8424 1437** or e-mail stephen.freeman@harrow.gov.uk or write to the address below. We will put the consultation results and other progress information on the council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the Web

This document is also available online at: www.harrow.gov.uk/trafficconsultations.

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

Public Consultation

Pinner Road area Main Road and Junction Proposals



We have proposals to improve traffic flows on the main roads, improve junction visibility and facilitate access for emergency and refuse vehicles.

This is your opportunity to have your say.

Please read this document – It affects you and your views matter.

Headstone South parking review

Main Road and Junction Restrictions

What is this about?

We are looking at parking changes, particularly on and around Pinner Road between Harrow and North Harrow possible including a controlled parking zone (CPZ) in the county roads nearest to the central Harrow CPZ. Although the main parking consultation is about changes north of Pinner Road and east of Pinner View we are looking to address parking issues across most of the Headstone South ward.

People tell us that parking right up to the junctions cause visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines near to the junctions to address this. We are also looking at the parking restrictions on the main roads - in particular Pinner Road east of Station Road. We want your views on proposed restrictions near your address.

General issues covered by this consultation:

- We need to review parking restrictions on Pinner Road. We have new responsibilities to address congestion on such roads, which are the busiest in the borough. Existing restrictions do not reflect current traffic levels. There are also particular problems near some of the main junctions, such as Station Road.
- A large proportion of accidents take place at or near junctions on the main roads. Parking near these junctions can make visibility difficult and increase the risk of accidents. We propose double yellow lines to keep parking away from junctions.

- We also propose double yellow lines at road junctions within the CPZ, and in areas where parking makes visibility, or access for refuse or emergency vehicles, a problem.

This stage of the consultation process

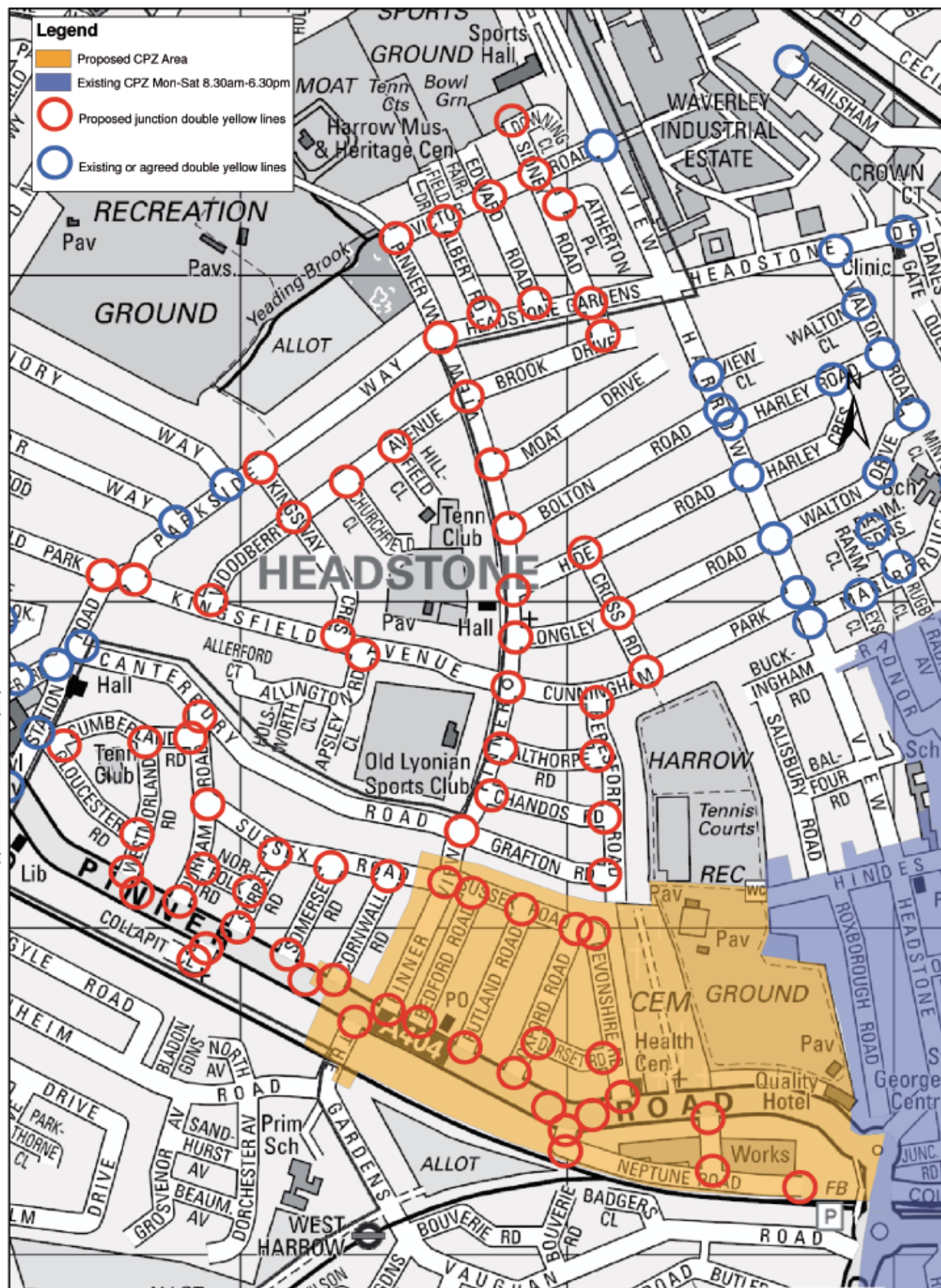
For your information, we enclose:

- Plan P1 showing location of proposed junction double yellow lines and the possible new CPZ.
- Detailed plan showing the parking restriction proposals for your area and the bay layout within the proposed CPZ. Permit parking bays and the single yellow lines in CPZ's operate for the zone times, in this instances that would be Monday to Friday 11am - 12noon. Outside this period only the separately signed lines and double yellow lines would apply.
- Response form-please fill in.

Plans displayed

We will display detailed plans in the One Stop Shop at the council Civic Centre on Station Road. Officers will be available if you want to ask them about the scheme.

Additionally we will exhibit the proposals on Tuesday 16th September between 10.30am and 2pm and on Wednesday 17th September between 5pm and 8pm in St George's Church, Harrow View. The exhibition will be just inside the church building. At both locations officers will be available if you want to ask them about the scheme or discuss the proposals.



Plan P1 - Junction restrictions and possible new CPZ

0 35 70 Meters



We need your views so that we can make the right decision.

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

Please complete the enclosed response form and return it in the reply paid envelope provided, to reach us by **26 September 2008**.

What happens next?

We will look at all the responses and revise proposals, taking these into consideration.

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

We probably will not look at starting work in your area before autumn 2009 due to the required funding and legal procedures.

More information

Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions about the scheme, or wish to know the outcome of the consultation, please contact the project engineer, Stephen Freeman on **020 8424 1437** or e-mail stephen.freeman@harrow.gov.uk or write to the address below. We will put the consultation results and other progress information on the council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the Web

This document is also available online at: www.harrow.gov.uk/trafficconsultations.

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

Public Consultation

Headstone South parking review Main Road and Junction Proposals



We have proposals to improve traffic flows on the main roads, improve junction visibility and facilitate access for emergency and refuse vehicles.

This is your opportunity to have your say.

Please read this document – It affects you and your views matter.

Headstone South parking review

Main Road and Junction Restrictions

What is this about?

We are looking at changes in parking provision particularly on and around Pinner Road between Harrow and North Harrow possible including a controlled parking zone (CPZ) in the county roads closest to the central Harrow CPZ. Although the main parking consultation is about changes north of Pinner Road and east of Pinner View, we are looking to address parking issues across most of the Headstone South ward.

People tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines close to the junctions to help this. We are also looking at the parking restrictions on the main roads, particularly Pinner Road east of Station Road. We want to know your views on proposed restrictions.

The general issues covered by this consultation include:

- We need to review of parking restrictions on Pinner Road. We have new responsibilities to address congestion on the borough's busiest roads. There are also problems near some of the main junctions such as Station Road.
- A large proportion of accidents take place at or near junctions on the main roads. Parking near these junctions can make visibility difficult and increase the risk of accidents. We propose double yellow lines to keep parking away from junctions.
- We also propose double yellow lines at road junctions within the CPZ, and in areas where parking causes problems for visibility and refuse or emergency vehicle access. A plan showing the proposed double yellow lines is included.

This stage of the consultation process

For your information we enclose:

- Plan P1 showing location of proposed junction double yellow lines and the possible new controlled parking zone.
- Detailed plan showing the parking restriction proposals for your area and the bay layout within the proposed CPZ. Permit parking bays and the single yellow lines in CPZ's operate for the zone times, in this instances that would be Monday to Friday 11am – 12noon. Outside this period only the separately signed lines and double yellow lines would apply.
- Response form.

Plans displayed

We will display detailed plans in the council's One Stop Shop at the Civic Centre in Station Road. Officers will be available if you want to ask them about the scheme or discuss the proposals.

Additionally we will exhibit the proposals on Tuesday 16th September between 10.30am and 2pm and on Wednesday 17th September between 5pm and 8pm in St George's Church, Harrow View. The exhibition will be just inside the church building. At both locations officers will be available if you want to ask them about the scheme or discuss the proposals.

We need your views so that we can make the right decision.

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

Please complete the enclosed response form and return it in the reply paid envelope provided, to reach us by **26 September 2008**.

Via the Web

This document is also available online at:
www.harrow.gov.uk/trafficconsultations.

What happens next?

We will look at all the responses and revise proposals, taking these into consideration.

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

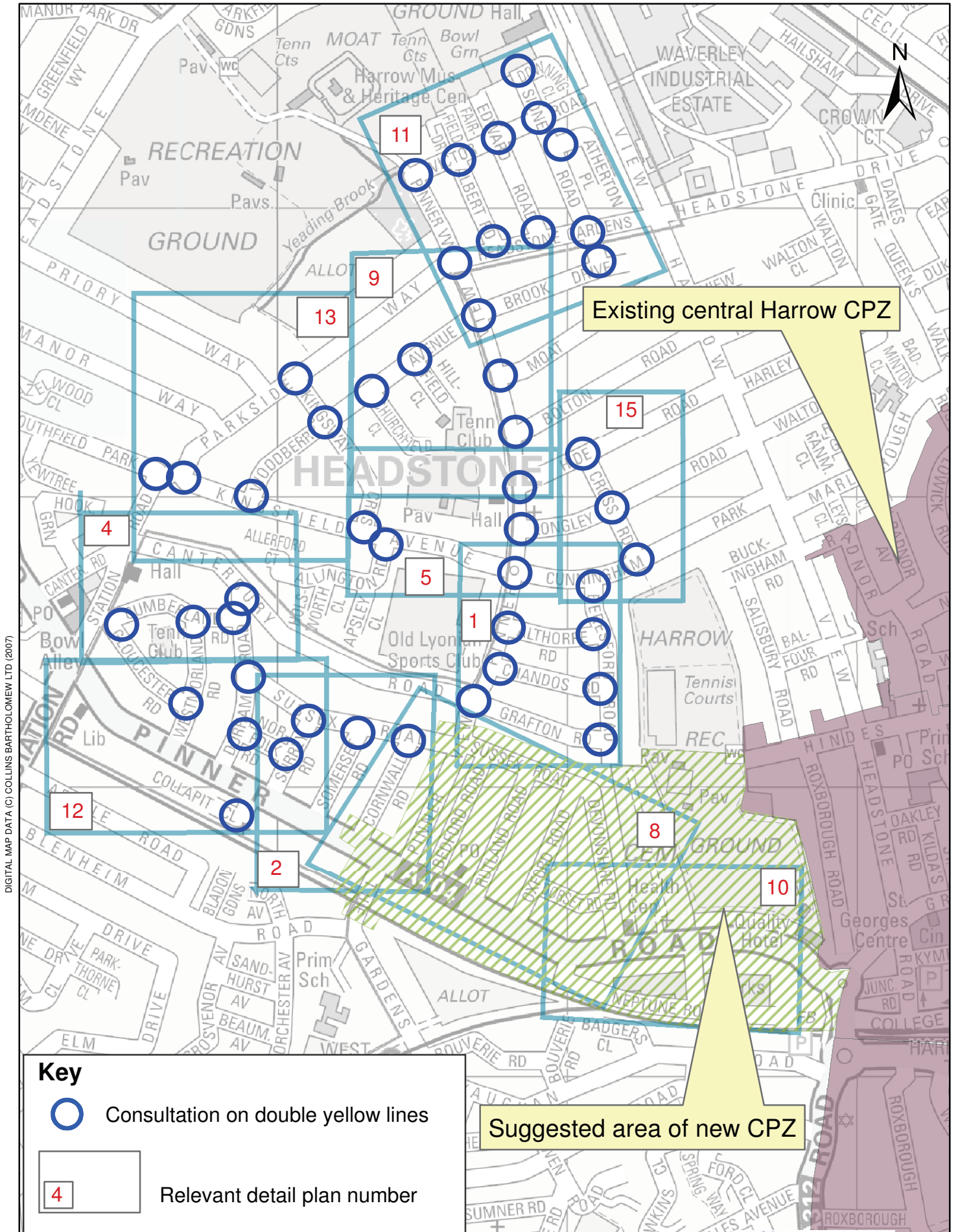
We probably will not look at starting work in your area before autumn 2009 due to the required funding and legal procedures.

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

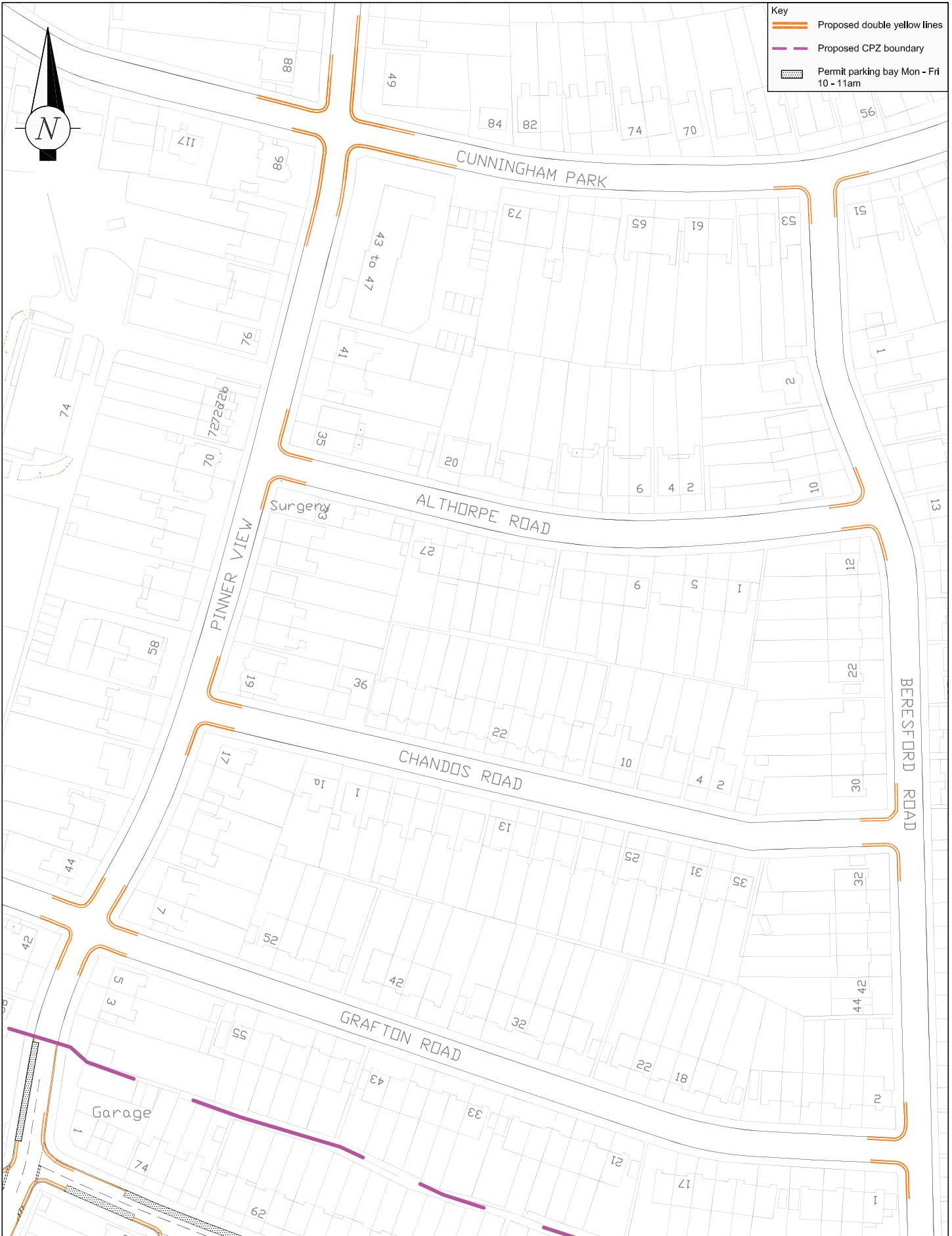
More information




Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions about the scheme, or wish to know the outcome of the consultation, please contact the project engineer, Stephen Freeman on **020 8424 1437** or e-mail **stephen.freeman@harrow.gov.uk** or write to the address below. We will put the consultation results and other progress information on the council's website: **www.harrow.gov.uk** under the "transport and streets" tab.

Appendix E - Detailed plans used in consultation



DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2007)



Key	
	Proposed double yellow lines
	Proposed CPZ boundary
	Permit parking bay Mon - Fri 10 - 11am



P.O. Box 39, Civic Centre,
 Harrow, Middlesex. HA1 2XA
 Tel: 020 8863 5611
 Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA.100019206. 2007.

Project Headstone South Parking review	Scale 1:1000 @ A3	Drawn CVDM	Checked SMCF
	Date 05/08/08		
Title Junction restriction proposals 82	Drawing no PST/C08-015E11/101		
	Autocad file c:\traffic\parking & sustain...cpz\controlled parking... central harrow...pinner...pinner road0508.dwg		



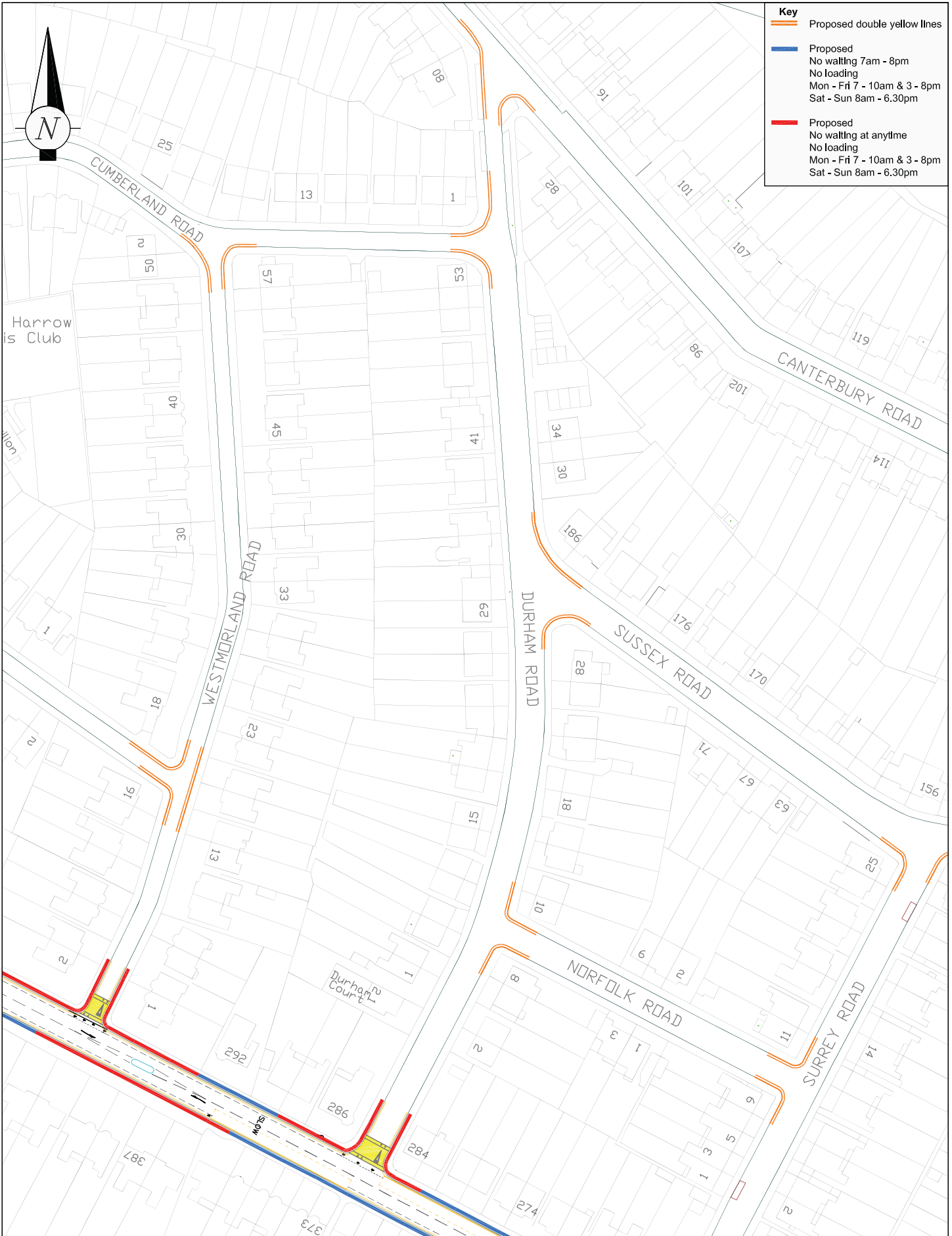
Key	
	Proposed shared use bays
	Proposed permit holder bays
	Proposed double yellow lines
	Proposed CPZ boundary
	Proposed No waiting 7am - 8pm No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm
	Proposed No waiting at anytime No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm



P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA.100019206. 2007.

Project	Headstone South Parking review		Scale	1:1000 @ A3	Drawn	CVDM	Checked
	Title	Pinner Road and junction restriction proposals	Drawing no	PST/C08-015E11/102	Date	05/08/08	SMCF
Autocad file					central harrow...pinner...pinner road0508.dwg		



	Proposed double yellow lines
	Proposed No waiting 7am - 8pm No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm
	Proposed No waiting at anytime No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm



P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

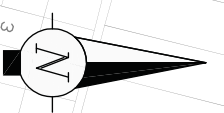
This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA100019206, 2007.

Project
**Headstone South
Parking review**

Title
**Pinner Road and junction
restriction proposals**

84

Scale 1:1000 @ A3	Drawn CVDM	Checked SMCF
Date 02.07.2008		
Drawing no PST/C08-015E11/103		
Autocad file c:\traff\parking & sustain...l\cp2\controlled parking... central harrow...pinner...pinner road\0508.dwg		



- NOTES:**
- Proposed double yellow lines
 - Existing double yellow lines
 - Proposed
 - No waiting at any time
 - No loading 7am - 6pm

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey. Office (C) Crown copyright, Unauthorised reproduction infringes Crown Copyright and may lead to prosecution for a criminal offence. London Borough of Harrow 15/04/2008



URBAN LIVING - AREA SERVICES
 PUBLIC REALM INFRASTRUCTURE

P.O. Box 39, Civic Centre,
 Harrow, Middlesex, HA1 2XA
 Tel: 020 8805 5611
 Fax: 020 8420 5611

Designation	--
Details of Revision	-----
Date	-/-/-
Sign	--

Project	Headstone South Parking review
Title	Main road and junction restriction proposals

Scale	1:1000	Drawn	CVD/M	Checked
	@ A3			
Drawing no	PST/008-015E11/104			
Autocad file	C:\TRAFFIC_PARKING AND SUSTAINABLE TRANSPORT TEAM\PROJECTS\CONTROLLED PARKING ZONES\CENTRAL HARROW ZONES\FINNER ROAD AREA\FINNER ROAD\707			



Key	
	Proposed shared use bays
	Proposed
	No waiting 7am - 8pm
	No loading
	Proposed permit holder bays
	Mon - Fri 7 - 10am & 3 - 8pm
	Proposed double yellow lines
	Sat - Sun 8am - 6:30pm
	Existing double yellow lines
	Proposed CPZ boundary
	Proposed
	No waiting at anytime
	No loading
	Mon - Fri 7 - 10am & 3 - 8pm
	Sat - Sun 8am - 6:30pm
	Existing disabled bays

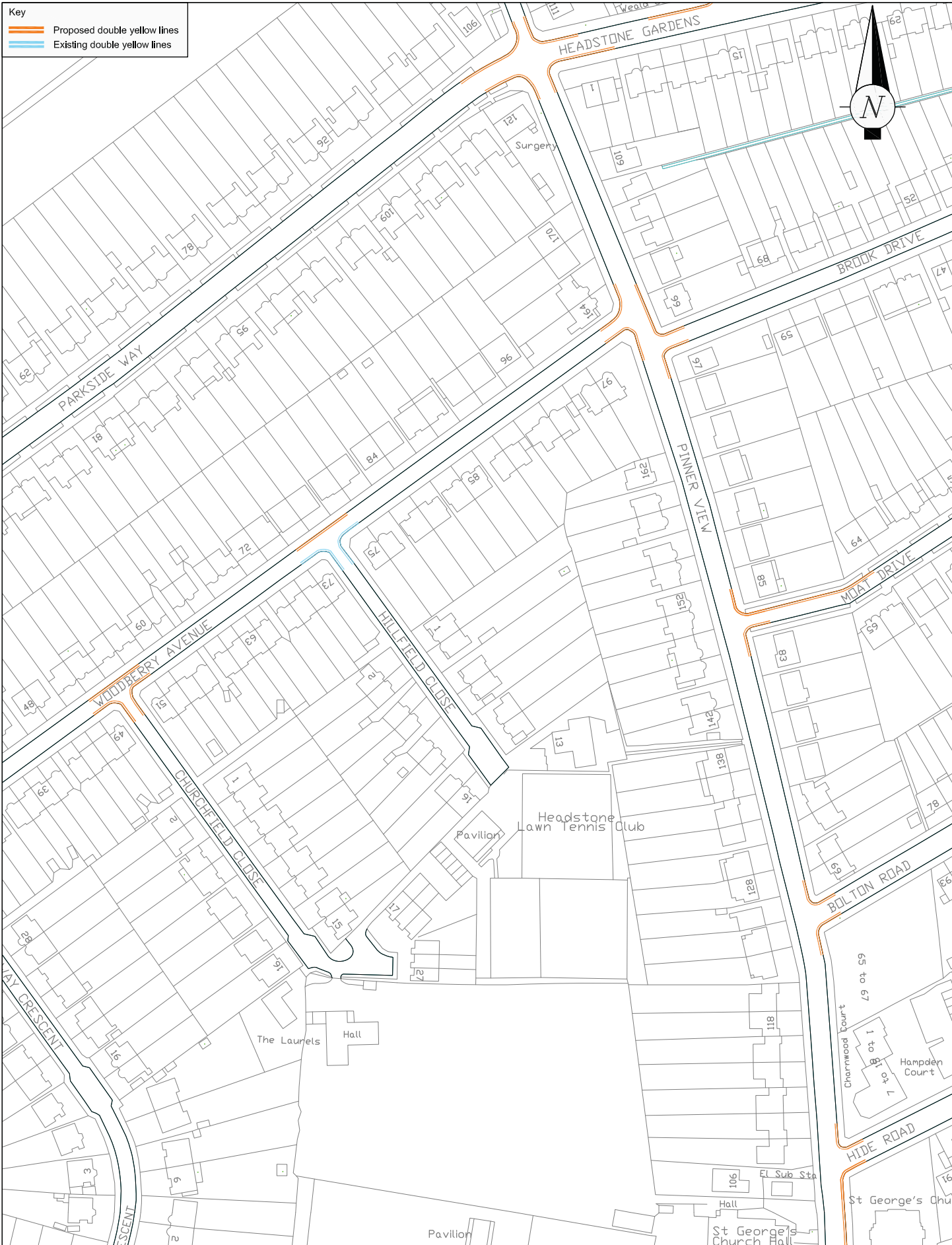




Notes:
 This map is reproduced from or based upon Ordnance Survey data and is reproduced on behalf of the Controller of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution under the Copyright, Designs and Patents Act 1988.
 100019206

URBAN LIVING - AREA SERVICES
 PUBLIC REALM INFRASTRUCTURE
 P.O. Box 39, Civic Centre,
 Town Hall, Pinner, Middlesex
 Uxbridge, Middlesex UB8 3PH
 Tel: 020 896 5511
 Fax: 020 8420 9811

Designation	Details of Revision	Date	Sign
--	-----	-/-/-	--

Project		Title	
Pinner Road area Parking Review		Controlled parking zone and other proposals	
Scale	Drawn	Checked	
NTS	CVDM	SMF	
Date			
05/08/08			
Drawing no	Autocad file		
PST/008-015E11/108	c:\data\parking & sustain... \ps2\control parking...		
	control\parker\pinner\pinner_road\050808.dwg		



	Proposed double yellow lines
	Existing double yellow lines

Harrow COUNCIL
LONDON
 Community & Environment Services
 Parking and Sustainable Transport team

P.O. Box 39, Civic Centre,
 Harrow, Middlesex. HA1 2XA
 Tel: 020 8863 5611
 Fax: 020 8420 9611

Project **Headstone South
 Parking Review**

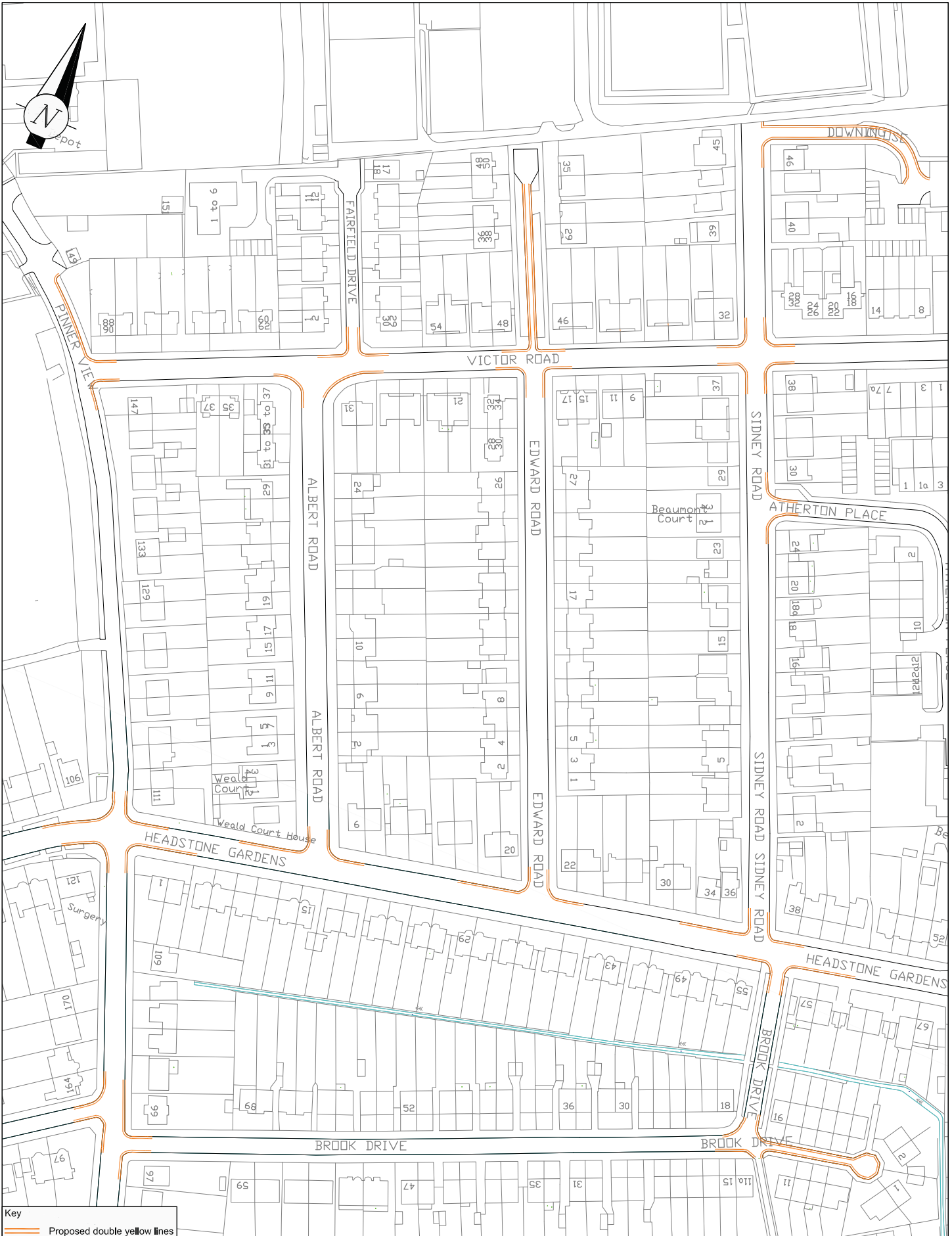
Title **Junction restriction proposals**

Scale	Drawn	Checked
1:1250 @ A3	CVDM	SMF
	Date	02.07.2008

Drawing no
PST/C08-015E11/109

Autocad file
 c:\traffic\parking & sustain...lcpz\controlled parking...1
 central harrow...pinner...pinner road0508.dwg

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA.100019206. 2007.



Key
 Proposed double yellow lines



Community & Environment Services
 Parking and Sustainable Transport team

P.O. Box 39, Civic Centre,
 Harrow, Middlesex. HA1 2XA
 Tel: 020 8863 5611
 Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA.100019206. 2007.

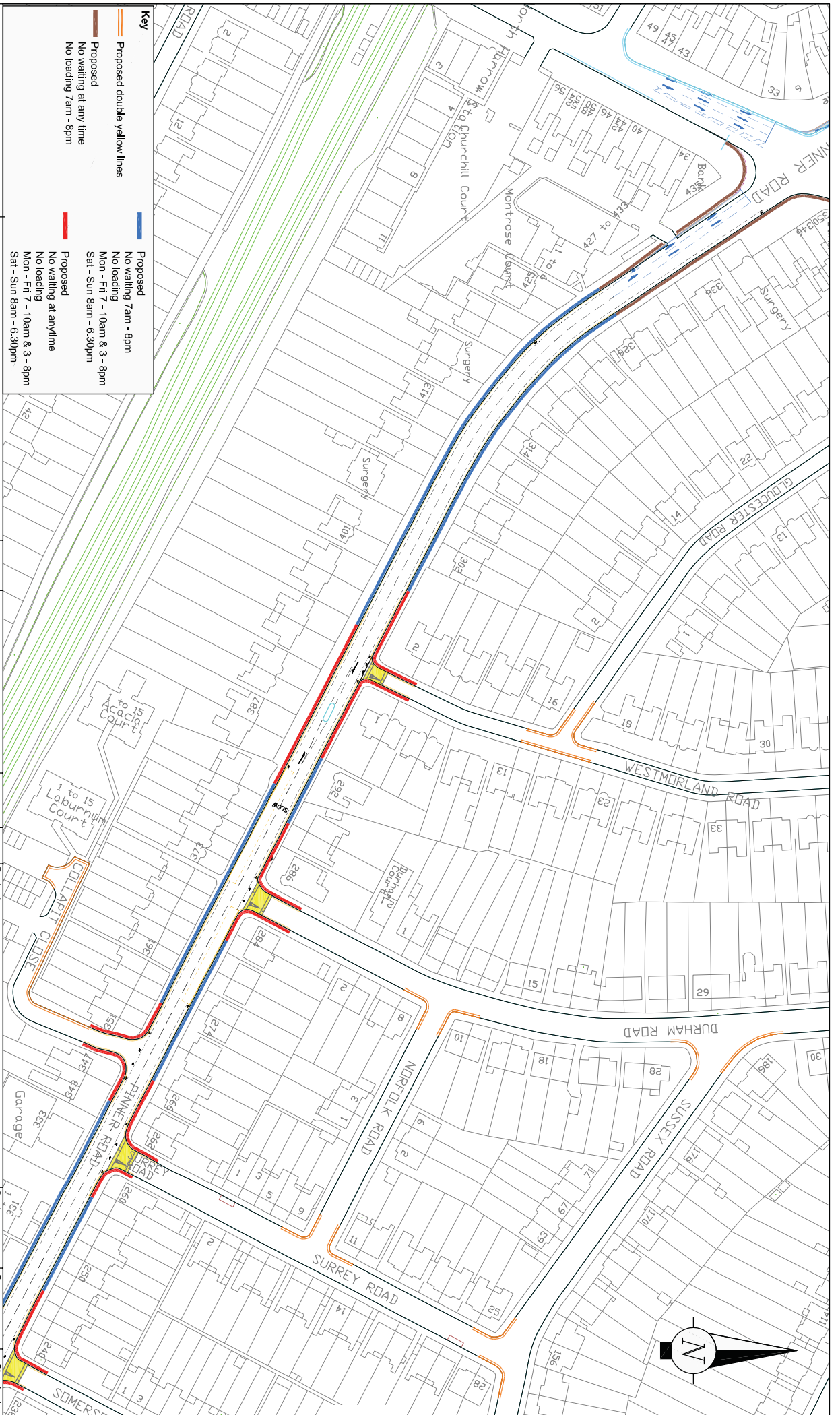
Project
**Headstone South
 Parking Review**

Title
Junction restriction proposals

Scale 1:1250 @ A3	Drawn CVDM	Checked SMF
	Date 02.07.2008	

Drawing no
PST/C08-015E11/111

Autocad file
 citrafftparking & sustain...cpzcontrolled parking...
 central harrow...pinner...pinner road0508.dwg



Key

	Proposed double yellow lines
	Proposed No waiting 7am - 8pm
	Proposed No waiting at any time
	No waiting at any time
	No loading
	Mon - Fri 7 - 10am & 3 - 8pm
	Sat - Sun 8am - 6:30pm
	Proposed No waiting at any time
	No waiting at any time
	Mon - Fri 7 - 10am & 3 - 8pm
	Sat - Sun 8am - 6:30pm

	Proposed No waiting 7am - 8pm
	Proposed No waiting at any time
	No waiting at any time
	No loading
	Mon - Fri 7 - 10am & 3 - 8pm
	Sat - Sun 8am - 6:30pm

NOTES:

This map is reproduced from or based upon Ordnance Survey data. It is not to be used for any other purpose without the prior written consent of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction of this map is a criminal offence under the Copyright, Designs and Patents Act 1988. Ordnance Survey is a registered trademark of Ordnance Survey. Ordnance Survey is a registered trademark of Ordnance Survey.



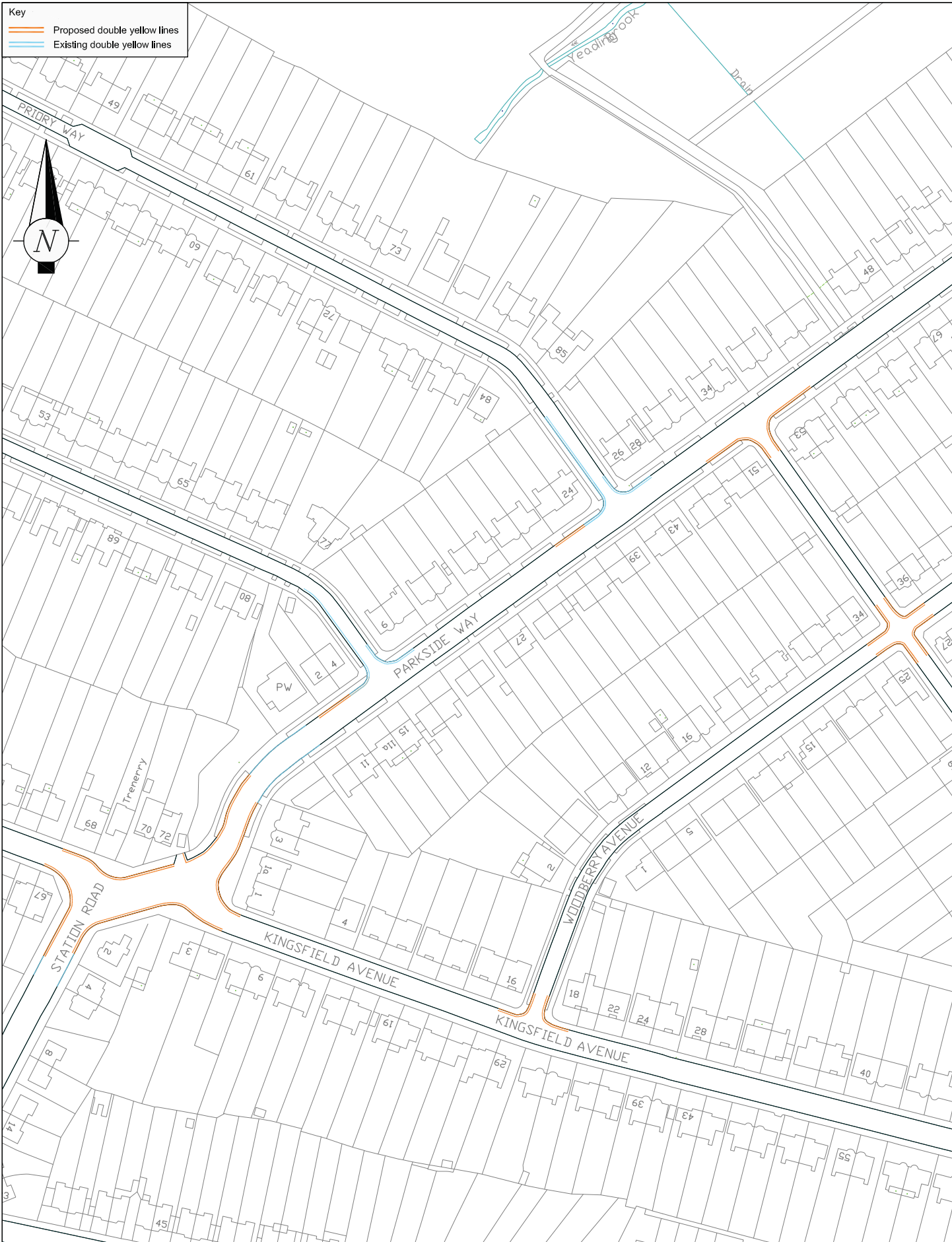
URBAN LIVING - AREA SERVICES
PUBLIC REALM INFRASTRUCTURE

P.O. Box 39, Civic Centre,
Pinner, Middlesex UB8 3PH
Tel: 020 896 5511
Fax: 020 8420 9811

Designation	Details of Revision	Date	Sign
--	-----	-/-	--

Project	Title
Pinner Road area Parking review	Junction restriction proposals

Scale	Drawn	Checked
1:1250 @ A3	CVDM	SMF
Drawing no	Date	
PST/08-015E11/112	05/08/08	
Autocad file containing & suitable for printing central harrow\pinner\pinner roads\08.dwg		



P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA100019206. 2007.

Project	Headstone South Parking Review		Scale	Drawn	Checked
			1:1250 @ A3	CVDM	
Title	Junction restriction proposals		Date	02.07.2008	SMF
			Drawing no	PST/C08-015E11/113	
92			Autocad file c:\traffic\parking & sustain...lcpz\controlled parking... central harrow...pinner...pinner road\0508.dwg		



NOTES:
 Proposed double yellow lines
 Existing double yellow lines

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution 1000192026
 Harrow Council
 LONDON

URBAN LIVING - AREA SERVICES
 PUBLIC REALM INFRASTRUCTURE

**Headstone South
 Parking Review**

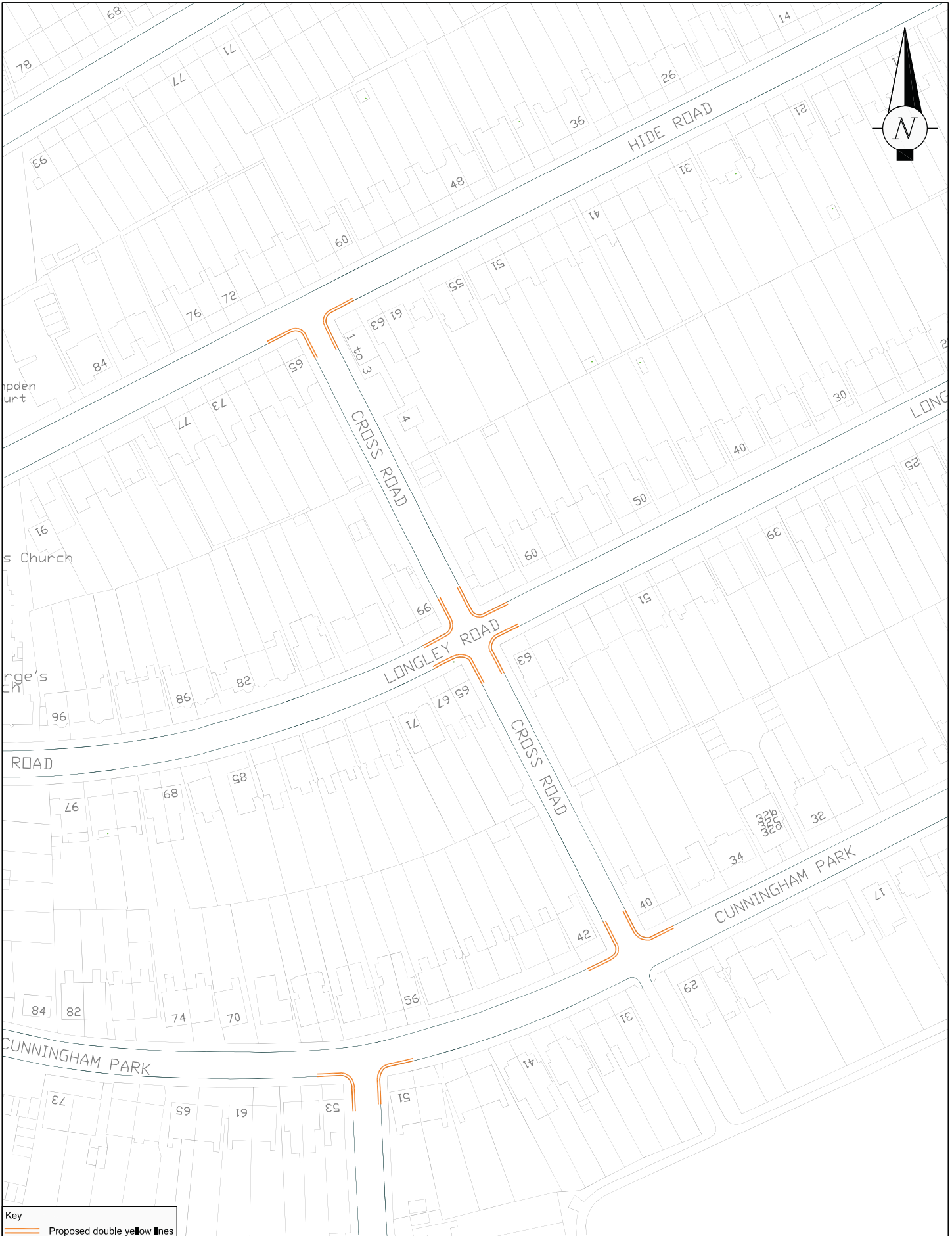
P.O. Box 39, Civic Centre,
 Harrow, Middlesex, HA1 2XA
 Tel: 020 8420 9611
 Fax: 020 8420 9611


Designation	Details of Revision	Date	Sign
--	-----	-/-/-	--

Project
 Headstone South
 Parking Review

Title
 Junction restriction proposals

Scale 1:1000 @ A3	Drawn CJDM	Checked SMCF
Drawing no PST/08-015E11/114		
Autocad file c:\work\parksouth\area\parksouth\area\parksouth\parksouth\parksouth.dwg		



Key
 Proposed double yellow lines

Harrow COUNCIL
 LONDON
 Community & Environment Services
 Parking and Sustainable Transport team

P.O. Box 39, Civic Centre,
 Harrow, Middlesex. HA1 2XA
 Tel: 020 8863 5611
 Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA.100019206. 2007.

Project	Headstone South Parking review		Scale	Drawn SF	Checked
			1:1000 @ A3	Date 02.07.2008	---
Title	Junction Proposals		Drawing no PST/C08-015E11/115		
	94		Autocad file o:\traffic\parking & sustain...l\p2\controlled parking...\ central harrow...l\planner...l\planner road0508.dwg		

Appendix F

Table 4 - Consultation responses on double yellow line proposals

Road or section of road or junctions covered by plan number	Response Rate	Do you support layout of double yellow lines shown?	
		Yes	No
Bedford Road	35%	11	14
Devonshire Road	41%	12	19
Dorset Road	17%	3	1
Neptune Road	18%	7	2
Oxford Road	30%	11	10
Pinner Road (eastern section incl shopping parade- Nos 1-281, 2-224)*	12%	12	26
Pinner Road (up to Station Road - Nos 283-435, 226-350)*	10%	9	6
Pinner View	26%	4	1
Rutland Road	45%	15	13
Sussex Road	37%	15	16
The Gardens	33%	1	0
Isolated junctions plan number			
Plan No. 01	30%	13	9
Plan No. 02	20%	3	2
Plan No. 03	18%	5	1
Plan No. 04	32%	4	3
Plan No. 05	30%	3	5
Plan No. 08	30%	1	2
Plan No. 09	39%	11	6
Plan No. 11	21%	12	12
Plan No. 12	18%	3	3
Plan No. 13	12%	3	0
Plan No. 15	13%	3	2
Isolated junctions proposals overall		61	45
All waiting restriction proposals overall		161	153

* Consultation of Pinner Road addresses was concerning waiting restriction proposals throughout including double yellow lines near junctions and crossing points.

Road or section of Road	Response Rate	Do you support layout of double yellow lines?		Do you support a new CPZ?			If a CPZ were to go ahead in other streets should you be included?		
		Yes	No	Yes	No	No opinion	Yes	No	No opinion
Bedford Road	35%	11	14	3	17	5	7	14	4
Devonshire Road	41%	12	19	20	12	1	21	11	1
Dorset Road	17%	3	1	3	1	0	3	1	0
Neptune Road	18%	7	2	3	6	0	5	3	0
Oxford Road	30%	11	10	11	10	1	13	8	1
Pinner Road*	12%/10%	21	32	7	30	3			
Pinner View	26%	4	1	1	4	0	4	2	0
Rutland Road	45%	15	13	4	21	3	7	19	2
Sussex Road	37%	15	16	8	24	1	11	18	2
The Gardens	33%	1	0	0	1	0	0	1	0
Overall		100	108	60	126	14	71	77	10
Devonshire, Dorset & Oxford Roads	33%	26	30	34 58%	23 39%	2 3%	N/A	N/A	N/A
Rutland Road 1-9, 2-10	55%						4	2	0
Bedford Road 1-29, 2-30	42%						6	5	1
Pinner View 2-26	25%						3	0	1
Sussex Road 1-23, 2-32	47%						7	5	2
Neptune Road	18%						5	2	0
Other roads or sections of road wanting to be included							25 58%	14 33%	4 9%
Adding initial support from Devonshire, Dorset & Oxford Roads							59 58%	37 36%	6 6%

* Pinner Road responses based on restrictions on Pinner Road. Question about inclusion in CPZ not asked

Table 5 - Responses to consultation on double yellow lines and controlled parking

Appendix G:

Notes of main issues raised at meeting with representative of Pinner Road Small Business Group held at 6.30pm on 28th October 2008 at the Civic Centre.

Attendance: Councillor Susan Hall – Environment and Community Safety Portfolio Holder
Councillor Bill Stephenson – Headstone South ward councillor
Shai Koria – Representative of Small Business Group
Dennis Thompson – Traffic and Highway Network Manager
Paul Newman – Senior Engineer, Parking and Sustainable Transport
Stephen Freeman – Project Engineer

Mr Koria raised the following main issues:-

1. That the CPZ and permit parking scheme was not wanted by either the businesses or the residents,
2. That the consultation on the CPZ had not reached all people in the area,
3. That combining the parking and local safety scheme consultations made it confusing for people,
4. That the proposed waiting and loading restriction changes on Pinner Road were unnecessary and were not based on an objective assessment of traffic, parking or safety considerations,
5. That the parking which does occur outside the shops showed there was not a problem to address.

In response officers confirmed (using the same numbering)

1. The consultation on a CPZ and permit parking scheme followed requests from residents particularly from Devonshire and Oxford Roads. The consultation issues had been discussed at the stakeholder meeting attended by a representative of the businesses on Pinner Road. The consultation on double yellow lines at junctions addressed the council's duties for access and road safety. The feedback in the responses would be used to modify proposals but the principle of the restrictions was established. Permit parking was however an amenity issue so the council will only pursue proposals where people say that is what they want. It was accepted that the response from businesses in the shopping parade was almost all against the CPZ proposals. The proposed operating period for any scheme would be 11am to 12 noon only. This should create more parking opportunities for customers to the businesses outside of that one hour. The parking bays in the first section of each road would be available for customers. It was confirmed that responses from Devonshire, Dorset and Oxford Roads were supportive of a CPZ but most people from the other roads did not want a CPZ. A copy of the responses on a road basis will be supplied to Councillor Bill Stephenson.
2. Every effort is made to ensure that those within the consultation area established at the stakeholders meeting received consultation materials. These consultation documents were hand delivered by officers. (The consultation documents were individually addressed and posted to businesses). Responses had been received from each section of road.
3. The parking and safety scheme consultations were combined as they were partially related and officer want people to be given the full picture of what was proposed. There

were five different parking consultation documents to enable the information to be “tailored” to the proposals as they affected individual people. There was a more general plan included to provide people with the wider picture. Councillor Bill Stephenson confirmed ward councillors had assisted officers in refining the consultation materials.

4. The logic which led to the proposed waiting and loading on Pinner Road, which was outlined in the consultation documents, was further explained.

Any proposals which are likely to adversely affect traffic (which includes all road users) or road safety on London’s strategic route network (SRN) has to be notified to Transport for London’s Network Assurance Team (NAT) whose approval is needed.

The possibility of allowing parking outside of the shops as requested in the petitions from businesses had been investigated in detail. It could theoretically be achieved in two ways whilst providing a minimum visibility for emerging traffic from the side roads.

(1) The road could be reduced in width by creating build-outs at the road junctions but this would reduce the carriageway width to 7.5 to 8.0 metres which is inadequate for this major road, part of the SRN. The road width would be further restricted by vehicles manoeuvring into and out of parking spaces. It would additionally require removal of the cycle lanes on a main London cycle network route. The possibility of moving this route elsewhere had been investigated. Those coordinating the cycle network London-wide had rejected this suggestion and this decision was supported by the Portfolio Holder at the time. From the reaction of NAT to similar parking proposals where the carriageway is wider the likelihood of NAT approval of this proposal would be remote. It would be questionable whether the council would be complying with its obligations under the traffic management act is introducing such a scheme.

(2) To achieve parking outside the shops without reducing the carriageway width for moving traffic would require lay-bys to be inset within the current footway area. This had legal and cost implication. Legally to create the lay-by would require the footway to be re-provided within an area which is currently private forecourt. The construction costs of creating such lay-bys is large, at approximately £20,000 per vehicle space. Businesses had been consulted asking whether they were prepared to dedicate their private forecourts as highway to test the feasibility of creating the lay-bys before attempting to secure the funding. Of the five possible lay-by locations only one had sufficient backing. Even here the unanimous support of the businesses required was not assured. Neither of these possibilities therefore seemed to offer a viable means of providing parking outside the shops.

There was little practical parking on the opposite side of Pinner Road without obstructing accesses to off-street parking in front of the houses. The other place for achieving parking space for business customers was in the first section of the side roads where some 25 places could be provided before the start of the residential frontage.

Pinner Road has significantly higher traffic levels for longer periods on each day than it did when the restrictions on Pinner Road were introduced some 30 years ago. On consulting TfL on an appropriate period for restrictions the proposed 7am to 8pm was concluded for waiting restrictions. Where there were visibility problems, by junctions and on the approach to crossing points, a complete ban on waiting is proposed. Harrow has achieved a record of being one of the safest London boroughs by taking such actions. Analysis of injury accident data shows most accidents occur on main roads and many of

these are associated with junctions and crossing point. There were some 30 injury accidents on this part of Pinner View in the last 3 years of available figures. Quite a number of these are associated with movements at side road junctions. Three injury accidents of pedal cyclists had all occurred in the section going past the shopping parade. Because of visibility requirements at the junctions of the side roads this effectively means that parking should not take place outside the shops. The visibility issue had been raised by a resident representative at the stakeholder meeting. As parking provision is being made in the side roads the council wished to remove parking from directly outside the shops. This would additionally make servicing easier as sometimes parking forces goods vehicle servicing onto the opposite side of the road. Customers who are collecting goods can legitimately load even on double yellow lines providing there are not loading restrictions in force.

5. Illegal parking did occur along Pinner Road in front of the shops along with legitimate loading. This does however cause problems and increase accident risk for the reasons explained previously. A relatively low level of enforcement does not guarantee a similar approach in the future.

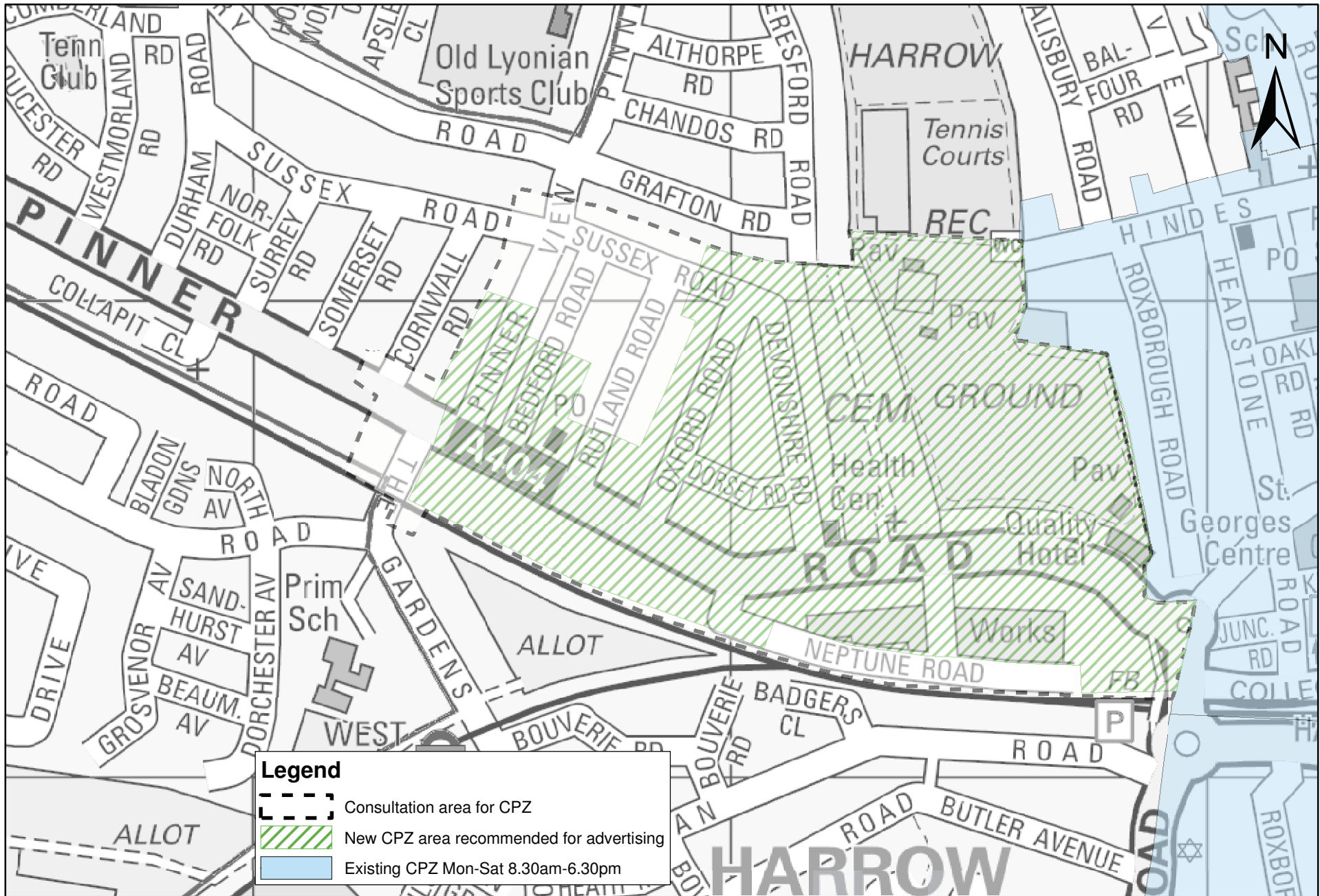
Mr Koria asked for further details on the accidents and it was agreed the council would provide what details it could given that the accident circumstances of individual accidents was restricted. Officers looked at the pattern of accidents in drawing up scheme proposals and warned against trying to draw too much from individual accidents.

Mr Koria reiterated on behalf of the Pinner Road SBG that he opposed the changes in Pinner Road.



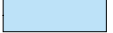
Mr Koria put forward the perception that the council were trying to push through the proposals by deceptive means. It was pointed out that the council had looked into all the possibilities and attempted to involve local people, including the businesses, from an early stage in developing the proposals, hence the stakeholder meeting and the earlier consultation with businesses. The council had attempted to explain the basis of the proposals in the consultation documents and would use consultation feedback to modify proposals within the constraints explained.

Mr Koria was informed that the officer report on the consultation results will be considered by the council's Traffic and Road Safety Advisory Panel on 26 November 2008. This is a public meeting however people can only speak at the meeting by following a procedure via Democratic Services. The information on this procedure would be sent to Mr Koria along with the date that the reports would be available on the councils website.

This page is intentionally left blank



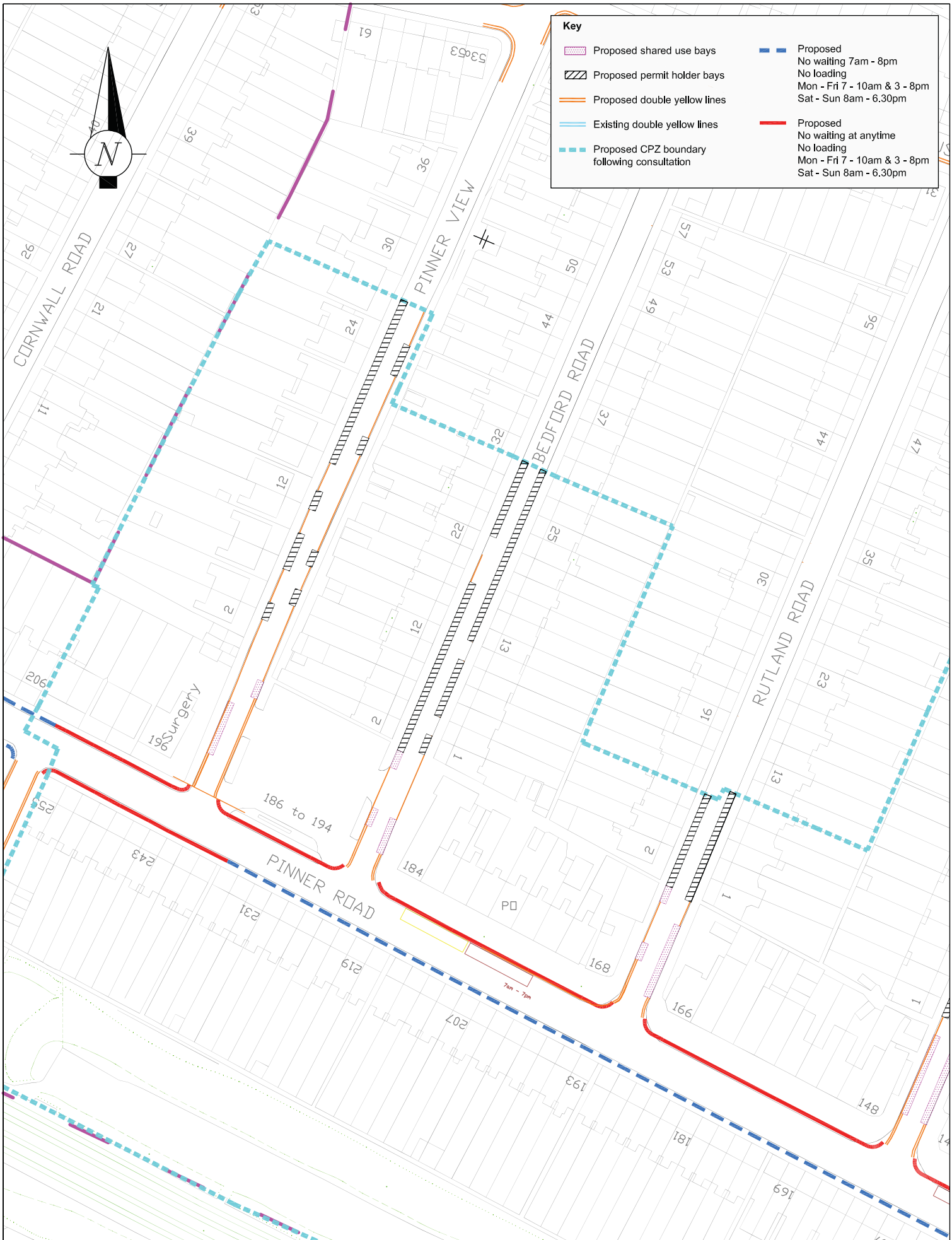
Legend

-  Consultation area for CPZ
-  New CPZ area recommended for advertising
-  Existing CPZ Mon-Sat 8.30am-6.30pm

Area of proposed CPZ recommended for statutory consultation

0 20 40 Meters





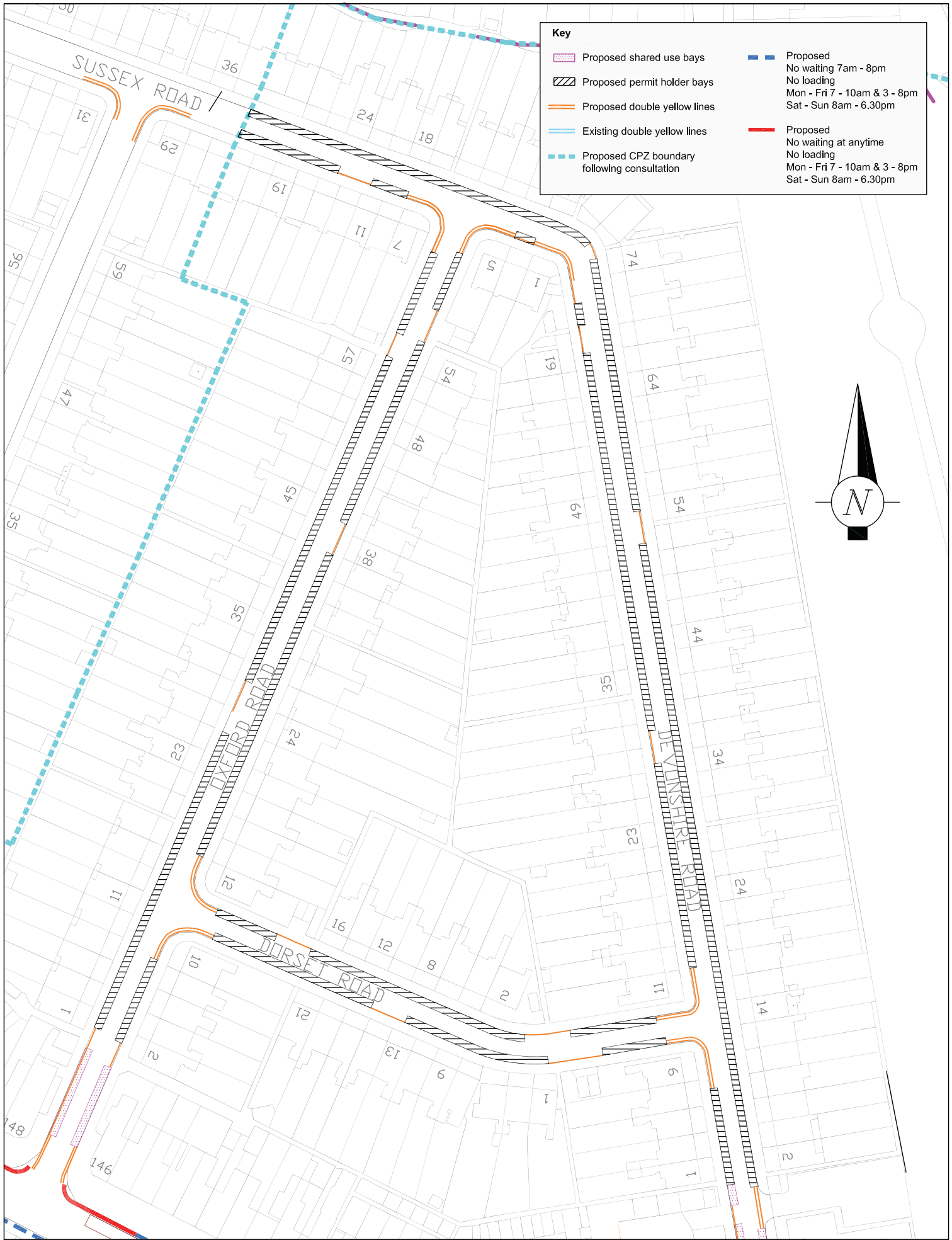
Key	
	Proposed shared use bays
	Proposed permit holder bays
	Proposed double yellow lines
	Existing double yellow lines
	Proposed CPZ boundary following consultation
	Proposed No waiting 7am - 8pm No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm
	Proposed No waiting at anytime No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm



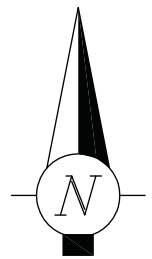
P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA-100019206. 2007.

Project	Scale	Drawn	Checked
Pinner Road Area Parking Review	NTS	Date 30/10/08	
Title	Drawing no		
Controlled parking zone an 102 proposals 1 of 3	Autocad file c:\traffic\parking & sustain\cpz\controlled parking\central harrow\pinner\pinner road0508.dwg		



Key	
	Proposed shared use bays
	Proposed permit holder bays
	Proposed double yellow lines
	Existing double yellow lines
	Proposed CPZ boundary following consultation
	Proposed No waiting 7am - 8pm No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm
	Proposed No waiting at anytime No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm

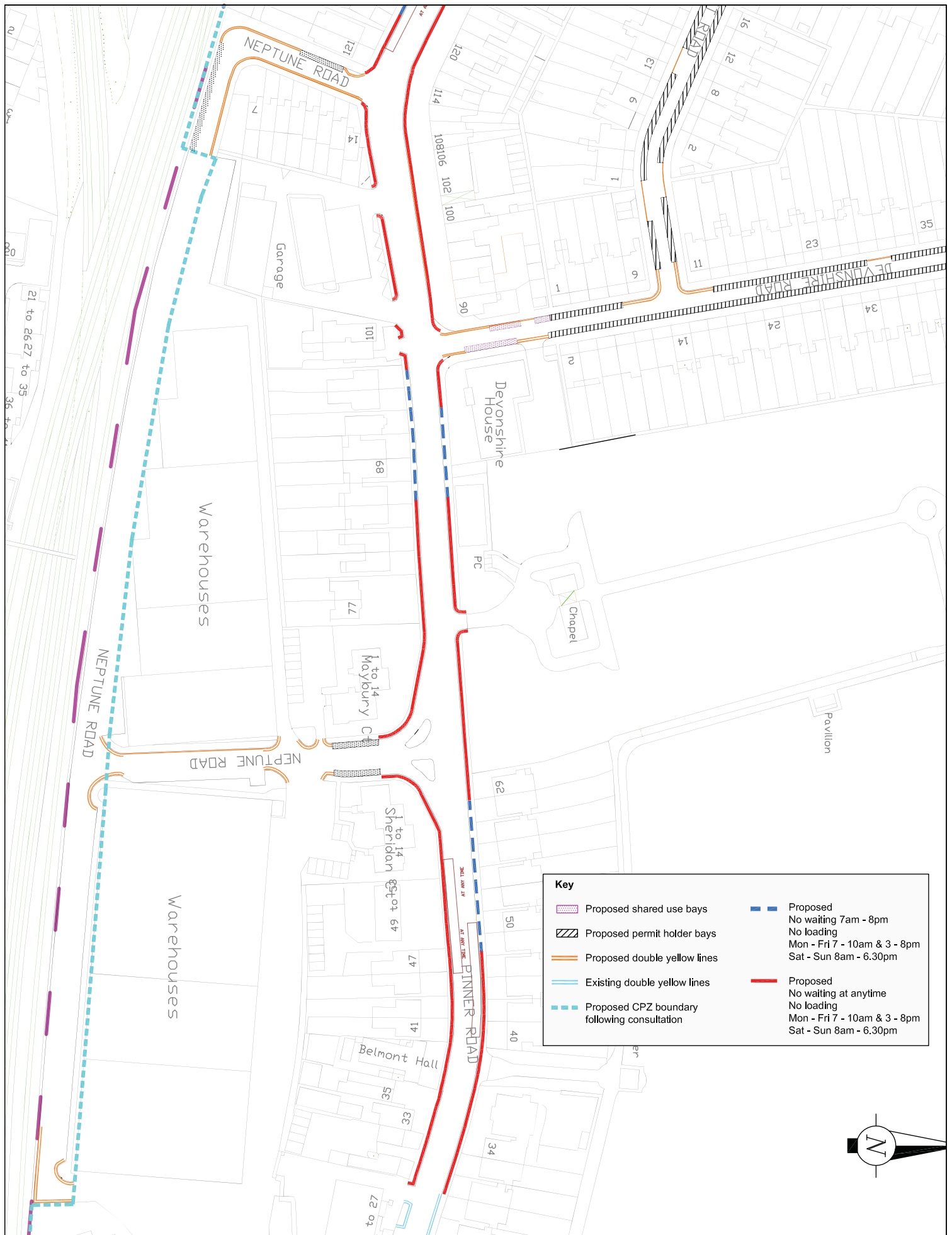


Community & Environment Services
Parking and Sustainable Transport team

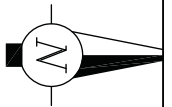
P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA100019206. 2007.

Project	Scale	Drawn	Checked
Pinner Road Area Parking Review	NTS	Date 30/10/08	
Title	Drawing no		
Controlled parking zone an 103 proposals 2 of 3	Autocad file c:\traffic\parking & sustain...cpz\controlled parking... central harrow...pinner...pinner road0508.dwg		



Key	
	Proposed shared use bays
	Proposed permit holder bays
	Proposed double yellow lines
	Existing double yellow lines
	Proposed CPZ boundary following consultation
	Proposed No waiting 7am - 8pm No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm
	Proposed No waiting at anytime No loading Mon - Fri 7 - 10am & 3 - 8pm Sat - Sun 8am - 6.30pm



P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA100019206. 2007.

Project
Pinner Road Area Parking Review

Title
**Controlled parking zone
an 104 proposals 3 of 3**

Scale NTS	Drawn	Checked
	Date 30/10/08	
Drawing no		
Autocad file c:\traffic\parking & sustain...cpz\controlled parking... central harrow...pinner...pinner road0508.dwg		



Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	Proposed extension to Edgware Controlled Parking Zone TB – Results of public consultation
Key Decision:	No
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Consultation area Appendix B – Consultation documents Appendix C – Detailed consultation plans Appendix D – Questionnaires Appendix E – Consultation results Appendix F – Consultation comments and officers response Appendix G – Proposed extension to zone TB Appendix H – Proposed pay and display in High Street, Edgware

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the findings of public consultation on the proposed extension to Edgware controlled parking zone TB and associated parking restrictions at junctions and pinch points within the review area and the proposed introduction of pay and display parking bay in High Street, Edgware. It also sets out recommendations on which proposals should be taken forward based upon the findings.

Recommendations (for decision by the Environment and Community Safety Portfolio Holder):
that the Panel recommends:

- (a) that the existing CPZ zone TB be extended to include property Nos. 21-41 and 54-

- 68 Canons Drive, Duke Avenue, Chestnut Avenue and Lake View to operate Monday to Friday 11am to 12 midday, as shown at Appendix G;
- (b) that double yellow line restrictions be introduced at the junctions/locations shown at Appendix C;
 - (c) that short term pay and display parking be introduced outside property Nos. 85-93 High Street, Edgware as shown at Appendix H;
 - (d) that the existing 'Permit parking only' signs in the CPZ, Zones TA and TB, be amended to indicate the control hours;
 - (e) that the existing pay and display signs to the shared pay and display parking bays in Canons Drive, Handel Way, High Street, Edgware, Mead Road, and Montgomery Road be amended to replace the wording 'Business permits holders and Resident permit holders' with 'Permit holders'; and
 - (f) (i) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices G, C and H and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, and to implement the scheme subject to consideration of objections.
(ii) that the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received a result of the statutory consultation or otherwise in consultation with the Portfolio Holder

REASON: To control parking in roads as set out in the report

SECTION 2 - REPORT

2.1 Background

- 2.1.1 The existing Edgware controlled parking zone (CPZ) Zone TB was introduced in January 2005 to deal with problems of obstructive parking at junctions and driveways in Canons Close, Canons Drive (part), Cavendish Drive, Dorset Drive, Handel Close, Powell Close, Lodge Close and part Lake Drive. The scheme operates for 1 hour Monday to Friday 11am to 12 noon. The scheme has been successful in removing the all day commuter parking from the streets within the zone, whilst keeping those residents disadvantaged by the introduction of the parking measures to a minimum.
- 2.1.2 Following the introduction of the scheme the parking problems have been displaced to those streets outside the CPZ. Residents in these roads, in particular those from Lake View, have requested that the scheme should be extended to include their road, to address problems of congested parking and concerns with safety and access for emergency vehicles. Residents also requested that additional parking controls be introduced to deal with obstructive parking during the evenings which occurs in Cavendish Drive and Canons Drive, whilst businesses have complained that the uncontrolled off peak parking spaces outside the property Nos.85 to 93 High Street are frequently used by drivers to park their vehicles for most of this period, thus depriving parking for visitors and customers to the local businesses in this area.
- 2.1.3 These issues were considered by the Council's TARSAP at the annual review of requests for parking controls meeting, held on 2nd March 2005. As a result, Canons Park estate was included in the priority list for Controlled Parking Zones

and Resident Parking Schemes for the scheme to be progressed in Spring 2006 by holding a key stakeholders meeting.

2.1.4 The stakeholders meeting was held on 26 June 2006 when representatives of residents, businesses and others bodies were invited to give their views on parking problems in the area. The consensus of this meeting was to consult occupiers on proposals extending the existing Zone TB together with waiting restrictions at road junctions and pinch points to deal with obstructive parking. Proposals for short term pay and display parking bays in High Street, Edgware were also requested. Unfortunately, due to the council's financial constraints, the consultation process of this scheme was delayed. This scheme is being progressed as part of the priority programme for controlled parking zones and residents parking schemes as agreed by TARSAP in February 2008.

2.1.5 The consultation area is shown at **Appendix A**

2.2 Options considered

2.2.1 A number of options were considered for parking controls, ie CPZ 1 hour restriction, double yellow lines or pay and display to address specific parking problems.

2.2.2 In analysing the results consideration was given to either recommending a whole road or part of a road be taken forward depending on the distribution of responses along the roads.

2.2.3 The options are discussed in more detail in section 2.3 Consultation below.

2.3 Consultation

2.3.1 Ward councillors were consulted on the proposed extension to zone TB and were sent draft consultation materials for comments prior to finalising the leaflets.

2.3.2 Consultation within the proposed extended zone was undertaken in September 2008, with approximately 400 leaflets distributed to residential and business addresses within the area shown at **Appendix A**

2.3.3 The consultation was divided in to 5 separate areas as shown on Location Plan A see **Appendix A**:

- **Orange area** - for occupiers to consider if they wish to be included in the scheme and to comment on proposed double yellow lines at junctions and pinch points;
- **Blue area** - opportunity for those occupiers whose access is from the un-adopted section of highway in Canons Drive, to be included in the scheme;
- **Red circled area** - to occupiers within existing zone TB, requesting their comments on proposed additional waiting restrictions within their area;
- **Red box area** – to businesses and occupiers in High Street, Edgware on proposal to introduce short term pay and display parking, and

- **Green Area** – to those properties immediately adjacent to the proposed extension to the CPZ scheme in Canons Drive and Lake View were also given consultation documents for information.

2.3.4 Consultation leaflets with detailed plans relevant to each street together with the relevant questionnaire were delivered to all properties within the consultation area. Consultation leaflet is shown at **Appendix B**. Detail plans are shown at **Appendix C** and questionnaires **Appendix D**.

2.3.5 In order to improve response rates from CPZ consultations a colour booklet was produced explaining the advantages, limitations and costs of CPZs and permit parking schemes. This booklet was delivered along with the specific consultation material but outside of the envelope in an attempt to engage the interest of those consulted.

2.3.6 The consultation was also available online via the Council's website www.harrow.gov.uk/trafficconsultations.

2.4 Consultation Responses

2.4.1 The response rates for the separate areas are shown below:

Area	no. of properties	no. of responses	% response
Proposed CPZ extension area (orange area)	290	138	47.6%
Option for residents in un-adopted highway to be included (Blue area)	5	3	60.0%
Proposed additional waiting restriction within existing CPZ Zone TB (Red circled area)	78	22	28.2%
Proposed Pay and Display in High Street, Edgware (Red square area)	19	1	5.3%
Overall response rate	392	164	41.8%

2.4.2 It is considered that the overall response rate is very good and compares favourably with previous consultations in the area. However the response rate for the red square area from businesses and occupiers in the High Street affected by the pay and display parking proposal is disappointing low.

2.4.3 A total of 28 questionnaires were completed on line, 20 from within the consultation area.

2.4.4 A detailed analysis of the results on a street by street basis for the separate consultation area is shown in Tables 1 to 4 at **Appendix E**.

2.5. Analysis of responses from the proposed extension to CPZ (orange area) (see Table 1 Appendix E)

- 2.5.1 The response rates for streets in this area ranged from 34.8% to 78.6% with an overall response rate of 47.6%
- 2.5.2 Referring to Table 1 and Question 3 (Would you support extension of CPZ Zone TB, 11am – midday Mon to Fri?) indicates that when including all the responses from streets within the orange area there is no overall support for the CPZ scheme to be extended in the area with results of 41.0% in favour and 52.8% voting against. However when analysing the results for individual streets these results show that there is support from some streets to be included in the CPZ scheme. Results for individual streets are detailed below.

Lake View

- 2.5.3 With a response rate of 50.8%, Lake View results show that there is clear support for the scheme with residents voting 21 to 8 (72.4% to 27.6%) in favour of the CPZ being extended in their street.
- 2.5.4 Comments from residents in Lake View wishing not be included in the scheme are reported **Appendix F** with the officer's response.
- 2.5.5 Since it is shown that there is a clear majority of support to include this street in the proposed CPZ, **officers recommend extending Zone TB to include the whole extent of Lake View.**
- 2.5.6 The results from Canons Drive, Chestnut Avenue and Dukes Avenue are not clear cut and a more detailed analysis has been undertaken for these streets and is reported in detail below.

Canons Drive:

- 2.5.7 With a response rate of 54.8% the results for Canon Drive to Question 3 shows little support, voting 6 for and 11 against (35.3% to 64.7%) being included in the CPZ. However, further analysis of responses for this length of road shows that the residents between the end of the existing CPZ and the junction of Orchard Close (property Nos. 24-41 and 54-68) supported the scheme by 6 for and 5 against (54.6% - 45.4%), whilst those residents between Orchard Close and the un-adopted section of highway at top end of Canons Drive unanimously do not support the introduction of the CPZ. The results to Question 3 for the above two sections of this Canons Drive is tabulated below:

Canons Drive	No of Prop.	No. of replies	For	Against
Property Nos. 21-41 and 54-68 (Dukes Av to Orchard Close)	19	11 (57.9%)	6 (54.6%)	5 (45.4%)
Property Nos. 41-53 and 70-80 (Orchard Close to un-adopted section of Canons Drive)	12	6 (50.0%)	0	6 (100.0%)
Total	31	17 (54.8%)	6 (35.3%)	11 (64.7%)

- 2.5.8 Comments from residents in Canons Drive voting not be included in the CPZ are reported at **Appendix F** with the officer's response.
- 2.5.9 Having taking into consideration the above two separate lengths of Canons Drive it is evident that there is support from those residents between Dukes Avenue and its junction with Orchard Close be included in the CPZ, therefore, for these reasons **officers recommend extending Zone TB to include Canons Drive between its junction with Dukes Avenue and its junction with Orchard Close.**
- Chestnut Avenue**
- 2.5.10 The results for Chestnut Avenue with a response rate of 58.8%.show that in response to Question 3 (Table 1 Appendix E) there is no overall support to be included in the proposed CPZ scheme voting 9 for and 11 against (42.9% for and 52.4% against).
- 2.5.11 However when taking into consideration responses to Question 4 (Table 1 Appendix E - Would you support scheme in your road if road next to yours were included?) and the officer's recommendation to include the adjacent section of Canons Drive wit in the CPZ, changes the results to 10 in favour and 10 against i.e. evenly divided 50% for and against being included in the CPZ scheme.
- 2.5.12 Comments are divided for and against the CPZ scheme as reported in **Appendix F**, together with the officer's comments. Those residents in favour of being included in the CPZ commented that it would remove the problem of commercial vehicles parking at the entrance to Chestnut Avenue for extended periods of time. Whilst others are concerned with the effect of possible displaced parking should a CPZ scheme be implemented in an adjoining street.
- 2.5.13 Those voting not to implement the scheme comment that parking restrictions are unnecessary since there is no parking problem and by introducing the scheme there would be less parking spaces during the controlled hour which is likely to inconvenience the residents and their visitors.

2.5.14 Taking into consideration the comments of the residents who have responded, the officer's view is that displaced parking is likely to occur in Chestnut Avenue as was experienced in Lake View when the CPZ was introduced into that part of the street. Note those residents who do not want the CPZ to be introduced in their road will have the opportunity to object to the scheme when the Statutory Traffic Orders for the scheme is advertised. For these reasons, **officers recommend Chestnut Avenue to be included in the proposed extension to Zone TB.**

Dukes Avenue

2.5.15 The response rate for Dukes Avenue is high (51.7%). The results show that there is no overall support for Dukes Avenue to be included in the CPZ scheme with results of 5 for and 10 against (33.3% to 66.7% respectively).

2.5.16 Even when taking into consideration Question 4 Table 1 Appendix E (Would you support scheme in your road if road next to yours were included?) and the recommendation to included the adjacent streets, Lake View and section of Canons Drive the results still shows that this street marginally do not support being included in the scheme by one vote with results of 7 for and 8 against (46.6% - 53.3% respectively).

2.5.17 Should the adjoining roads namely Lake View and Canons Drive be included in the CPZ scheme, consideration must be given to the likely displaced parking and whether it would be prudent to include Dukes Avenue in the CPZ scheme at this time for the following reasons;

- Dukes Avenue links the two roads Lake View and Canons Drive which has high morning and afternoon traffic flows as this road is used as an access route to the popular North London Collegiate School.
- Dukes Avenue is relatively narrow and has a limited number of on street parking spaces available, except opposite the flank walls of properties adjacent to its junctions with Lake View and Canons Drive.
- Should any displaced parking be transferred into this street, this is likely to cause obstructive parking particularly to emergency and large service vehicles.
- The Council has received complaints regarding long term parking of commercial vehicles which occurs in Dukes Avenue at the junction of Canons Drive. Introduction of a CPZ would help to alleviate this problem.
- Should Dukes Avenue not be included in the CPZ extension and displaced parking is transferred to this street it is likely that the council could be criticised for not including Dukes Avenue.

2.5.18 Residents in Dukes Avenue wishing their street not to be included in the scheme have the opportunity to object to the proposals at the statutory consultation stage.

2.5.19 Comments from Dukes Avenue for and against the scheme with officer's comments are reported in **Appendix F.**

2.5.20 For the above reasons, **officers recommend Dukes Avenue to be included in the proposed extension to Zone TB.**

- Orchard Close, Rose Garden Close and Stonegrove**
- 2.5.21 The analysis of the responses for the above streets (see **Table 1 Appendix E**) shows that there is no support from these streets to be included in the extension to Zone TB.
- 2.5.22 Comments from Orchard Close, Rose Gardens and flats off Stonegrove for and against the scheme with officer's comments are reported in **Appendix F**.
- 2.5.23 For the above reasons, officers recommend **Orchard Close, Rose Gardens and service road to; Sunningdale Lodge, Rydal Court, Coniston Court, Windermere Hall and Leamington House Stonegrove be excluded from the proposed extension to Zone TB.**
- Proposed double yellow lines in Orange Area**
- 2.5.24 The double yellow line proposals at junctions and pinch points within the proposed CPZ extension are to address problems of obstructive parking. The location of the proposals coincides with some directions in the Highway Code – Rule 243 which states “DO NOT stop or park ...
- anywhere you would prevent access for Emergency Services
 - opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
 - opposite a traffic island or (if this would cause an obstruction) another parked vehicle
 - where the kerb has been lowered to help wheelchair users and powered mobility vehicles
 - in front of an entrance to a property
 - on a bend.
- 2.5.25 The council is unable to take action against illegal parking unless there are waiting restrictions (yellow lines) in place. In all other cases where there are no yellow lines, obstructive parking can only be dealt with by the Police. In practice limited Police resources and other demands on Police time precludes their effective enforcement in these situations. Responses to the consultation and from our own observations indicate that there is such inappropriate parking in some streets within the consultation area. This is particularly the case at junctions and sharp bends in Stonegrove service road, Lake View and Chestnut Avenue.
- 2.5.26 Yellow lines have proved successful at similar locations as they apply at all times when visibility and emergency service access may be an issue. It is important for pedestrians, especially those with disabilities or with young children that the dropped crossings at junctions are kept clear of obstructive parking. Double yellow lines appear to enjoy greater respect than single yellow line restrictions even during the period when technically they equally apply.
- 2.5.27 Comments and response to the proposed double yellow lines is shown at Appendix F, together with officer's response.
- 2.5.28 **It is therefore recommended, that double yellow line restrictions be introduced at the junctions and pinch points as shown on the detailed**

consultation drawing Nos. 1 - 7 at Appendix C, but their extent be modified, where possible, in line with consultation feedback and site geometry.

2.6 Analysis of responses for un-adopted section of Canons Drive (blue area) (see Table 2, Appendix E)

- 2.6.1 The council has no authority to implement parking controls in un-adopted highway unless there is unanimous support from the owners and occupiers whose property boundary is adjacent to the un-adopted highway.
- 2.6.2 At the key stakeholders meeting it was agreed that this section of Canons Drive owners and occupiers should be given the opportunity to be included in the CPZ scheme and to be consulted accordingly. The un-adopted section of Canons Drive includes property Nos. 55 to 59 and No. 90, North London Collegiate School and Canons Park, which is maintained by the council parks department.
- 2.6.3 The responses from the un-adopted section of Canons Drive are shown at Table 2 Appendix E. 3 responses were received, 2 of which were not supportive of extending the CPZ into their section of the road.
- 2.6.4 Comments from the un-adopted section of Canons Drive for and against the scheme with officer's comments are reported in Appendix F
- 2.6.5 For the above reasons, **officers recommend that the un-adopted section of Canons Drive be excluded from the proposed extension Zone TB.**

2.7 Review of proposed additional waiting restrictions (Red circled area)

- 2.7.1 The responses and comments from Lodge Close and Cavendish Drive are shown at **Table 3 Appendix E**. There is majority support for the introduction of the proposed double yellow lines in this area.
- 2.7.2 For the above reason, officers recommend that double yellow lines (no waiting at any time) be introduced in Canons Drive Cavendish Drive and Lodge Close, as shown on the consultation drawing No. 8 at Appendix C.

2.8 Review of proposed Pay and Display in High Street, Edgware (Red box area)

- 2.8.1 The response rate from this area was 5.3% with 1 response received from the 19 premises consulted. This response did not indicate their preference for or against the pay and display proposals. However, they did comment that there are existing issues of obstructive parking in the High Street adjacent to the private access road between Nos. 107 and 109.

- 2.8.2 Existing waiting and loading restrictions at this location are a single yellow line with operational hours of 8.00am to 6.30pm Monday to Saturday, and loading restrictions operational between 8am and 9.30am and between 4.30pm and 6.30pm Monday to Fridays inclusive. Since this access road serves a busy nursing home and other adjacent properties, **officers recommend that the waiting and loading restrictions for a short section of the High Street adjacent to Nos. 107-109 should be reviewed and be up upgraded to no waiting and loading at any time.**
- 2.8.3 Because of the low response rate it is difficult to assess whether there is support for the pay and display parking proposal other than previous requests from businesses to provide more short term parking.
- 2.8.4 The current peak hour waiting restrictions outside the premises Nos. 85 to 93 High Street, Edgware are 8.00 to 9.30am and 4.30 to 6.30pm Monday to Friday inclusive. Double yellow lines (No waiting at any time) extend south of this point whilst a bus stop clearway extends north of this point.
- 2.8.5 Parking controls on the opposite side of the High Street, Edgware are the responsibility of Barnet Council who have provided pay and display parking bays along most of the length of their side of the High Street, except for double yellow lines (No waiting at any time) at road junctions. The operational hours charges for Barnet's the pay and display bays are on a sliding scale :
- 30p for up to 15min
50p for up to 30min
80p for up to 45 min
£1.50 for up to 60min
£2.50 for up to 90 min
- Operational hours 8.00am to 6.30pm, Monday to Friday, maximum stay 2 hours.
- 2.8.6 This section of the High Street is the only section which does not have parking controls other than for peak hour waiting restrictions, which allows vehicles to be left for most of the day, thus depriving parking for visitors and customers to the local businesses in this area.
- 2.8.7 Proposed parking charges to encourage short term parking would be the same as for other pay and display in the area, i.e. Whitchurch Lane, currently 40p per 30 minutes.
- 2.8.8 In order to provide short term parking and make parking controls to be similar to those provided by Barnet, officers recommend providing short term pay and display outside premise Nos. 85 to 93 shown at Appendix H with operational hours of 9.30am to 4.30pm Monday to Friday inclusive with max stay of 2 hours with no return within 2 hours.
- 2.9 **Responses from occupiers within the existing Zone TB (green area) are at appendix F**

- 2.9.1 A total of 12 responses were received from residents within the existing zone TB with broad support to extend the proposed scheme with residents and businesses voting 9 to 6 in favour of the scheme. The main comments supportive of the scheme cited that the existing scheme has improved the parking in their roads; whilst those against extending the scheme commented that the number of parking places have been reduced and that further parking controls will make the situation worse.
- 2.9.2 Comments from occupiers within the existing Zone TB for and against the scheme with officer's comments are reported in **Appendix F**.

2.10 Amendments to signage within existing zones TA and TB

- 2.10.1 The Council has reviewed parking bay signage. The Local Implementation Plan (LIP) states "To provide more transparency in restrictions and consistency with best practice, for all permit parking bay signs in new CPZs, the hours of operation will be displayed. Existing permit bay parking signage will be replaced as finances permit. Subject to funding availability this will be begin to take in 2006/2007."
- 2.10.2 The LIP also states "when CPZ reviews take place, the matter of allowing business permit holders to park in selected Pay and Display bays will also be considered. All business permits will be zone specific. Business permit holders will be allowed to park in resident permit bays in the zone of their issue only. Business permits will be issued solely for business operational purposes."
- 2.10.3 To conform with the above criteria and to provide better clarity and to provide greater flexibility of the parking bays for Residents and businesses, **officers recommend that:**
- a) **the controlled period 'Mon – Sat, 8.30am – 8.30pm' is added to the existing permit holder bay signs in Zones TA;**
 - b) **the controlled period 'Mon – Fri, 11am - noon' is added to the existing permit holder bay signs in Zones TB; and**
 - c) **the existing shared use parking bay signs for resident permit holders, business permit holders and pay and display be amended to 'Permit holders and Pay and Display'.**

2.11 Financial Implications

- 2.11.1 The implementation of the scheme based upon the officers' recommendations and including the amendments to existing signs in Zone TA and TB, is estimated to cost £45,000. The Harrow Capital Programme for 2009/10 contains £30,000 for these works. However savings made on the CPZ scheme at Stanmore mean that the additional monies can be met from within the overall CPZ capital programme.
- 2.11.2 The cost of the public consultation and preliminary work on the scheme can be met from the £25,000 allocated in the 2008/9 Harrow Capital Programme

2.12 Legal Implications

- 2.12.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984.

2.13 Performance Issues

- 2.13.1 There are no Best Value performance indicators relating to CPZs.
- 2.13.2 No funding is provided by Transport for London, however, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's LIP.
- 2.13.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:
- Priority IV Improving the working of parking and loading arrangements
 - Priority V Improving accessibility and social inclusion on the transport network
- 2.13.4 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

2.14 Risk Management Implications

- 2.14.1 This project is not included on the Directorate risk register.
- 2.14.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

2.15 Community Safety (s17 Crime & Disorder Act 1998)

- 2.15.1 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.
- 2.15.2 These recommended proposals will have a neutral impact on crime and disorder.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
Date:13/11/2008.....		
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
Date:14/11/2008.....		

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
Date:3/11/2008.....		

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Owen Northwood,
Traffic Engineer, Traffic and Highway Network
Tel. No: 020 8424 1677

Background Papers:

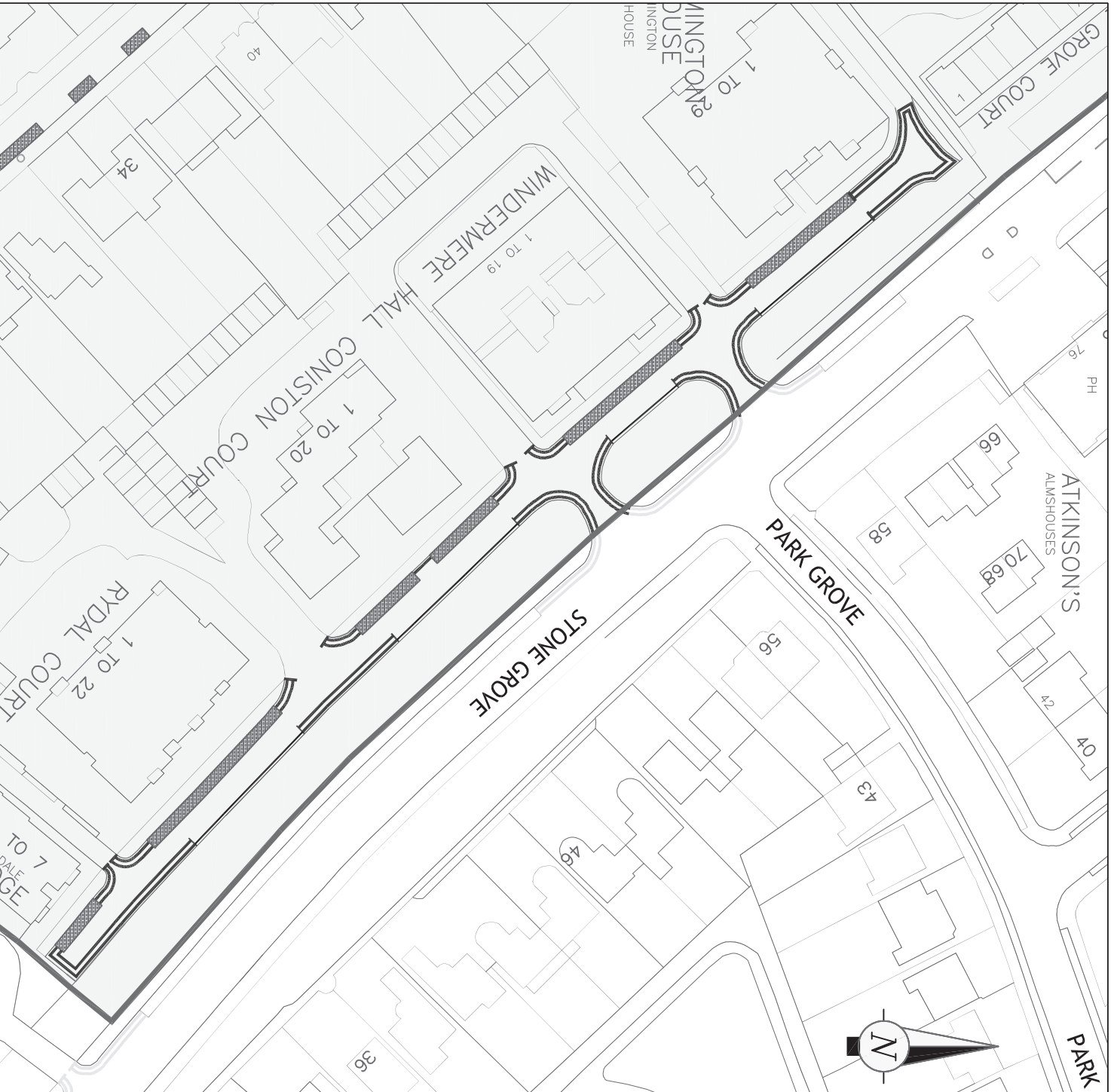
- 1 Traffic and Road Safety Advisory Panel 26 February 2008
Agenda Item 9 – Controlled parking zone/parking schemes - Annual Review.
- 2 Notes on Key Stakeholders meeting held on 26 June 2006

IF APPROPRIATE, does the report include the following considerations?

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

This page is intentionally left blank

This page is intentionally left blank



NOTES:

- LEGEND:**
- Proposed double yellow lines.
 - Existing double yellow lines.
 - Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
 - Existing single yellow lines.
 - Proposed Pay & Display Bays
 - Existing Pay & Display Bays
 - Proposed Resident Parking Bays
 - Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (© Crown copyright). Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Designation	Details of Revision	Date
--	-----	-/-/-

**EDGWARE CONTROLLED
PARKING ZONE**

SCHEME DETAILS

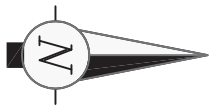
Scale 1:1000 @ A4	Drawn CVDM	Checked
	Date 15/08/2008	ON

Drawing no
92.05/3/8_LH02

Autocad file

0:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



THE LAKE

DRAIN



NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (© Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



COMMUNITY & ENVIRONMENT
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

---	---/---/---
Designation	Date
Project	

**EDGWARE CONTROLLED
PARKING ZONE**

Title

SCHEME DETAILS

Scale	Drawn	Checked
1:1000	CVDM	ON
@ A4	Date	
	15/08/2008	

Drawing no
92.05/3/8_LH03

Autocad file

0:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



NOTES:

LEGEND:

- ==== Proposed double yellow lines.
- ==== Existing double yellow lines.
- ==== Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- ▨ Proposed Pay & Display Bays
- ▨ Existing Pay & Display Bays
- ▨ Proposed Resident Parking Bays
- ▨ Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (© Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8865 5611
Fax: 020 8420 9611

---	-----	-/-/-
Designation	Details of Revision	Date

**EDGWARE CONTROLLED
PARKING ZONE**

SCHEME DETAILS

Scale	1:1000	Drawn	CYDM	Checked	
	@ A4	Date	15/08/2008	ON	

Drawing no
92.05/3/8_LH04

Autocad file

0:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (C). Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8865 5611
Fax: 020 8420 9611

Designation Details of Revision

Date

Project

**EDGWARE CONTROLLED
PARKING ZONE**

Title

SCHEME DETAILS

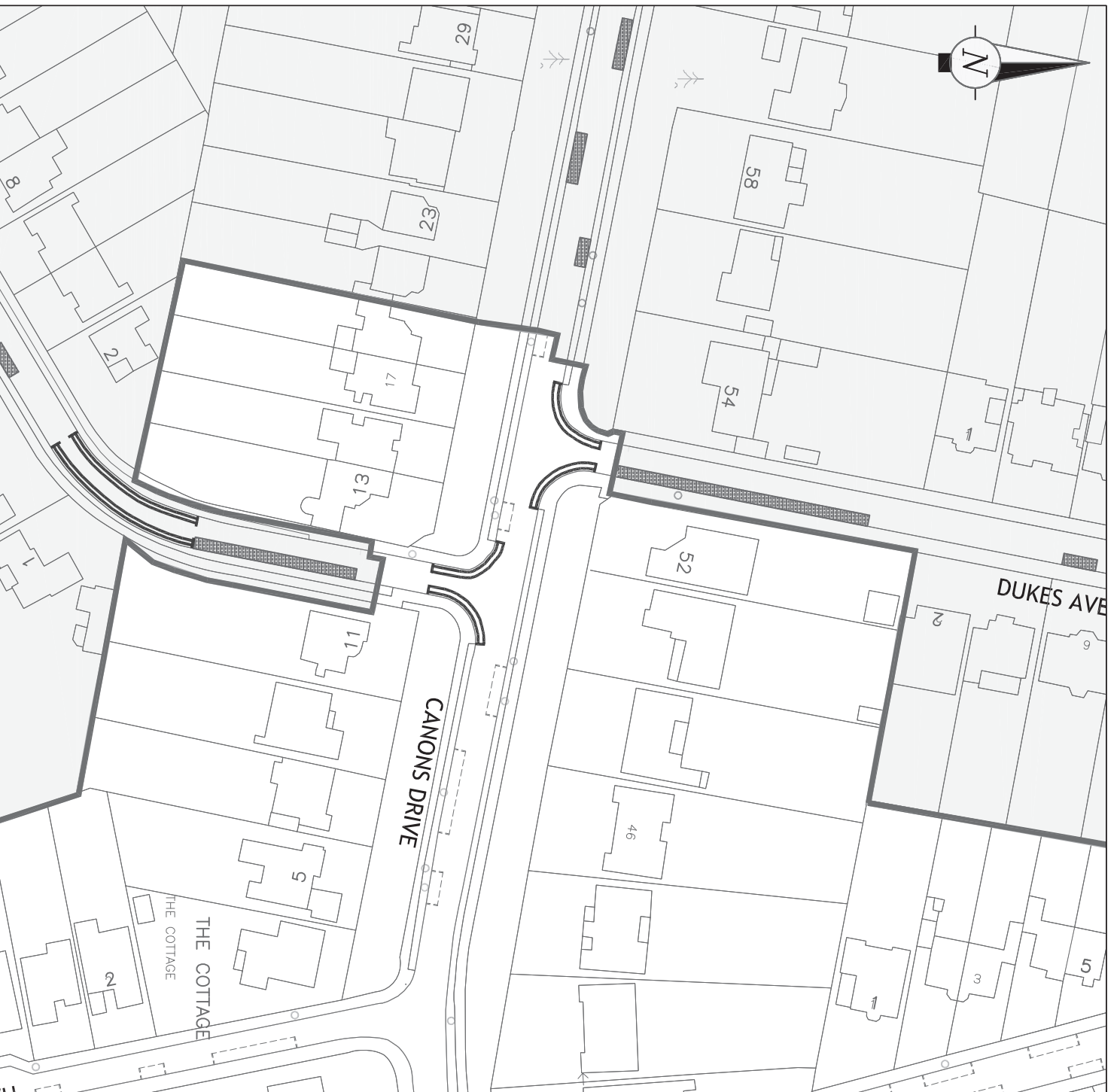
Scale 1:1000 @ A4	Drawn CVD/M	Checked ON
	Date 15/08/2008	

Drawing no
92.05/3/8_LH05

Autocad file

O:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100m at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Designation	Details of Revision	Date
--		-/-/-

Project
**EDGWARE CONTROLLED
PARKING ZONE**

Title
SCHEME DETAILS

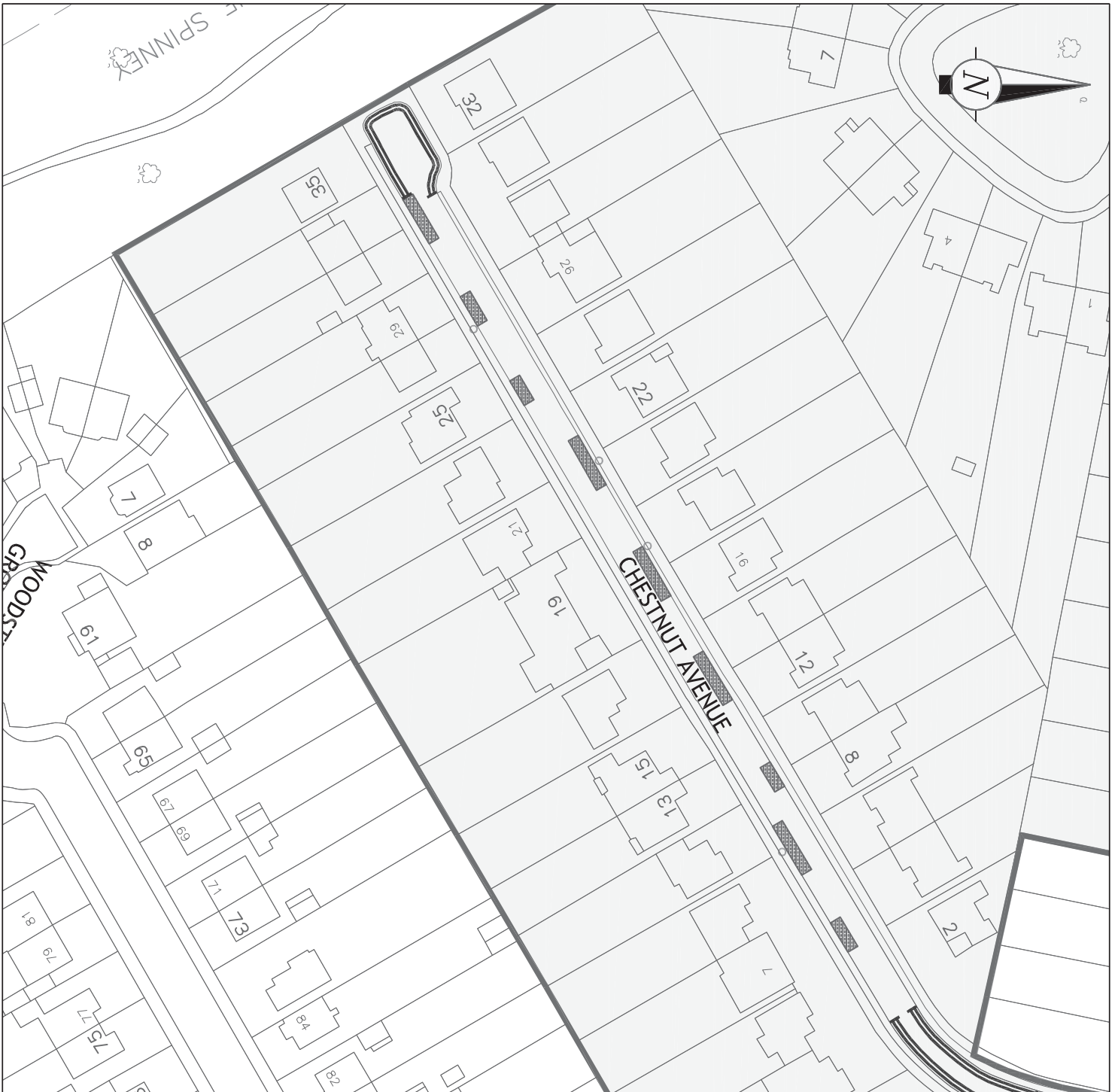
Scale	Drawn	Checked
1:1000	CVDM	ON
Ⓐ A4	Date 15/08/2008	

Drawing no
92.05/3/8_LH06

Autocad file

0:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



COMMUNITY & ENVIRONMENT
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Designation	Details of Revision	Date
--	-----	-/-/-

Project
EDGWARE CONTROLLED PARKING ZONE

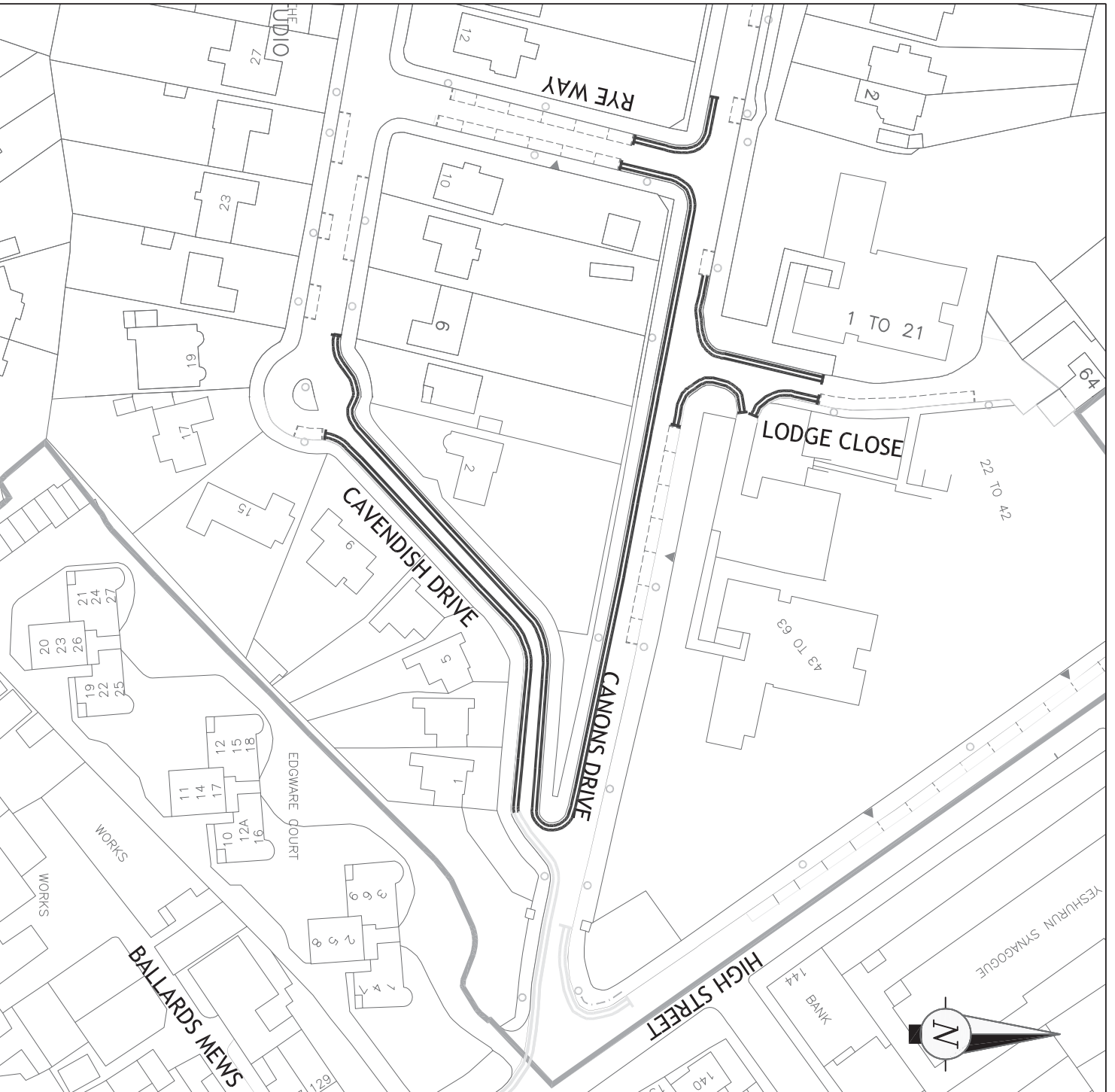
Title
SCHEME DETAILS

Scale 1:1000 @ A4	Drawn CVDM	Checked ON
	Date 15/08/2008	

Drawing no
92.05/3/8_LH07

Autocad file
O:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Designation Details of Revision

Date

Project

**EDGWARE CONTROLLED
PARKING ZONE**

Title

SCHEME DETAILS

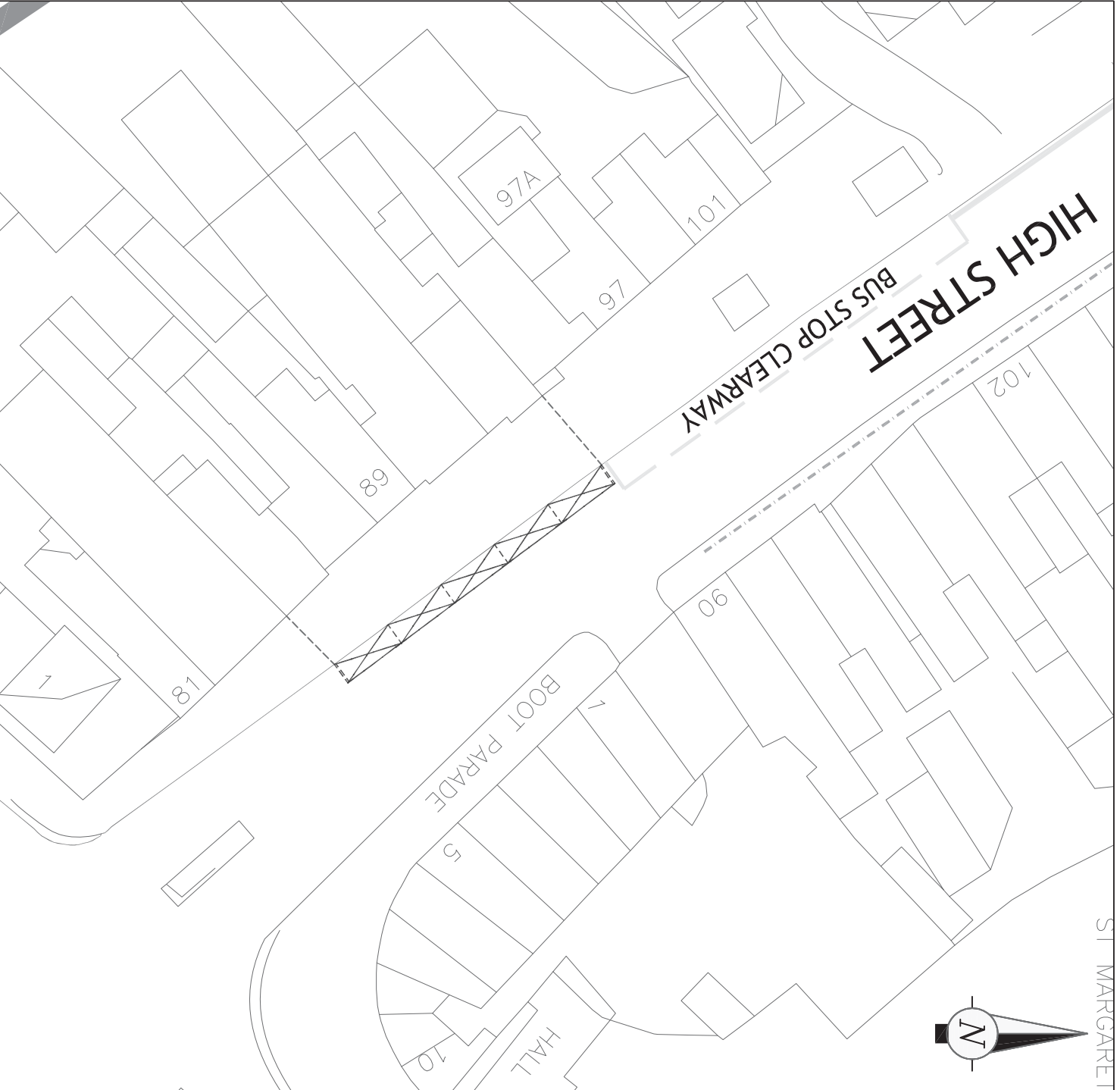
Scale	Drawn	Checked
1:1000	CVDM	ON
© A4	Date	
	15/08/2008	

Drawing no
92.05/3/8_LH08

Autocad file

O:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



ST MARGARET

NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (© Crown copyright). Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Designation	Details of Revision	Date
--	-----	-/-/-

**EDGWARE CONTROLLED
PARKING ZONE**

SCHEME DETAILS

Scale 1:500 @ A4	Drawn CVDM	Checked ON
	Date 15/08/2008	

Drawing no
92.05/3/8_LH09

Autocad file

0:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



NOTES:

LEGEND:

- Proposed double yellow lines.
- Existing double yellow lines.
- Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
- Existing single yellow lines.
- Proposed Pay & Display Bays
- Existing Pay & Display Bays
- Proposed Resident Parking Bays
- Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.



COMMUNITY & ENVIRONMENT
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Designation	Details of Revision	Date
--	-----	-/-/-

**EDGWARE CONTROLLED
PARKING ZONE**

Title

SCHEME DETAILS

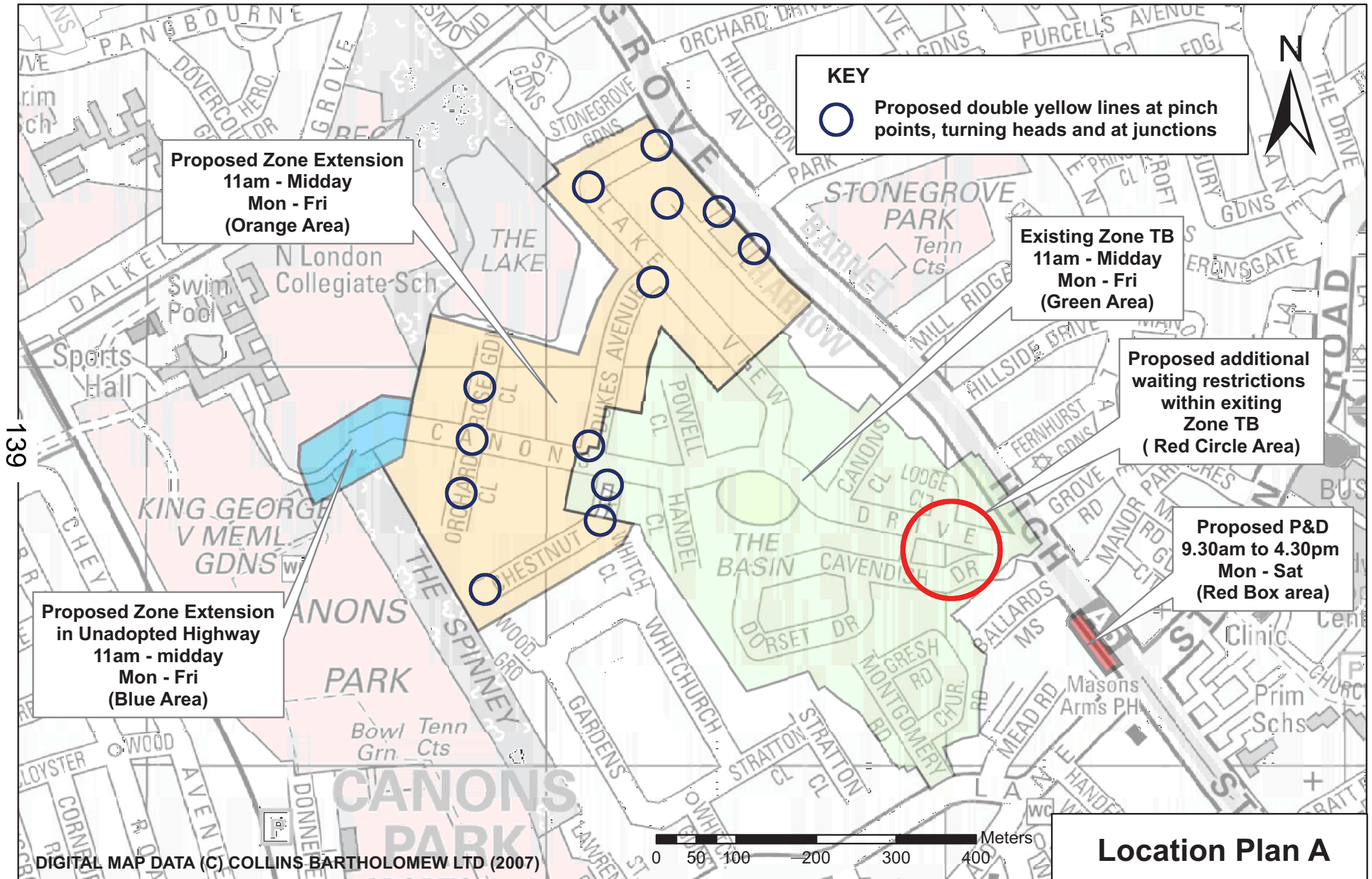
Scale 1:1000 @ A4	Drawn CVDM	Checked ON
	Date 15/08/2008	

Drawing no
92.05/3/8_LH10

Autocad file

O:\TRAF\OWEN\CPZ\EDGW\DRW\EDGWARE CPZ REV F

This page is intentionally left blank



This page is intentionally left blank

IMPORTANT – THIS AFFECTS YOU

Public Consultation

**Extension to
Edgware Controlled Parking Zone
Canons Park Estate**



This is your opportunity to comment

What is this about?

The existing Controlled Parking Scheme (CPZ) was implemented in January 2005. Since it began, you have told us:

- Parking has become more difficult and parked cars often block driveways.
- Parking right up to junctions can cause visibility problems and obstruct refuse and emergency service vehicles.
- More customer parking is needed for the shops and businesses on High Street, Edgware.

Residents parking and other parking restrictions

We held a stakeholder meeting, which was attended by local residents and business owners. At the meeting, we agreed to consult people about controlled parking living in the orange shaded area shown on location plan A. The orange shaded area is our own initial assessment of a scheme, which would create limited displaced parking without being too extensive.

We are suggesting extending the existing Edgware parking control scheme (Zone TB) - which operates for one hour from 11am to 12midday each weekday - to make it easier for you and your visitors to park.

You have told us that any daytime parking problems are caused by non-residents. A controlled parking zone would stop people who don't have a permit from parking all day. You have also told us that parking right up to the junctions cause visibility problems and can obstruct refuse and emergency service vehicles. We are proposing double yellow lines at the junctions to address this.

Businesses and occupiers on the High Road are also being consulted on proposals for Pay & Display (P&D) to provide short term customer parking.

Please read the enclosed pamphlet, which tells you about CPZs, then, complete the questionnaire for your road. We will plan the scheme based on the responses we receive. The decision on whether your road is included in the scheme is dependant on receiving majority support.

This stage of the consultation process

To help you make your decision, we have provided the following items:

- Information on CPZs – Explains the benefits, limitations and costs.
- Location Plan A - Shows the suggested extended zone and the adjacent existing Edgware CPZ, which operates Monday to Friday from 11am to 12 midday.
- Detailed plan(s) - showing the bay layout and other restriction proposals for your area. Permit parking bays and the single yellow lines in the CPZs operate for the zone times. In this instance, these would be Monday to Friday from 11am – 12midday. Outside of this period only the separately signed lines and double yellow lines would apply.
- Questionnaire – Please complete and return to us.

Detailed plan will be displayed in the reception area at the Council Civic Centre on Station Road, Harrow, during the consultation period. Officers will be available should you wish to discuss the scheme proposals.

We need your views so that we can make the right decision. This is your opportunity to influence the design. Another opportunity to review parking issues in your road is not likely to occur for a number of years.

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

Please complete the enclosed questionnaire and return it in the attached reply paid envelope, to reach us by 29 September 2008.

What happens next?

We will analyse your responses to see what support there is for the CPZ, permit parking scheme and other restrictions' proposals. Businesses in High Road, Edgware, are being consulted separately about parking provision/controls - which affect their section of road.

We will prepare a revised scheme after considering what you say. The revised scheme may include elements from each consultation or only from one. For instance, we could begin a pay and display scheme with or without a residents' parking scheme.

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

Any works for this scheme would not start before Winter 2008/2009. If we do decide to start a permit parking scheme in your section of road, we will send you permit application forms and further information.

More information

Due to the large number of responses we cannot reply to your questionnaire responses individually. If you have any further questions, or wish to know the outcome of the consultation, please contact the project engineer, Owen Northwood, on 020 8424 1677, email owen.northwood@harrow.gov.uk or write to the address below. We will put the consultation results and other progress information on the Council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the web

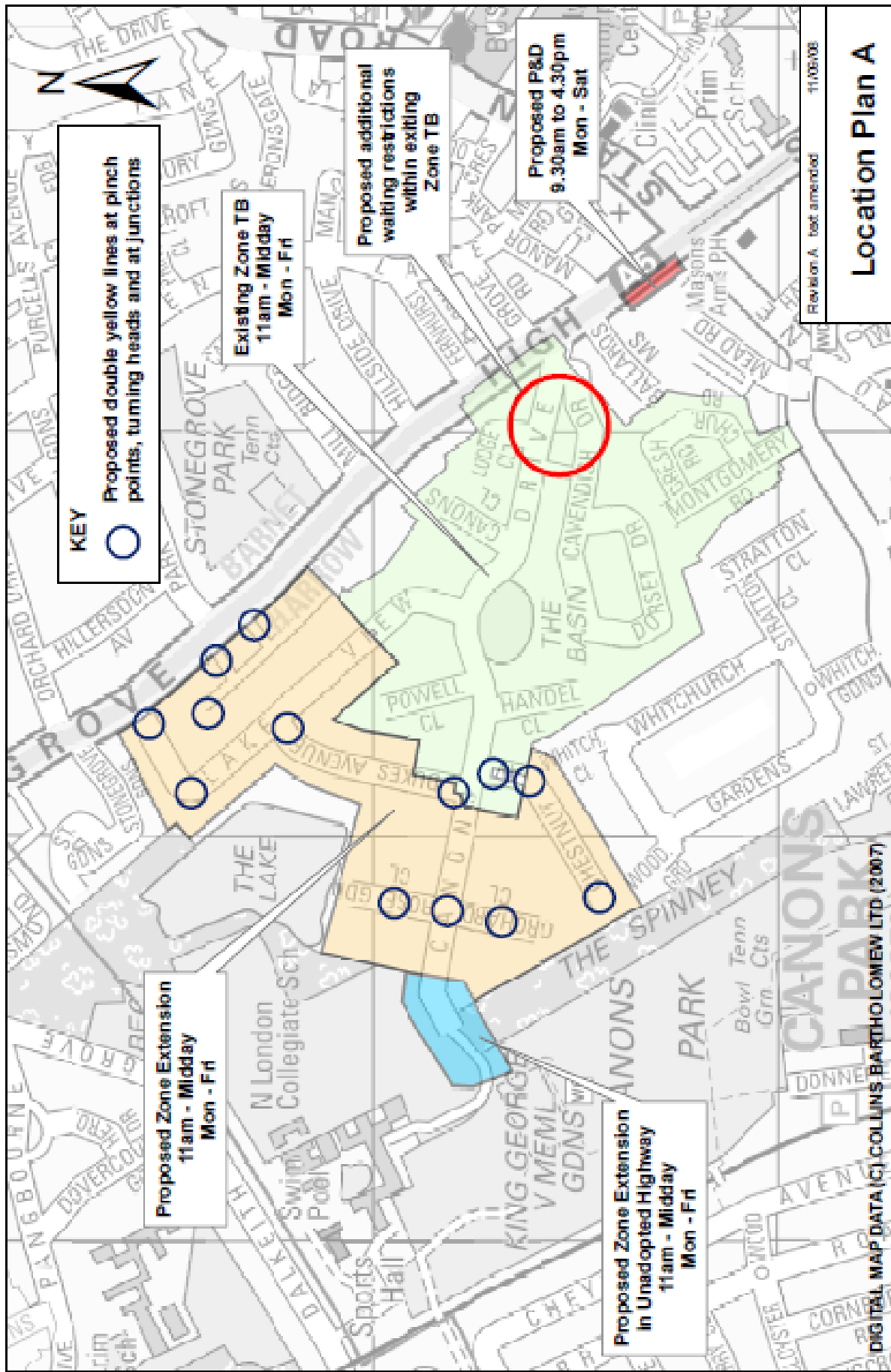
This document is also available online at: www.harrow.gov.uk/trafficconsultations.

Traffic and Highway Network
Harrow Council
P.O. Box 39
Civic Centre
Harrow
HA1 2XA

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** اذا كانت الانجليزية ليست لغتك الاولى 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۔

020 8424 1677



Edgware CPZ Zone TB Consultation

EQUALITY OF ACCESS TO SERVICES: MONITORING INFORMATION

The London Borough of Harrow is committed to achieving equality of opportunity and freedom from discrimination in the services it provides. We ask you for your co-operation in providing the following information which will be used only in the monitoring exercise.

What is your ethnic group?

Choose one section from (a) to (e) then tick the appropriate box to indicate your cultural background

(a) White

- British
- Irish
- Any other white background

Please write in below

.....

(d) Black or Black British

- Caribbean
- African
- Any other black background

Please write in below

.....

(b) Mixed

- White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed background

Please write in below

.....

(e) Chinese of Other ethnic group

- Chinese
 - Any other
- Please write in below

.....

(c) Asian or Asian British

- Indian
- Pakistani
- Bangladeshi
- Any other Asian background

Please write in below

.....

THANK YOU FOR YOUR CO-OPERATION

APPENDIX D

Edgware-Canons Park Estate/High Road CPZ Review

(Zone TB Extension)
(Orange, Blue and Green areas)

Please complete this questionnaire and return it using the enclosed pre paid envelope, to arrive by **29 September 2008**. Alternatively you may answer these questions online at www.harrow.gov.uk/trafficconsultations.

It is recommended that you read the leaflet and enclosed documents before completing the questionnaire, as it may contain information that you are not aware of.

Due to the large number of responses we cannot reply to you individually.

Questionnaires returned without a name and address will not be officially recorded in the results of this consultation. We count your household/business as one response, rather than number of responses from individual residents/employees from the same address.

First Name..... Family Name.....

Property Number/Name..... Road Name.....

Postcode..... Phone No (optional)

Date.....

Please tick as appropriate

Q1 Are you a resident or business

Resident Business Both

Q2 Do you consider there are parking problems in your road?

Yes No

Q3 Would you support the extension of the Controlled Parking Zone TB covering the period 11am to 12 noon Monday to Friday into your road?

Yes No

Q4 If you answered No to Q3, should parking controls be introduced in the road next to yours, would you then support the extension of the Controlled Parking Zone covering the period 11am to 12 noon Monday to Friday into your road?

Yes No

Q5 Would you support the layout of the parking permit bays and parking controls shown on the plan in your road

Yes No

Q6 Do you have any additional parking related comments?

If so please add them overleaf

Thank you for taking the time to complete this questionnaire. If you have any comments, please use the space provided below.

If you do not want your response to be available for public inspection please tick here.

COMMENTS

(Additional parking controls within existing Zone TB)

The existing CPZ zone TB appears to be working well. Therefore the only changes proposed with in the existing Zone TB are for double yellow lines to protect junctions, pinch points and where parking restricts access to properties.

Additional double yellow lines are proposed at following locations:-

- Canons Drive south side between Cavendish Drive and Rye Way
- Junction of Lodge Close with Canons Drive
- Cavendish Road (both sides) between its junction with Canons Drive and a point opposite No 4 Cavendish Drive
- Junction of Rye Way with Canons Drive

Should you have any comments on these proposals please complete this form and return it using the enclosed pre paid envelope before **29 September 2008**. Alternatively you may answers these questions online at www.harrow.gov.uk/trafficconsultations.

First Name..... Family Name.....

Property Number/Name..... Road Name.....

Postcode..... Phone No (optional)

Date.....

Please tick as appropriate

Q1 Are you a resident or business

Resident Business Both

Comments

Please continue overleaf if necessary

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

Please complete this questionnaire and return it using the enclosed pre paid envelope before **29 September 2008**. . Alternatively you may answers these questions online at www.harrow.gov.uk/trafficconsultations.

It is recommended that you read the leaflet and enclosed documents before completing the questionnaire as it may contain information that you are not aware of that may help you make a decision.

We are sorry but because of the number of responses made to consultations like this we are not able to reply to each completed questionnaire individually replies without a name and address will not be officially recorded in the results of this consultation. We count the household/business as the unit for responses rather than individual residents/employees.

First Name..... Family Name.....

Property Number/Name..... Road Name.....

Postcode..... Phone No (optional)

Date.....

Please tick as appropriate

Q1 Are you a resident or business

Resident Business Both

Q2 Do you agree that the parking space between No 85 and 127 should be freed up for shoppers and visitors and be replaced with pay and display parking spaces with off peak operational times of 9.30am to 4.30pm Monday to Saturday inclusive. Parking charges would be 40p per 30 minutes. There would be a maximum stay of 2 hours with no return within 2 hours.

Yes No

Q3 Do you have any additional parking related comments?

If so please add them overleaf

Thank you for taking the time to complete this questionnaire.

If you do not want your response to be available for public inspection please tick here.

Table 1 - Responses (orange area)

Street	No of prop	No. of replies	%	Question 1			Question 2			Question 3			Question 4			Question 5		
				Are You			Do you consider there are parking problems in your road?			Would you support extension of CPZ zone TB 11am - midday Mon to Fri?			If no - would support scheme in your road if road next to your were included?			Would you support parking permits bays as shown on plan in your road		
				Resid't	B'ness	Both	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r
Canons Drive	31	17	54.8%	17	0	0	7	10	0	6	11	0	2	9	0	5	9	1
							41.2%	58.8%	0.0%	35.3%	64.7%	0.0%	11.8%	52.9%	0.0%	29.4%	52.9%	5.9%
Chestnut Avenue	34	20	58.8%	19	0	1	9	11	0	9	11	0	1	10	0	8	10	0
							45.0%	55.0%	0.0%	45.0%	55.0%	0.0%	5.0%	50.0%	0.0%	40.0%	50.0%	0.0%
Dukes Avenue	29	15	51.7%	14	0	1	4	11	0	5	10	0	2	8	0	4	9	0
							26.7%	73.3%	0.0%	33.3%	66.7%	0.0%	13.3%	53.3%	0.0%	26.7%	60.0%	0.0%
Lake View	59	30	50.8%	30	0	0	22	8	0	22	8	0	1	7	1	18	8	2
							73.3%	26.7%	0.0%	73.3%	26.7%	0.0%	3.3%	23.3%	3.3%	60.0%	26.7%	6.7%
Orchard Close	14	11	78.6%	11	0	0	2	9	0	2	9	0	0	7	0	0	7	1
							18.2%	81.8%	0.0%	18.2%	81.8%	0.0%	0.0%	63.6%	0.0%	0.0%	63.6%	9.1%
Rose Garden Close	8	5	62.5%	5	0	0	1	4	0	1	4	0	1	2	0	2	3	0
							20.0%	80.0%	0.0%	20.0%	80.0%	0.0%	20.0%	40.0%	0.0%	40.0%	60.0%	0.0%
Stonegrove	115	40	34.8%	40	0	0	16	22	2	15	23	2	2	23	3	12	25	2
							40.0%	55.0%	5.0%	37.5%	57.5%	5.0%	5.0%	57.5%	7.5%	30.0%	62.5%	5.0%
Total	290	138	47.6%	96	0	2	61	75	2	60	76	2	9	66	4	49	71	6
							44.2%	54.3%	1.4%	43.5%	55.1%	1.4%	6.5%	47.8%	2.9%	35.5%	51.4%	4.3%

151

APPENDIX E

Table 2 - Responses from unadopted highway (blue area)

				Question 1			Question 2			Question 3			Question 4			Question 5		
Street	No of prop	No. of replies	%	Are You			Do you consider there are parking problems in your road?			Would you support extension of CPZ zone TB 11am -midday Mon to Fri?			If no - would support scheme in your road if road next to you were included?			Would you support parking permits bays as shown on plan in your road		
				Resid't	B'nness	Both	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r
Canons Drive	5	3	60.0%	2	1	0	3	0	0	1	2	0	0	1	0	0	1	0
							100.0%	0.0%	0.0%	33.3%	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%

Table 3 – Responses/comments re additional waiting restrictions (red circle area)

Street	No of prop	No. of replies	%	Question 1			Comments in favour	Comments against	Comments for further amendments
				Are You					
				Resid't	B'nness	Both			
Cavendish Drive	14	7	50.0%	7	0	0	6	1	2
Lodge Close	64	15	23.4%	14	0	0	10	3	5
Total	78	22	73.4%	21	0	0	16	4	7

Table 4 - Responses from High Street for proposed pay and display (red box area)

Street	No of prop	No. of replies	%	Question 1			Question 2		
				Are You			Do you agree that parking space in High Street Nos 85 -127 be replaced with pay and display parking bays		
				Resid't	B'ness	Both			
High Street, Edgware	19	1	5.3%		1				1

Table 5 - Responses (green area)

Street	No. of replies	Question 1			Question 2			Question 3			Question 4			Question 5		
		Are You			Do you consider there are parking problems in your road?			Would you support extension of CPZ zone TB 11am - midday Mon to Fri?			If no - would support scheme in your road if road next to you were included?			Would you support parking permits bays as shown on plan in your road		
		Resid't	B'ness	Both	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r	Yes	No	n/r
Canons Drive	4	4	0	0	1	2	0	2	2	0	1	1	0	2	1	0
Lake View	4	4	0	0	3	1	0	3	1	0	0	1	0	3	1	0
Dorset Drive	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Handel Close	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Canons Close	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Powell Close	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	13	11	1	0	4	3	0	8	4	0	1	2	0	5	2	0

This page is intentionally left blank

APPENDIX F

Summary of comments listed by consultation area and by street

Orange Area

Lake View

21 comments were received from Lake View which are summarised below:-

Item	Comments
1)	Those fully supporting the scheme stated that it would stop commuter parking obstructing access for emergency vehicles and stop vehicles parking opposite each other making it difficult to pass.
2)	Others commented that they would support the scheme providing that they did not have to pay for permits.
3)	Those who do not support the proposals gave some of the following reasons: there is no parking problem in this street and that a CPZ would cause unnecessary problems for residents visitors and contractors object to have to pay for permits scheme would make it more difficult to sell their house scheme will incur additional cost to residents and visitors and others stated that free parking should be provided for workers.
4)	Another requested special permits for visitors during festivals, weddings and funerals etc
5)	Others commented on the location of the parking bays, some requesting parking bays to be positioned on alternating sides of the road to reduce the speed of the traffic whilst others requested parking bays only to be located on one side of the road, others requesting more parking spaces.
6)	Two individuals stated speed of traffic is a problem with a request to make the area a 20mph zone.
7)	One individual requested footway parking to allow vehicles to park with two wheels on the footway to prevent damage to vehicles.
8)	There was support for the proposed double yellow lines in Lake View at the sharp bend and its junction at Stonegrove both from residents in Lake View and from others within Canons Park estate, However concerns were raised from residents directly affected by the proposals both to their presence and to the extent of the lines.

Canons Drive

12 comments were received from Canons Drive, many were similar in content to items (i), (ii), (v), (vi) and (viii) listed above. Additional comments are listed below:

9)	Residents observed that in recent months more vehicles parked in Canons Drive.
10)	Others stated that should the CPZ scheme be introduced there should be no need for the proposed double yellow lines at the junctions of Orchard Close, Rose Gardens Close, Dukes Avenue and Chestnut Avenue.

Chestnut Avenue

12 comments were received from Chestnut Avenue; many were similar in content to items; (ii) (iii) and (v) above. Additional comments are listed below:

11)	Happy to support proposals since turning head is frequently obstructed. Restrictions are for only 1 hour a day which would inconvenience commuters and work shops in the Ballard Mews and not the residents.
12)	Whilst against proposals would be happy to ban van and lorries parked near the entrance to Chestnut Avenue.
13)	Others do not support proposals because street is in a conservation area, ugly road markings and signage is not appropriate for the area.
14)	Others object to the proposals that the scheme severely reduces the number of parking spaces available in the street.
15)	There is general support for the double yellow lines on the bend and at the turning head. However concerns were raised from residents directly affected by the proposals both to their presence and to the extent of the lines.

Dukes Avenue

6 comments were received from Dukes Avenue; most were similar in content to items (i) and (xiii) above. However most of residents' concerns are regarding the location of the proposed parking bays as detailed below:

16)	Concerns raised, that since Dukes Avenue is a narrow road, access to driveways would be made difficult should parking bays be located opposite driveways.
17)	Other concerns were that parking bays should be equally placed both sides of the street.
18)	Representation has also been made to ban the parking of commercial vehicles at the entrance of Duke Avenue from Canons Drive.

Orchard Close

9 comments were received from Dukes Avenue, similar to that of item (iii) above. Additional comments are listed below:

19)	Orchard Close is a quiet cul de sac with no parking problems. The proposal severely reduces the number of parking spaces available and the scheme is no benefit to the residents.
20)	Parking controls between 11am and 12 midday are not needed. Parking controls should be 8.30-9.30am and 3.30-4.15pm when children are taken and collected from school.
21)	If there is a problem of access for refuse vehicles, parking controls should only be apply to Friday mornings when collections are made.

Rose Gardens Close

The 3 comments were received from Rose Garden Close all concerned the proposed double yellow lines and are listed below:

22)	Double yellow lines are not needed since very few cars park at the junctions since it is an obvious parking hazard.
23)	Double yellow lines should be extended along whole entry to the Close since the road is too narrow to allow parking.
24)	Agree to double yellow lines proposals for whole of Canons Park estate.

Stonegrove

24 comments were received from occupiers and management representatives of the flats on Stonegrove service road. The majority of these were not in favour of introducing the CPZ scheme. However there is support for the double yellow lines at the junctions and access points, with the exception of the proposed double yellow lines outside Sunningdale Lodge. The main comments are summarised below:

25)	Some residents, whilst not wanting resident parking scheme in the service road suggested that it should be introduced on the main road opposite the flats.
26)	Others requested that the double yellow lines be extended on Stonegrove south east of the entrance to the service road, since parked vehicles, especially vans, make it difficult to see oncoming vehicles.
27)	Another request is for the length of the double yellow lines outside Leamington House at the north western end of the service road to be reduced to match the existing hatched area to allow more parking spaces.
28)	Residents and management of Sunningdale Lodge unanimously objected to the proposed double yellow lines at the south eastern end of the service road outside their properties, since it will severely reduce the number of parking spaces available. Management also claim that this section of the highway is private highway and not maintained by the Council and therefore parking restrictions can only be implemented with agreement of the estate management.

Blue Area

Two comments were received from this section of Canons Drive. These did not support the CPZ proposals. Other suggestion made for this section of the road were the footpath should be extended to gain access to the park and that parking bays be set back into the park to provide better access.

Red Circled Area – double yellow line proposals

Residents were requested to comment on the double yellow line proposals affecting properties outside Lodge Close and Cavendish Drive. (See plan 8 Appendix C). 22 comments were received with the majority supporting the proposals. These are summarised below;

29)	Many supporting the double yellow lines adding: “brilliant idea; thank you for agreeing to our request for parking controls; will enhance safety and convenience to residents”.
30)	Those opposed to the proposals commented that additional waiting restrictions will affect businesses in the area and ultimately there will be nowhere left to park.
31)	Residents of Lodge Close requested additional parking spaces to be provided in outside their properties and that the adjacent shared use parking bays for business permits and pay and display should also be made available to resident permit holders.

Red Box Area –proposed High Street pay and display

Comments are reported at 2.3.11 of the report.

Green Area – existing Zone TB

8 comments were received from this area, which are summarised below:

32)	Those not in favour of the CPZ being extended stated that there is a currently limited parking space in some streets and the proposals to extend the scheme would make it more difficult.
33)	Others requested that the present parking controls be extended to include Saturdays.
34)	Another requested that the parking bays in Canons Drive should be all located on one side of the road to improve access.
35)	There is support for the double yellow line proposals, but to extend the double yellow line on the south side of Canons Drive from Stonegrove up to the western end of the Basin opposite Powell Close, stating it would prevent inconsiderate parking on that side of the road which creates dangerous chicane for drivers.

This page is intentionally left blank

APPENDIX H

NOTES:

- LEGEND:**
- Proposed double yellow lines.
 - Existing double yellow lines.
 - Proposed single yellow lines - 100mm at all places within proposed extended zone otherwise stated.
 - Existing single yellow lines.
 - Proposed Pay & Display Bays
 - Existing Pay & Display Bays
 - Proposed Resident Parking Bays
 - Existing Resident Parking Bays

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 10019206.

COMMUNITY & ENVIRONMENT
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

--	-/-/-
Designation	Details of Revision
Project	

**EDGWARE CONTROLLED
PARKING ZONE**

Title
**HIGH STREET, EDGWARE
PROPOSED PAY & DISPLAY**

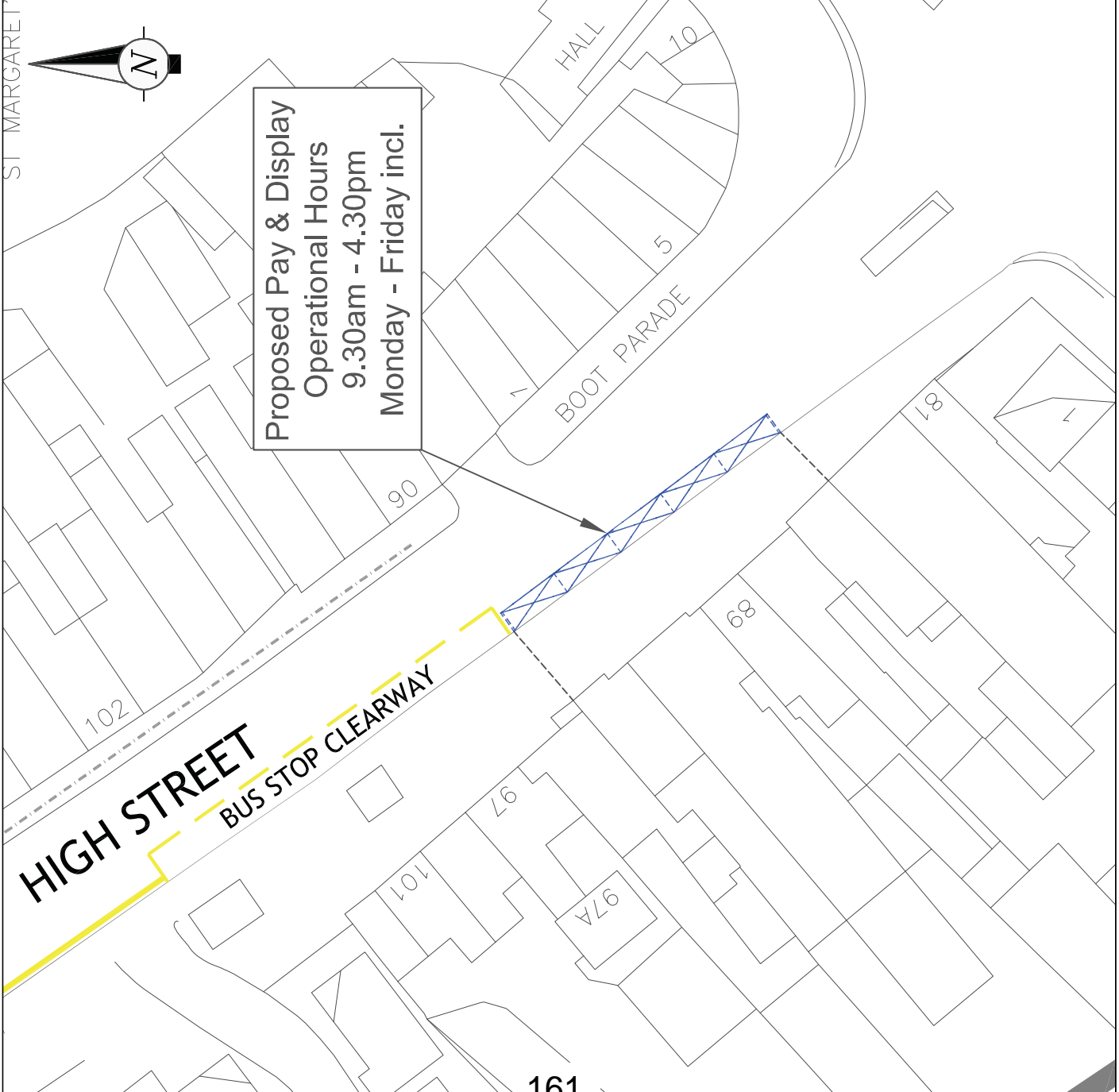
Scale
NTS
@ A4

Drawn CVDM
Date 15/08/2008

Checked
ON

Drawing no
92.05/3/8_09A

Autocad file
O:\TRAF\OWEN\CPZ\EDGW\DRW\EDGW\EDGWARE CPZ REV F



This page is intentionally left blank



Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	Wealdstone controlled parking zone – Review, possible extension and associated restrictions Objections to Traffic Orders.
Key Decision:	No
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Officer Report considered at 17 September 2008 Panel meeting including Appendices

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report reconsiders and updates the objections received (in particular that from Marlborough School) to the proposed traffic orders for the proposed extension of the Wealdstone controlled parking zone C and associated parking restrictions and recommends that the proposals should be implemented.

Recommendations (for decision by the Environment and Community Safety Portfolio Holder):

that the Panel recommends:

That the formal objections to the advertised traffic orders for the extension and revision to the Wealdstone Controlled Parking Zones C and CA incorporating a residents parking scheme and some associated waiting and loading restrictions be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.

REASON: To control parking at various locations in the Wealdstone area as shown at Appendix A

SECTION 2 - REPORT

2.1.1 Background

- 2.1.2 On 17 September 2008, the officer report on the results of the statutory consultation including the advertisement of the draft traffic orders (please see report attached at Appendix A) was initially considered by the Traffic and Road Safety Advisory Panel, together with a deputation from teachers and staff of Marlborough School in support of their formal objection to those traffic orders. The panel resolved to defer formal consideration of the report to enable the Portfolio Holder for Environment and Community Safety to meet the Headteacher of Marlborough School and officers to consider the objections received.
- 2.1.3 The Portfolio Holder for Environment and Community Safety then met with representatives of teachers and staff at Marlborough School on 16th October 2008. The main aspect of the proposals of concern to the school was connected with the use of coaches to take pupils on school trips. This aspect is considered in paragraph 2.2.3 below.
- 2.1.4 The Portfolio Holder has briefed officers regarding the concerns raised by the school and discussed further clarification necessary. It was confirmed that further clarification was only required with regard to the objection raised by the Headteacher of Marlborough School, as detailed in the report to the panel on 17 September 2008. This is the subject of this report.

2.2 Options considered

- 2.2.1 The options considered in addressing the seven formal objections to the draft traffic orders are detailed in section 2.2 and Appendix B of the original officer report .
- 2.2.2 The implications of the proposals for areas designated as school safety zones where there are existing 'no stopping' restrictions operating from Monday to Friday 8.30 to 9.30am and 3 to 4.30pm have been subject to some misunderstanding. The issue has been complicated by possible future early years provision at the school, including a nursery. If this development was to take place it could increase the amount of vehicles involved in dropping off/picking up children, the times at which this takes place and the location along the school frontage where children enter/exit the new development. This could require a change to the timing of the no stopping restrictions.
- 2.2.3 The school has expressed concern that the proposals would prevent coaches parking outside the school to enable children to board/alight for school trips. The proposal to extend the CPZ would introduce waiting restriction between 10am and 11am including in the area of the school safety zone. Waiting restrictions however do not affect parking for the purpose of loading/unloading of goods or to enable passengers to board or alight. Boarding/ alighting from coaches would only be prevented by the introduction of stopping restrictions such as the school 'keep clear' marking accompanied by the signed restrictions but as shown above these only currently apply from Monday to Friday 8.30 to 9.30am and 3 to 4.30pm Therefore coach pick up/drop off could still take place between 9.30am and 3pm as it is at present.

- 2.2.4 Should the school introduce a nursery with young children being collected or delivered by parents in the middle of the day the council's current approach is to introduce the 'no stopping' restriction throughout the day i.e. 8.30am to 4.30pm. This would prevent the area in front of the school being used by coaches. This change however is **not** part of the current proposals.
- 2.2.5 The introduction of a waiting restriction alone should actually help coaches to park in front of the school as it will remove the opportunity for drivers to park there between 9.30am and 3pm as a means of getting round the restrictions in the adjacent CPZ for those without a permit.
- 2.2.6 Officers are in discussion with the school regarding the extent of the school safety zone restrictions and other physical measures to address the safety concerns raised in the petition reported to this Panel in September 2008. However other than localised double yellow lines, which are supported by the school, these changes are not part of the draft traffic orders which are under consideration in this report.
- 2.2.7 'No stopping' restrictions have been introduced outside one school in the borough which apply during a lunchtime period, but leave unrestricted periods in the morning and afternoon. Therefore even if at some future date a nursery does materialise and there was a need to revise the school safety zone, a similar approach might be considered appropriate.
- 2.2.8 The issue raised in the original objection was the effect the waiting restrictions in particular within the school safety zone would have on the ability of school staff to park their own vehicles close to the school. This issue and alternative parking locations have been considered at paragraph 2.1.7 and Appendix B of the original officer report which is included in Appendix A of this report.
- 2.2.9 Within a CPZ all kerbside space is required to be controlled during the controlled period, even if the control is exercised by the installation of a free bay, that is a bay where parking can take place without requiring a permit or payment. The necessary bay marking and signage would however be incompatible with school keep clear markings, hence it is not practical to allow school staff to park outside the school between 10am and 11am if the CPZ is extended to cover this section of Marlborough Hill.
- 2.2.10 For the reasons given above, it is recommended that Panel approve recommendations of the original officer report.

2.3 Consultation

- 2.3.1 See the previous report. In addition the Portfolio Holder met school staff on 16th October 2008 as detailed above.

2.4 Financial Implications

- 2.4.1 See previous report. There are some additional costs associated with the reconsideration of the formal objections which are estimated at £2000. This brings the estimated overall cost including implementation of the scheme which has

been advertised to £97,000 of which £18,000 has already been spent this financial year

2.4.2 £95,000 is currently available from the Harrow Capital budget in 2008/09 to cover the implementation of this scheme. The additional £2,000 can be accommodated within the overall capital programme due to savings made on other projects

2.4.3 It is therefore recommended that the monies not spent on this project in 2008/9 are transferred to the 2009/10 capital programme to enable the project to be completed.

2.5 Legal Implications, Performance Issues, Risk Management Implications, Equality Impact, and Community Safety (s17 Crime & Disorder Act 1998)

See previous report at Appendix A.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
		Date:13/11/2008.....
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
		Date:14/11/2008.....

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
		Date:13/11/2008.....

✓
SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

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

Background Papers: Traffic and Road Safety Advisory Panel 17 September 2008
Minute 118 Deputations and
Minute 119 Wealdstone controlled parking zone review –
Consultation results and objections

IF APPROPRIATE, does the report include the following considerations?

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

This page is intentionally left blank

Meeting:	Traffic and Road Safety Advisory Panel
Date:	17 September 2008
Subject:	Wealdstone controlled parking zone – Review, possible extension and associated restrictions - Objections to Traffic Orders.
Key Decision:	No
Responsible Officer:	Eddie Collier- Head of Property and Infrastructure
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Geographical extent of proposals Appendix B – Grounds for objection and officer comments

SECTION 1 – SUMMARY AND RECOMMENDATIONS

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

Recommendations (for decision by the Environment and Community Safety Portfolio Holder):

that the Panel recommends:

That the formal objections to the advertised traffic orders for the extension and revision to the Wealdstone Controlled Parking Zones C and CA incorporating a residents parking scheme and some associated waiting and loading restrictions be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.

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

SECTION 2 - REPORT

2.1.1 Background

- 2.1.2 The existing Wealdstone CPZs were initially introduced in 1996, and extended and split into the present zones C and CA in June 2003. The main zone CA review changes were implemented in April 2008. These included an extension of the CPZ and associated change to main road and junction parking restrictions.
- 2.1.3 The results of a second phase of consultation covering further localized parking issues in the zone CA study area were reported to this Panel in September 2007. The results of local consultation on a possible extension of Zone C, which lies to the southwest of the railway line, and associated parking restrictions, were also reported.
- 2.1.4 This Panel agreed the recommended changes including the extension of Zone C should be taken forward to the statutory consultation of traffic orders. The statutory consultation period ran from 3 to 23 July 2008. The traffic order changes were placed as advertisements in the London Gazette and Harrow Times. Street notices were posted in affected streets for display during the statutory consultation period. These summarized the general essence of the proposals as relevant to that location, advised where full details of the changes could be found and to whom observations and objections should be made.
- 2.1.5 This report describes the results of statutory consultation, including the advertisement of the draft traffic orders. It consists of formal objections received together with officer comments and recommendations as to how these objections should be addressed.
- 2.1.6 Traffic orders were advertised covering aspects described in 2.1.7 below for the area shown on the plan at **Appendix A**. Seven letters of objections have been received by the Traffic and Highway Network Manager. A summary of the objections are listed below:-
- (i) a letter from a resident of Walton Road relating to the proposed extension of zone C;
 - (ii) a letter from Marlborough School relating to the proposed extension of zone C.
 - (iii) a letter from a resident of Dobbin Close relating to proposed double yellow line restrictions in that road;
 - (iv) a letter from a resident living near the junction between Kenmore Avenue and Beaufort Avenue relating to proposed double yellow line restrictions at that junction;
 - (v) 3 letters from residents of Masons Avenue relating to proposed changed parking bay restrictions in that road;
- 2.1.7 The grounds for objection are summarized together with officer comments in **Appendix B**. More general background information for certain sections of the scheme are set out below to assist consideration of these objections.
- 2.1.8 The scheme proposals mainly comprised:-

- (i) An extension to the Wealdstone CPZ zone C to include Badminton Close, Leys Close, Rugby Close, Walton Close, Walton Road; the remaining section of Marlborough Hill, and part of Walton Drive.
- (ii) Echelon permit bays in a lay-bay at the northern end of Princes Drive;
- (iii) Main road and junction waiting restrictions, largely double yellow lines at or near junctions to improve visibility and/or access, including additional restrictions in Dobbin Close;
- (iv) New or revised loading restrictions on Headstone Lane and Harrow View;
- (v) One additional permit parking space and a new shared use bay on Masons Avenue. Revised or new waiting and loading restrictions on the approach to the traffic signals in that road and a new loading bay in The Bridge;
- (vi) Revision to the parking bays in Tudor Road;
- (vii) No stopping restriction outside Elmgrove First and Middle School, Kenmore Avenue;
- (viii) New pay and display bays on the north side of Milton Road. Revised waiting and loading restrictions on and adjacent to Station Road and Station Approach by Civic Centre;
- (ix) Revised eligibility for purchasing permits to allow business permits.

The area of the above proposals is shown at **Appendix A**.

2.2 Options considered

- 2.2.1 Having consideration for the scale and diversity of the scheme proposals it is surprising how few objections have been received. Approximately 2800 residential and business addresses were consulted on parking proposals which led to the proposed scheme.
- 2.2.2 Two objections were received to the extension of the controlled parking zone. However, one of these came from a first and middle school on behalf of its staff. This compares to the 88 responses received in the local consultation referred to in 2.2.1 where a clear majority of responses from streets within the scheme area supported the proposed extension. Having regard to the officer comments given in **Appendix B** and the support shown in consultation it is recommended that the objections be set aside and the CPZ be extended as advertised.
- 2.2.3 A letter and an email were received regarding the double yellow line proposals at separate locations in Dobbins Close and a junction on Kenmore Avenue. In the original consultation, twelve responses from Dobbin Close supported the additional double yellow lines whereas eight were against or had reservations. The extent of restrictions in the draft traffic order was reduced in an attempt to address concerns. The resident however still believes the restrictions are unnecessary and should be linked with issues apart from parking on the public highway. The other resident states their support of double yellow lines in principle but is concerned that their extent reduces parking opportunities. As outlined in **Appendix B** the restrictions are proposed to enable council enforcement at locations where the Highway Code states people should not park. The restrictions are to improve visibility which should reduce accident risk and access especially

for larger vehicles. Both locations were re-examined to confirm the need and required length. It is therefore recommended that these objections be set aside except for a reduction in length of one section of double yellow line in Dobbin Close as this does not compromise the access improvements.

- 2.2.4 Three letters from addresses in Masons Avenue all state they oppose the proposed plans to reduce permit parking places and replace them with parking places where people pay and display. Regrettably these objections have been based on a misunderstanding of the proposals which actually propose additional space available to permit holders. The proposal is for an additional dedicated permit holder space and four further spaces available to permit holders and to people who pay and display, see 2.1.7 (v) above. The residents have been advised their concerns are incorrect and sent a plan of the proposals in order to clarify what actually has been proposed. One resident has confirmed they do not wish to oppose what is proposed.

2.3 Consultation

- 2.3.1 Ward councillors were consulted throughout the review and were advised of the traffic orders being subject to statutory consultation.
- 2.3.2 All the scheme proposals which were advertised as part of the statutory consultation process were the subject of local consultation of people at approximately 2800 addresses during July 2006. The scheme proposals, especially the extent of the now proposed extension of zone C, are a result of the responses received. The analysis of the responses received and revised proposals were the subject of a report to this Panel on 25 September 2007.
- 2.3.3 The statutory consultation process, the results of which are the subject of this report, is carried out using legal processes described in section 2.5 below

2.4 Financial Implications

- 2.4.1 The estimated overall cost including implementation of the scheme which has been advertised is £95,000 of which £15,000 has already been spent this financial year
- 2.4.2 £95,000 is currently available from the Harrow Capital budget in 2008/09 to cover the implementation of this scheme.
- 2.4.3 The estimate of £95,000 includes an allowance of £9,000 for replacing the existing permit plates in the existing zone with ones that include the zone times as part of a programme of changes previously agreed.
- 2.4.4 The Capital programme for 2009/10 and 2010/11 includes £20,000 in each year for possible changes to parking on the periphery of the areas in line with the principles already established on Wealdstone CPZ of revisiting these areas approximately 6-12 months after implementation of the scheme in the main area.

2.5 Legal Implications

2.5.1 Controlled parking zones and associated waiting and loading restrictions can be implemented under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984.

2.6 Performance Issues

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

2.6.2 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the Council's LIP.

2.6.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:

- Priority IV Improving the working of parking and loading arrangements
- Priority V Improving accessibility and social inclusion on the transport network

2.6.4 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

2.7 Risk Management Implications

2.7.1 This project is not included on the Directorate risk register.

2.7.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

2.8 Equalities Impact

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

2.9 Community Safety (s17 Crime & Disorder Act 1998)

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

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar Date: ...1/9/2008.....
Legal & Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones Date:5/9/2008.....

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Tom Whiting
		Date:3/9/2008.....

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

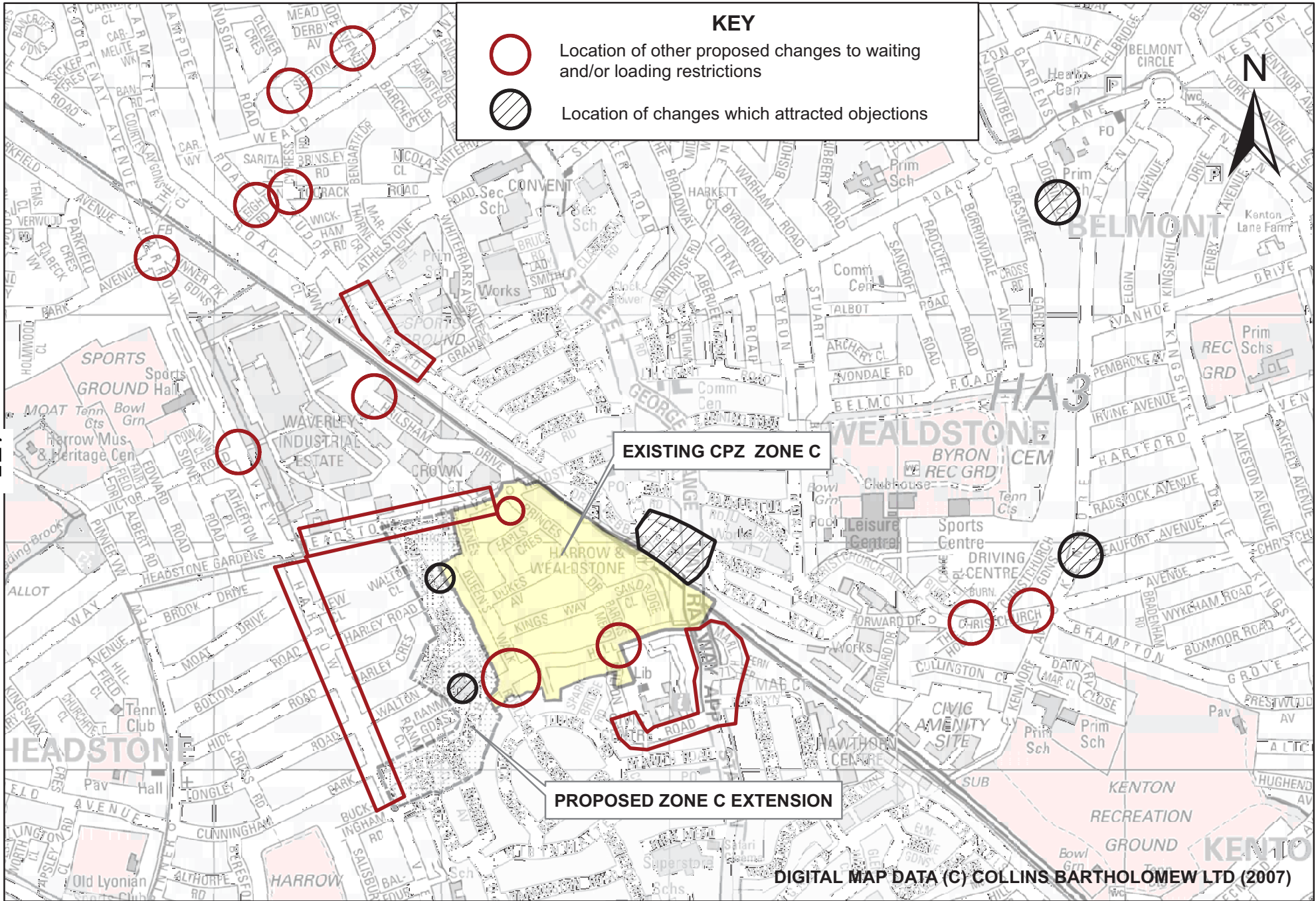
Contact: Stephen Freeman,
Traffic Engineer, Traffic Management
Tel. No: 020 8424 1437

Background Papers:

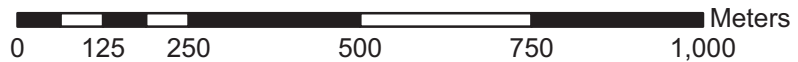
- 1 Traffic and Road Safety Advisory Panel 25 September 2007
Agenda Item 13 - Wealdstone controlled parking zone –
Review, possible extension and associated restrictions Zone
C and Zone CA Phase 2 Consultation results.
- 2 Traffic and Road Safety Advisory Panel 26 February 2008
Agenda Item 9 – Controlled parking zone/parking schemes -
Annual review.
- 3 Traffic Order
- 4 A0 plans of detailed scheme parking restriction changes.

IF APPROPRIATE, does the report include the following considerations?

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



Geographical extent of proposals



This page is intentionally left blank

APPENDIX B Grounds of Objection and Officer Comments
Part 1 – Objections concerning extension of CPZ (zone C)

Grounds for Objection (Objector 1 – resident of Walton Road)	Officer Comments
(a) Cost to residents of buying permits.	The cost of permits was explained to residents in the consultation in July 2007. The responses received supported the extension of the CPZ presumably as the improved parking opportunities offered by proposals outweighed the cost to residents of purchasing permit. There were majorities from each of roads where bays are proposed and nearly a 2:1 majority over the scheme area. Residents only need to purchase permits if they wish to park in the permit bays during the zone hour (Monday – Friday 10am-11am).
(b) Extending the CPZ and permit parking scheme to Walton Road will reduce the number of cars parked and lead to increased traffic speeds which are already too high.	Walton Road and Walton Drive are used as a cut through to avoid the right turn ban at the junction between Harrow View and Headstone Drive. Traffic speeds can be higher on such roads. The most recent traffic survey, in 2003 shows traffic speeds typical for this type of road with an 85%ile speed just below 30mph. This does indicate that some drivers are exceeding the 30mph speed limit, but numbers are comparatively small. There are permit parking bays proposed on both sides of the road but there will inevitably be fewer spaces than the theoretical maximum at present. In particular the double yellow lines at junctions will reduce the parking capacity. Parking within controlled parking zones is less congested than that which occurred in the same road prior to the CPZ. The distribution of permit bays makes it unlikely that speeding vehicles would get a clearer run down one side of the road even within the restricted time period. The restriction on the bays and the single yellow lines only applies for one hour each weekday. Experience with traffic condition in similar roads suggests that traffic speeds may increase marginally but is offset in terms road safety by better visibility.
(Objector 2 – Marlborough School)	
(c.) Decision on extending the CPZ has already been made without consulting Marlborough School.	The consideration of whether to extend the controlled parking zone was the subject of local consultation in July 2007 when an officer visited the school to discuss the issues; it has recently been the subject of statutory consultation which is reported here. The decision will be made by the council's executive following consideration of the results of consultation.
(d) No consideration of detrimental impact on school community. Placing single yellow lines behind the school keep clear zig-zags will limit our parking further.	Views of the school were sought and considered in the July 2007 consultation. It is recognised that school staff parking has been a difficulty for the school for some time and the proposals would make that more difficult. Travel plan advice and assistance has been on offer to the school. Government, London Mayoral and council policy is to encourage consideration of alternatives to use of private cars. Clearly schools help to inform and influence young people and the transport choices of tomorrow. The school has forwarded a petition from parents concerned

	about inter alia parking close to the school causing hazard to children.
(e) School will be restricted to visitor permits and involved in extra costs.	The council reviewed its policy on the issue of parking permits and allows schools within CPZs, who have developed a school travel plan, to purchase two permits for their operational purposes at the same cost as a resident's permit ie £41 per vehicle per annum. Such qualifying schools can be considered for a limited supply of visitor permits for genuine visitors. Businesses can purchase up to 2 permits but at a cost of £300 each.
(f) School staff and visitors will be forced to buy visitor permits via residents at £1 a day, providing they can find an empty resident's bay.	Residents should only be purchasing visitor permits for their own visitors. People without a permit can park outside the zone which ends part way down Walton Drive or in permit bays after 11am. The restriction between 10am and 11am is likely to result in more parking opportunities for all including school staff after 11am.
(g) School staff will be forced to park outside the zone much further away from the school involving wasted time walking	The western end of Walton Drive remains unrestricted. This can be accessed via a street-lit alleyway adjacent to the school. The zone ends some 200 metres from the school front entrance.
(h) Support staff provide early morning reading. They would be forced to park at considerable distance.	The nearest unrestricted street is some 200 metres from the front gate. If the duties are finished before 10am they could park in the permit bays until then.
(i) Visiting professionals need to visit during hour when CPZ operates.	Visitors can also arrange their visit times to avoid the 10-11am period or park outside the zone.
(j) Volunteers would not be able to park outside the school until after 11am	If the volunteers come before 11am they would need to park in unrestricted streets outside the zone.
(k) The council has sold off part of the land attached to the school in the past. This could have provided more off street parking.	The council is not obligated to provide parking for school staff or other people who come there. Government, London Majoral and council policy is to encourage consideration of more sustainable means of transport.
(l) Although many of the staff are local they need their cars to pick up their children. Walking to get their cars will cost them money.	The end of the zone is relatively close. If they are local perhaps they could walk or cycle their journeys and reduce car costs.
(m) Prospective parents may not choose Marlborough School if they cannot park locally to pick up their children	The restrictions are likely to make it easier for people to park after 11am. The council would encourage parents to walk to collect their children.
(n) In general this will make parking for school staff more difficult and/or more expensive	CPZ and permit parking schemes have the general objective of improving the parking amenity of the community at large. Priority in parking guidance places the needs of residents and visitors to the area above those who use their vehicles to travel to work. The school is part of that community and is treated preferentially to other organisation like businesses. CPZ have an aim of encouraging a modal shift away from single occupancy private car use. For those people who do not have flexibility and have to use their cars the distance to the nearest unrestricted road is only about 200 metres. The proposals may also improve parking opportunities for some who come to the school particularly those who arrive after 11am.

APPENDIX B Grounds of Objection and Officer Comments
Part 2 – Objections concerning double yellow lines in Dobbin Close

Grounds for Objection (Objector 3 – resident living in Dobbin Close)	Officer Comments
(o) Double yellow lines are unnecessary.	The proposals were in response to complaints that obstructive parking especially near the entrance to car parking areas were causing difficulties to residents, refuse collection and potentially access for emergency services vehicles.
(p) The consultation on the double yellow lines took place before restrictions introduced in off-street car parks to which many residents no longer have access.	The need for reasonable access along the public highway and to properties along it has not changed. This is a legal responsibility of the council as the highway authority and is the reason for the double yellow line proposals. The three car parking areas off Dobbins Close although council owned are not part of the public highway and any changes there cannot affect the highway authority's legal responsibilities.
(q) Many of the parking problems are created by parents bring or collecting children from St Joseph's School	Parking problems may be at their worst at either end of the school day. Significant problems occur at other times as observed at various times including in the middle of the school holidays.
(r) The extent of the double yellow lines proposed outside 35 and 36 Dobbin Close is excessive	The extent of the proposed restrictions was amended in consideration of the responses from the July 2007 consultation and site inspection. The yellow lines in the turning head were removed as turning could be achieved elsewhere within Dobbin Close. The restrictions were proposed across the frontage of 35 and 36 as there is a continuous dropped kerb present. Stopping the restriction short, part the way across the access, might be mis-interpreted by parents as a short term parking opportunity. On re-examination, the highway objectives of maintaining access to the car parking area can just be achieved by stopping the restriction just short of the dropped crossing. It is recommended that the draft traffic order be modified accordingly to reduce the extent of the restriction introduced.
(Objector 4 – resident living near junction between Kenmore Avenue and Beaufort Avenue	
(s) Support double yellow lines in principle but ask for review of extent.	The location has been revisited. The general guidance given in the highway code is that parking should not occur within 10 metres of a junction as it is likely to be obstructive. To address parking pressures the length down the side roads can sometimes be reduced dependent on road geometry and in particular width. In this instance, Beaufort Road is comparatively narrow at approximately 5.5 metres width. The two roads are also far from at right-angles to one another introducing increased difficulty for larger vehicles attempting to enter Beaufort Avenue if approaching from the north. The extent of the double yellow lines proposed in Beaufort Avenue at approximately 10 metres is considered necessary to maintain reasonable access. The extent of proposed restrictions in Kenmore Avenue either side of the junction with Beaufort Avenue at approximately 10 metres is considered necessary to ensure reasonable visibility. No change recommended.

APPENDIX B Grounds of Objection and Officer Comments
Part 3 – Objections concerning restriction changes in Masons Avenue

Grounds for Objection	Officer Comments
<p>Objectors 5, 6 and 7 who all reside in Masons Avenue</p> <p>(t) Proposal to reduce the space available for permit parking and replace by parking meters will cost resident money and is unfair.</p>	<p>The actual proposals in the draft traffic order have one more permit holder only space provided. There are also four spaces where permits can be displayed or the driver can pay and display. The additional spaces replace what is currently no waiting Monday to Saturday 8am to 6.30pm. The wording of the street notice has been reviewed but appears clear and it not easily seen how the misunderstanding arose. The objectors have been sent plans by way of clarification and one has subsequently advised he does not object to what is proposed.</p>



Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	Headstone Lane Free Bay Parking & Double Yellow Lines - Objections to Traffic Orders and request for additional Parking Controls
Key Decision:	No
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A – Proposal plan Appendix B – Petition Coversheets

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report considers objections to the traffic orders for the proposed Free Bay Parking and Double Yellow Lines in the vicinity of Headstone Lane station on Headstone Lane. In addition, it seeks authority to introduce controlled parking within the service road in front of 193 to 207 Headstone Lane.

Recommendations (for decision by the Environment and Community Safety Portfolio Holder): that the Panel recommends:

1. That the formal objections to the advertised traffic orders for the double yellow lines adjacent and opposite the pedestrian refuge island be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.
2. That the formal objections to the advertised traffic orders for the double yellow lines at the junction of Headstone Lane and Broadfields be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.
3. That the formal objections to the introduction of 4 parallel parking bays in the lay by in

Headstone Lane be set aside for the reasons given in the report , the objectors be informed and officers proceed with the order making and implementation

4.(a) That officers be given delegated powers to consult and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, and to implement controlled parking in the layby outside 193 to 207 Headstone Lane as detailed in the report, subject to consideration of objections.

(b) That the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received as a result of the statutory consultation or otherwise in consultation with the Portfolio Holder.

REASON: For information and to allow the implementation of the double yellow lines and parallel parking bays..

SECTION 2 - REPORT

2.1.1 Background

- 2.1.2 Headstone Lane, in the vicinity of Headstone Lane Station, is recognised as a difficult road to cross due to a bend in the road and hence poor driver and pedestrian visibility. A pedestrian refuge island and associated signage was installed in 2007 to allow the road to be crossed in two parts. This has been welcomed by local residents and there have been numerous positive telephone calls and one letter has been received.
- 2.1.3 To maintain good visibility for crossing pedestrians and easy access for buses serving the bus stops, the Council proposed the installation of double yellow lines as shown on the plan at Appendix A making it illegal to park at any time. These restrictions would also ensure that inconsiderate and dangerous parking close to the refuge island doesn't take place.
- 2.1.4 The impact of these proposals on residents in the area is likely to be minimal as parking rarely takes place within the proposed yellow line extent. This is likely to be because of narrow carriageway widths making it unsafe to park.
- 2.1.5 Further double yellow lines were proposed for the junction of Headstone Lane with Broadfields. These were proposed as a direct response to residents complaining about obstructive parking at the junction.
- 2.1.6 In addition, the Council proposed to formally mark out parallel parking bays in the nearby layby as also shown on the plan at Appendix A. Due to the shallow width of the layby, the current echelon parking (45 degrees) leads to cars overhanging the carriageway. This, together with the maneuvering of vehicles in and out of the bays, is detrimental to the free flow of traffic and poses a risk to cyclist using the cycle lane and to pedestrians crossing the road.
- 2.1.7 The police have also advised that such parking enables criminals to hide in between vehicles and then break into them to steal contents. Since it is not possible to increase the depth of the lay by for the echelon parking within the current highway and in view of the possible crime, the Council proposed to install

parallel parking instead. The implication would be a reduction from the 7/8 informal echelon parking spaces to 4 safer parallel parking spaces.

- 2.1.8 A Road Safety Audit carried out in November 2006 recommended the parallel parking within the layby.
- 2.1.9 This report describes the results of statutory consultation, including the advertisement of the draft traffic orders. It consists of formal objections received together with officer comments and recommendations as to how these objections should be addressed.
- 2.1.10 In addition but separate to the above proposals the Council has received a request to install controlled parking in the lay-by in front of No 193 to 207 Headstone Lane
- 2.1.11 Traffic orders were advertised for the Free Parking Bays and Double Yellow Lines as shown on the plan at Appendix A
- 2.1.12 The grounds for objection are summarized together with officer comments in Appendix B.

2.2 Options considered

- 2.2.1 Do nothing - If no waiting restrictions are implemented, occasionally cars may park near the pedestrian refuge island increasing the danger associated with poor driver and pedestrian visibility. The junction of Headstone Lane with Broadfields will continue to have obstructive parking making it difficult to access Broadfields. Informal parking within the inset bay would continue to take place and remain a risk to vehicles on the road particularly when reverse manoeuvring out of the parking bays.
- 2.2.2 Do the minimum – Proceeding with the double yellow lines adjacent to the refuge island and abandoning the inset bay proposals may be seen as a minimum requirement. Personal Injury Accidents recorded in the three year period between Nov 2004 and Nov 2007 show 3 accidents in the vicinity these proposals. Of these, 2 were at the junction of Headstone Lane with Broadfield and one was at the junction of Headstone Lane with Parkfield Avenue. None have been recorded near the inset bay although damage only accidents may have gone unrecorded.
- 2.2.3 In response to the consultation, alternative options to maximise parking in the layby were investigated including narrowing the footway in an attempt to provide spaces. However, this resulted in a sub standard footway width of 1.5m and maintained a narrow traffic lane between 2.3m and 2.65m wide and therefore cannot be recommended. The current situation leads to cars overhanging the carriageway and the maneuvering of vehicles is detrimental to passing traffic, with the consequent risk to pedestrians crossing the road. A Road Safety Audit recommended parallel parking within the lay by. Whilst it is recognized that the reduction from 7 parking spaces to 4 will exacerbate the current shortage of parking in the area, it is considered that this is outweighed by the road safety implications.

2.3 Consultation

- 2.3.1 Ward councillors were advised of the statutory consultation and given copies of the proposals.
- 2.3.2 Statutory consultation was carried out on the proposals in January 2008.
- 2.3.3 A 12 signature petition was received before the statutory consultation and was presented to TARSAP on 28th November 2007 objecting to the proposed changes to the lay by (with no mention of the yellow lines).
- 2.3.4 The proposals and the petition were discussed at TARSAP where it was suggested that a Portfolio Holder decision be sought after the statutory consultation ended. However, a second petition was received with 20 signatures during the statutory consultation and because of the overall level of objection it was considered it appropriate to bring this report to the Panel. The second petition was against 'the proposed changes to the highway in Headstone Lane. In particular the installation of 4 designated free parking places...' Both petition front covers are given at Appendix B.
- 2.3.5 In addition to the petitions, a total of 37 objections against the proposed yellow lines including 2 that were specifically against the Broadfields junction were received in writing. A total of 39 objections were received in writing against the proposal to remove 4 parking spaces.. The key grounds of objection presented are:
- Loss of parking spaces
 - Echelon parking has been in place in this lay-by for many years
 - No significant incident as a result of the echelon parking
 - Loss of parking will make it even harder to find spaces.
 - Parking will have to be further away from resident's homes making it difficult for elderly people or those with heavy shopping.
 - Problem is more to do with commuter parking rather than resident parking.
 - Loss of parking will lead to increase in parking demand on Fernleigh Court and Barmore Close.
 - Parallel parking is not necessarily safer.
- 2.3.6 One letter of support for the yellow lines was received.
- 2.3.7 Separate to but following the public consultation a request has come for parking controls for the inset parking in front of the shops in the parade to the south east of the section of Headstone Lane under consideration.
- 2.3.8 It is reported that the lay by outside No 193 to 207 Headstone Lane, opposite the petrol station, is frequently substantially filled with vehicles that are parked all

day. This prevents shoppers from being able to park to use the shops. There are also residential premises above the shops.

- 2.3.9 The shops would ideally like a limited stay period to be imposed to address the problem but this is effectively unenforceable. Other options would be to introduce a one hour restriction or introduce pay and display during the working day. This would be likely to have a minimum effect on the residential premises above the shops. These options could form part of the consultation with traders and residential premises in the immediate area.
- 2.3.10 The parking problems in front of the shops might get slightly worse if there is any displacement of parking as a result of implementing the parking restrictions associated with Headstone Lane above. It is therefore considered expedient to carry out the consultation now.

2.4 Financial Implications

- 2.4.1 The estimated overall cost including implementation of the waiting restrictions is approximately £4,000 and the Free bays is £2,000. These would be funded by Transport for London from the 2008/09 settlement received.
- 2.4.2 To install controlled parking within the service road in front of the shops would cost between £2,000 and £5,000 depending on the control method adopted

2.5 Legal Implications

Waiting restrictions, Free bays and Pay and display bays can be installed under The Road Traffic Regulation Act 1984.

2.6 Performance Issues

- 2.6.1 Local Area Agreement indicators that are most likely to improve as a result of this are:
- Increase independent living for older people
 - Increase environmental sustainability
- 2.6.2 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

2.7 Risk Management Implications

- 2.7.1 This project is not included on the Directorate risk register.
- 2.7.2 Key risks include loss of funding from TfL if proposal if recommendations not agreed.

2.8 Equalities Impact

2.8.1 These proposals increases overall accessibility and social inclusion by the provision of safer pedestrian crossing point. These proposals restrict a limited part of the road adjacent to a highway junction and pedestrian refuge island.

2.9 Community Safety (s17 Crime & Disorder Act 1998)

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

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name:...Sheela Thakrar
		Date: ... 13/11/2008
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
		Date: 14/11/2008

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
		Date: 13/11/2008

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Hanif Islam,
Transport Planner
Tel. 020 8424 1548

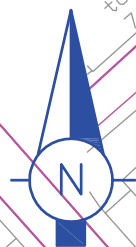
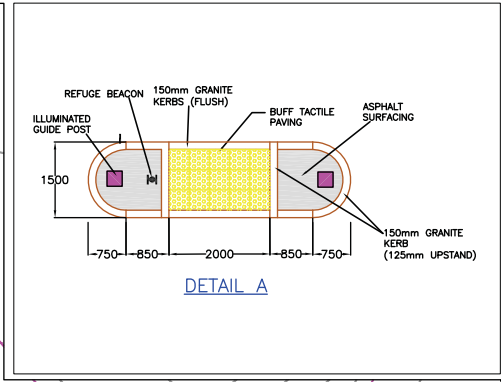
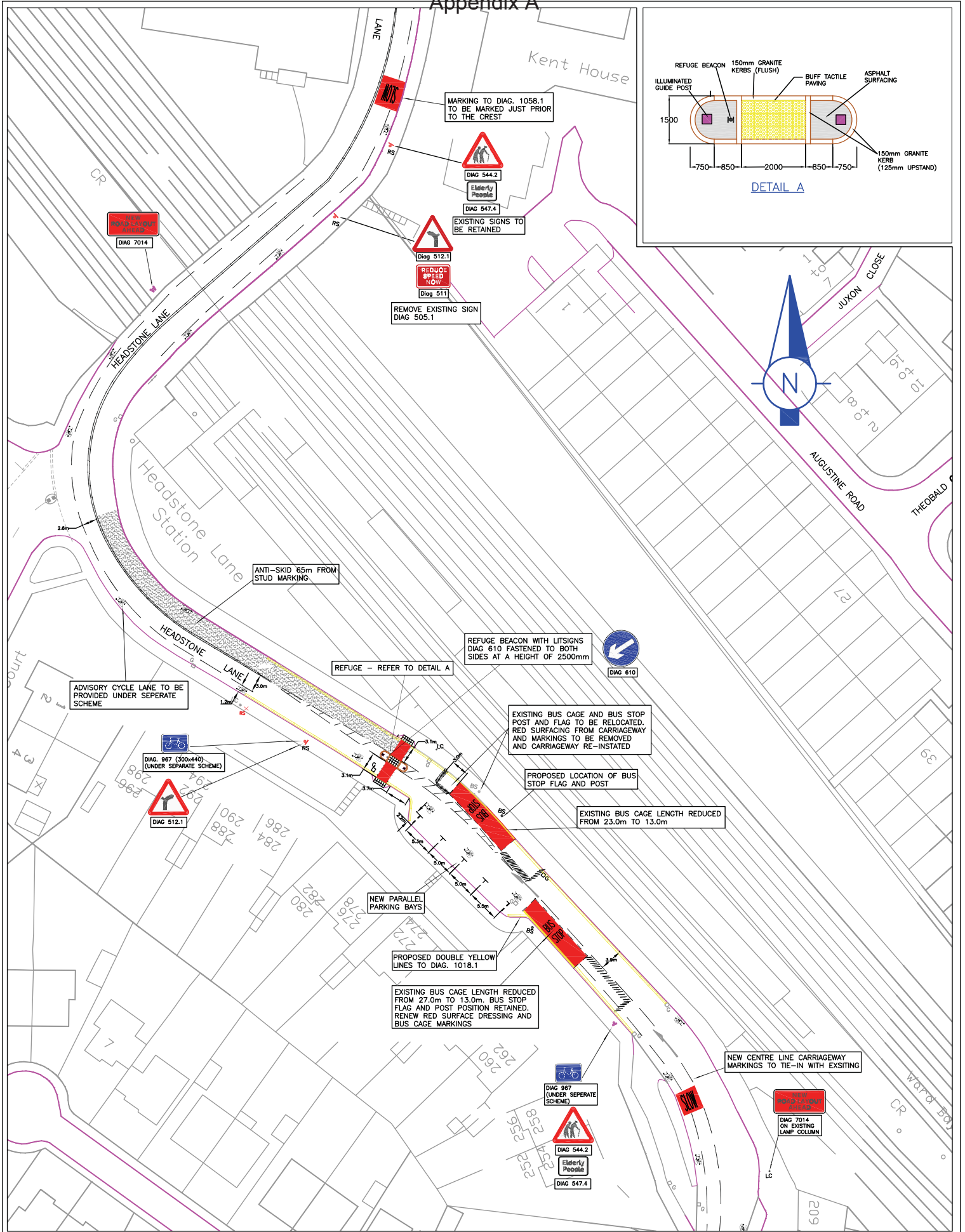
Background Papers:

1 Traffic and Road Safety Advisory Panel 28 November 2007

IF APPROPRIATE, does the report include the following considerations?

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

Appendix A



LEGEND	
	GREY ANTI-SKID SURFACING
	RED ANTI-SKID SURFACING
	BUFF TACTILE PAVING
	DROPPED KERB IN GRANITE 150mmx300mm. LAID FLUSH
	SIGNS UNDER SEPARATE SCHEME
	PROPOSED SIGNS & POST
	EXISTING ITEM TO BE REMOVED (INITIALS AS PER EXISTING)
	EXISTING LAMP COLUMN
	EXISTING ROAD SIGN AND POST
	EXISTING BUS STOP
	EXISTING GULLY
	ROAD MARKING TO BE REMOVED
	PROPOSED DOUBLE YELLOW LINES TO DIAG. 1018.1

NOTE:
ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE

B	REVISED POSITIONS OF BUS STOPS AND ISLAND	RM	20/02/07	MR	20/02/07	ADK	20/02/07
A	INITIAL ISSUE	RM	07/11/06	MR	31/10/06	ADK	02/11/06
REVISION	AMENDMENT	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE			
PURPOSE		CLIENT		HARROW COUNCIL			
FEASIBILITY		PROJECT		HEADSTONE LANE - PEDESTRIAN IMPROVEMENT			
DRAFT		DRAWING TITLE		OPTION 1 (PEDESTRIAN REFUGE)			
ISSUE		ISSUING OFFICE		HARROW			
SCALE (AT A1 SIZE)		DRAWING NUMBER					
1:250		TELEPHONE NUMBER		020-84208650			
		REVISION		55.94/OF/01			
				B			

Appendix B

Address:

Date: 04-02-2008

Dear Mr Thompson

**RE: OBJECTION TO PROPOSED WAITING
RESTRICTIONS AND FREE PARKING PLACES REF:
DP/2007-05**

We wish to object to the proposed changes to the highway in Headstone Lane. In particular the installation of 4 designated free parking places in the lay-by on the west side of Headstone Lane fronting Nos. 268-278 Headstone Lane and enclose a petition to this affect

Please would you take this petition into account when making a decision on these proposals?

Yours Sincerely,

The Residents

20 SIGNATURES

Appendix B

SCAN

FS 94

Mr w Heale
Principal Engineer
Room 404
Civic 1
Urban Living
L.B.H.

The Residents
264-298 Headstone Lane
Harrow
Middx
HA2 6NE
May 2007

HARROW COUNCIL
12 NOV 2007
PLANNING SERVICES
PASSED TO

Dear Sir

Please find enclosed a petition against the proposed changes to the parking bay which serves the above addresses and we request the chance to enter into a dialogue with you regarding said matter.

We would like to point out at this time that no contact has been made with the residents in relation to the changes and in fact we only found out by chance. And since that time residents have rang to object. However there seems to be an error in logging the complaints as there seems to be no evidence of this at your end would you kindly log all calls from know on.

And finally I would point out that to my knowledge this bay has been used for parking since at least 1967.

Yours Sincerely

The Residents

LONDON BOROUGH OF HARROW	
DEPT OF L ENGINEERING	
DATE	16 NOV 2007 RECEIVED
ISSUE	W H
REF	1
DATE	
DATE REF	
FILE REF	18857

Bill

12 SIGNATURES

This page is intentionally left blank



Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 November 2008
Subject:	INFORMATION REPORT - Traffic Calming Measures
Key Decision: (Executive-side only)	No
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall - Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A – GLA Transport Committee report foreword Appendix B – Review considerations Appendix C - Process for developing local safety schemes Appendix D – Outline of traffic calming techniques

SECTION 1 – SUMMARY

This information report is presented to members to inform them about:

- traffic calming measures and techniques available
- the guidance and regulations that govern their use
- the factors and implications that need to be taken into account when applying them to new schemes, or reviewing existing schemes
- emergency services and transport operator considerations

SECTION 2 – REPORT

2.0 Introduction and Background

1. The Council has considerable experience of traffic calming schemes involving road humps and 21 schemes, covering some 62 streets, were introduced between 1992 and 2000. Many lessons have been learned both locally and nationally and many of the measures and techniques have been refined in the light of experience. As well as applying these lessons to new schemes, an increasing number of authorities are also reviewing existing traffic calming measures when the opportunity arises. An example of this was the partial resurfacing earlier this year of Kingsfield Avenue and some adjoining roads as part of the resurfacing programme, which resulted in a residents' action group asking for the road humps to be removed. This is referred to in the course of this report in order to help illustrate the issues and implications that need to be considered.
2. We have learned from experience at local level, from revised DfT guidance and by monitoring developments and new techniques and we have adapted our approach accordingly. The use of traffic calming measures in more recent schemes is more considered and better focused than it was in some of the earlier schemes where road humps in one form or other were often the first option because they were quick, cheap and effective.
3. More recently an incremental approach to traffic calming has been adopted to ensure the most appropriate solution is reached. For example, depending on the location we do not exclusively look at introducing road humps; we may well consider alternative solutions such as mini roundabouts, new surfacing, kerb build-outs, chicanes etc.
4. Rather than devising a separate process for reviewing existing schemes, it is suggested that the debate should essentially be about continuing to determine the use of appropriate traffic calming measures and consultation in the light of current knowledge and experience. Having done that, then the same criteria should apply both to new schemes and to the review of existing schemes when the opportunity arises.
5. In practice, the opportunity to review existing traffic calming schemes will be limited by the carriageway resurfacing programme and its priorities and timescale, which is itself governed by available funding. This is likely to result in individual reviews taking place infrequently and over a fairly long timescale and therefore reinforces the need to keep traffic calming techniques under review and apply those that are most appropriate at the time.
6. As referred to earlier, a increasing number of local authorities are taking opportunities to review existing schemes. The LB Barnet is perhaps the most notable example and they have removed a number of road hump schemes. To put the L B Barnet situation into context, their review of existing traffic calming schemes was linked to a substantial carriageway resurfacing programme.
7. However, it is suggested that whilst some lessons may be learned from other boroughs' experiences, it is important that any policy changes reflect this borough's objectives and priorities, particularly in relation to maintaining our excellent casualty reduction achievements. We currently have the second lowest accident rate per head of population of all the London boroughs.

London Assembly Scrutiny:

8. Before looking at the local context in more detail, it may be helpful to start by looking at some of the key messages that came out of the 2004 GLA London Assembly Transport Committee – “London’s got the hump – a scrutiny on the impact of speed humps on Londoners’ lives”. This was sparked by the increasing controversy about road humps and the public statement by a senior officer from the London Ambulance Service that road humps were delaying ambulances and costing lives (which proved to be unsubstantiated). It took evidence from all parties and sought to balance the arguments on both sides and draw conclusions. It should be noted that the Committee decided to concentrate on traditional full width road humps, rather than cushions, tables and other forms of traffic calming, although these were explored to some extent as alternative measures.
9. The foreword by the Chair, Lynne Featherstone, sums up the report and is shown in Appendix A. A copy of the report is available at:
http://www.london.gov.uk/assembly/reports/transport/speed_humps.pdf
10. The key messages from the report were:
 - The evidence is overwhelming in terms of the success of humps in reducing death and serious injury.
 - Road humps are only one option in the hierarchy of traffic calming measures. Better use needs to be made of the range of speed reduction alternatives that now exist.
 - The Boroughs and the emergency services must work together to create a local strategic road plan for each borough. And we need accurate monitoring of the effectiveness of each scheme and the dissemination of results and best practice across London.
 - It is hoped that the report sends out a strong message to London that humps save lives and that any borough removing humps must replace them with an equal or better alternative but – at the same time – that road humps are neither the only nor necessarily the best tool in the box.

General comments, considerations and implications:

11. Every scheme we have implemented has reduced vehicle speeds and accidents. The average reduction in casualties for schemes involving vertical deflections (humps, cushions and/or speed tables) in Harrow is approximately 60%. This level of casualty reduction is typical across London and confirmed by the Department for Transport (DfT) and the Transport Research Laboratory (TRL).
12. Where consideration is to be given to removing or modifying existing traffic calming measures, then the implications and consequences must be considered very carefully, including:
 - the potential legal/liability implications of removing measures that were put in as accident reduction measures (as in the case of the Kingsfield Avenue area have been demonstrably successful)

- the need to re-consult residents and emergency services, including the cost and timescale involved
 - the effect on the highway maintenance budget and programme. (N.B. removal of traffic calming in only part of a street would result in not complying with the legislation)
 - the cost of modifying existing measures, or replacing them with some other form of traffic calming
 - the view of TfL in relation to schemes funded by them
13. These are not necessarily in any priority order, nor exhaustive. It is suggested, however, that the accident reduction implications are the most significant and great caution needs to be exercised to avoid the very real potential for road casualties to increase.
 14. Apart from the human and economic costs associated with personal injuries, we should be conscious of Harrow's very successful and consistent record in reducing casualties. We need to be careful to not adversely affect BVPIs and CPA rating.
 15. It should be borne in mind that some residents may well have lost sight of the original need for the traffic calming measures and/or become complacent about the benefits they have achieved; or else they were not living there when the residents lobbied for measures in the first place. We continue to receive requests for traffic calming, whereas the only request for removal was the recent case in Kingsfield Avenue. Similarly, we get an increasing number of complaints about vehicle speeds and request for measures to deal with it.
 16. Also, some traffic calming schemes have been introduced on an area basis. This means that although some individual roads may not have had a specific accident record, there was a need to introduce measures to reduce the risk of displacement from nearby roads where accident remedial measures were needed. In other words, there was a need to avoid the risk of transferring a problem to streets where it did not previously exist.
 17. We now have some 24 traffic calming schemes and nine 20 mph zone schemes in the borough and each has demonstrated a clear majority of respondents in favour. Schemes such as Kings Road and Charlton Road that have had traffic calming for some years were re-consulted and both have supported retention of the vertical features. Recently Harrow on the Hill, and Grimsdyke 20 mph zones had a clear majority of respondents in favour of the schemes, which included speed cushions and raised speed platforms.
 18. Vertical deflection schemes are relatively cheap and easy to design and install. Alternatives to vertical deflection, such as kerb build outs and chicanes are often not appropriate for Harrow's residential roads because they reduce kerb side parking space. Almost invariably, we receive strong objections from residents in the immediate vicinity of proposed chicanes or narrowings.
 19. It should also be acknowledged that there is usually more than one traffic-calming option available that may be effective in dealing with a specific problem. As referred to in para.3 above, we currently ensure options are considered and we do not look exclusively at road humps, but instead may well consider alternative solutions such as mini roundabouts, new surfacing, kerb build outs, chicanes etc.
 20. We also modify initial proposals in the light of consultation wherever possible, but there is often a balance that has to be struck so that the aims and objectives of the scheme are

not compromised. This requires understanding and a degree of compromise by all the relevant parties.

21. In the case of Kingsfield Avenue, the speed cushions were reinstated. This was because only part of the road was being resurfaced and it was a case of having to remove all the speed cushions in the road, for which there was no highway maintenance budget, or to reinstate them to ensure compliance with the regulations.
22. Partial removal of speed cushions in a particular road would result in non-compliance with the legislation and also reduce their effectiveness. This would give the Council a potential liability, however small the risk may be, for example in the event of a speed related accident. There is also a danger that if part of the area scheme were to be removed, traffic may be attracted from other adjoining streets in the area.
23. The speed cushions in Kingsfield Avenue were introduced in May 1997 as part of an area wide traffic management scheme to address the high level of personal injury casualties in the area. Since the implementation of the scheme personal injury accidents have dropped significantly from the previously recorded 19 in the 3 years prior to the scheme going in, to 3 in the last three years (2004 –2007).
24. The Council has a statutory duty to consult the Police when road hump schemes or traffic calming works are proposed or removed. It is unlikely that the Police would support the removal of self-enforcing measures to reduce accidents or vehicle speeds because of the need for additional police enforcement.

Legislation, design standards and guidance

25. The Council is responsible for ensuring all traffic calming measures meet legislative requirements and current Government regulations and design standards. The regulations and guidance are provided by the DfT and are based on the findings of research and other studies into a wide range of traffic management issues and provide details of signing requirements, heights, the distance between speed reducing features etc.
26. The DfT's traffic calming policies and guidance are evidence based. That is to say each form of traffic calming undergoes vigorous tests and trials before they are introduced nationally. The DfT has published guidance on a wide range of issues relating to road humps, including discomfiture, noise and the effect on the emergency services.

Vehicle occupant risk and vehicle damage

27. Research commissioned by the TRL has analysed the effect on vehicles and their occupants of repeatedly crossing road humps and has also carried out research into allegations that road humps cause pain and discomfort. The report concluded that drivers and passengers are very unlikely to be injured as a result of single or repeated traversing of road humps constructed to the dimensions recommended by the DfT, but accepts that those with pre-existing bone weakness, or other relevant conditions, could be more vulnerable.
28. The report also states that road humps do not damage vehicles if they are driven over at the appropriate speed and recommends that highway authorities continue to use them as an effective way of improving road safety.

Increase in emissions and pollution

29. There appears to be limited consensus on the effects of traffic calming on vehicle emissions. Area-wide studies (in a number of countries) have shown a decrease in NO_x (nitrous oxide) emissions as a result of traffic calming. NO_x emissions are part of the National Air Quality Strategy and hence arguably the most important type of exhaust emission. The area-wide studies were less conclusive on the effects on CO (Carbon Monoxide) and HC (Hydro Carbon) emissions. Studies based on single sections of road have shown a wide range of results with a wide variation in the changes of NO_x and CO levels. They did however; show a reasonably consistent increase in fuel consumption and HC emissions due to traffic calming, albeit with only a small number of studies covering the latter (TRL Report 482).

Camera enforcement technology

30. Since April 2002 all speed cameras on the public highway in London are installed and operated by the London Safety Camera Partnership and not the by council as is often assumed. The council does not receive any revenue generated as a result of the fixed penalty notice. It has been proved nationally that traffic cameras can reduce the number of traffic accidents and protect road users by encouraging people to drive more slowly.

The London Safety Camera Partnership consists of: Transport for London; Metropolitan Police Service; City of London Police; Her Majesty's Courts Service; and London Councils. By operating a combination of fixed speed, mobile speed and red light camera sites across London, its aims are:

- Reduce death and serious injury caused by speeding and red light running in London.
- Raise awareness about the dangers and consequences of speeding and red light running.
- Meet the Government and the Mayor's 2010 targets for casualty reduction.

All speed camera locations have to meet strict Department for Transport guidelines and are only located at sites where there have been three or more fatal or serious speed related personal injury collisions within in the last three years. There are fourteen speed cameras and three red light cameras located in this borough.

31. Trials are being conducted currently in Camden regarding the possibility of enforcing 20 mph speed limits with time over distance cameras. At the moment, however, this is type of technology does not currently have Home Office approval for use on the public highway in residential areas. Speed enforcement camera system (SPECS) cameras utilise state of the art video systems with Automatic Number Plate Reading (ANPR) digital technology. Consisting of a minimum of two cameras each fitted with infra red illuminators fitted on gantries above the road, so they can work day or night. SPECS speed cameras work out a vehicle's average speed between the two camera positions. SPECS are commonly used to enforce speed limits on dual carriageways and motorways and at road works in temporary situations.

We are keen to pursue this option in the future should Home Office approval be granted and have made TfL aware. The DfT is also conducting trials with speed limiters in vehicles, although research is still on going and it may have limited application.

Emergency services and public transport operators:

32. The effect of traffic calming on the emergency services and transport operators has long been recognized and schemes are discussed with them at the regular Traffic Liaison meetings that are held. However, in order to ensure that their views were fully reflected in this report a meeting was held with representatives on the 21st October. TfL Buses were not able to attend that meeting but discussions took place subsequently. The meeting and discussions were helpful and constructive and the comments are summarised below:
33. **Public Transport Advisor:**
- It was suggested that we need to go back to basics and assess the purpose of traffic calming and consider whether there are alternative methods available to reduce vehicle speeds.
 - The perception is that road humps increase emergency services response times, damage vehicles and create a more uncomfortable ride for vehicle occupants.
 - Speed cushions in the main are more acceptable to bus operators because they are designed to allow vehicles such as buses or fire appliances to pass relatively unhindered. However, it was questionable whether they were effective in slowing down smaller wheelbase vehicles, such as a car, which would have to have at least one set of wheels on the hump to slow the vehicle down.
 - The preferred traffic calming option to bus operators would be speed cameras, speed activated signs and non vertical deflections. (N.B. The position regarding speed cameras is discussed later in this report)
34. **London Fire Brigade (LFB)**
- LFB stated that attendance times recorded in Harrow were the third worst in London in terms of meeting statutory emergency response times.
- The LFB aim to get a fire engine to an emergency incident within a 5-minute response time on 65% of occasions and within 8 minutes on 90% of occasions. In 2007/08 in this borough the first fire engine arrived within 5 minutes on 58.8% occasions and arrived within 8 minutes on 90% of occasions.
 - It was confirmed that there are factors other than traffic calming that influence response times, including congestion, traffic levels, parking (legal and illegal) and the time of day. As a result, it was difficult to accurately quantify the time delay incurred as a result of the traffic calming features.
 - A personal view was put forward that speed cushions are ineffective in slowing down cars and vans, whereas full width road humps were effective.
 - The LFB confirmed that they would, as a matter of course, object to any proposed traffic calming scheme which included vertical deflection.
35. **London Ambulance Service (LAS)**
- Some types of traffic calming schemes cause, by virtue of their design, difficulties for ambulance crews in treating patients while en-route to hospital and discomfort or pain to patients, many of whom are seriously ill or injured, although there is no direct evidence to support this.
 - The LAS stated that they now use less ambulances and rely more heavily on new purpose built MPVs and consequently these vehicles are affected by traffic calming features, such as speed cushions
 - The LAS national performance target is to reach 75% of Category A (immediately life threatening) calls within eight minutes. The average response time in Harrow was 75.2% (for the six month period Feb 08 – Jul 08) this compares favorably with neighboring boroughs.

- There should be early and meaningful consultation with the LAS at the appropriate level for each scheme where traffic calming schemes are proposed.
- They would like to understand more about the process the council goes through when considering traffic calming requests. For clarification the process is described in **Appendix C**

36. Metropolitan Police Service (MPS)

- Do not generally support vertical traffic calming because of adverse effect on response times, but recognise it as a means to reduce personal injury accidents.
- The MPS has a 12-minute response time to attend emergency incidents. Unlike the Fire / Ambulance Service the MPS will be able to respond quicker as they may have patrol cars in the area and therefore are not responding from a fixed base.
- The MPS would support alternative forms of traffic calming other than vertical deflections such as chicanes, kerb build outs or vehicle activated signs. (**Appendix D** details examples of traffic calming measures)
- The MPS welcomes early involvement in the development of Local Safety Schemes.
- The MPS confirmed that many of the Safer Neighbourhood Teams (SNT) in the borough have access to speed radar guns. Members of the public in partnership with the SNT carry out speed surveys at identified hot spots by recording the registration numbers of speeding motorists. These details are provided to the MPS for potential follow up action.

37. TfL (Buses)

- TfL buses confirmed that they understood the rationale behind the introduction of traffic calming measures and welcomed early engagement in the development of traffic schemes along their routes.
- Only a few bus routes such as Harrow on the Hill and Kings Road included vertical deflections and all of the vertical features conform to current guidelines.
- TfL provide guidance detailing the most appropriate traffic calming measures to be considered along bus routes. BP2/05 Traffic calming measures for bus routes provides guidance to authorities in London which we adhere to.
- Speed cushions were generally preferred on bus routes, although speed platforms would also be acceptable in certain circumstances, for example at junctions where there are speeding problems.

38. It is recognised good practice for highway authorities to establish a meaningful dialogue with the fire, ambulance, police services and bus operators affected by proposals at an early stage of scheme development. Their early input will help decisions on the purpose and appropriate type of measures to be installed. To that end we hold regular Traffic Liaison meetings with representatives of London Buses, The MPS, LFB and the LAS to discuss proposals in advance of public consultation.

39. In most cases we are aware of their “in principle” views, which are essentially that they would prefer not to see any measures that, limit or adversely affect their service targets. Whilst the importance of emergency services response times, for example, is recognised, this has to be balanced against the wider aims of a traffic management scheme, particularly one that is intended to reduce vehicle speeds and the associated link to personal injury accidents. This is not just a local issue, of course, and this judgement has to be made in designing and implementing traffic schemes throughout London and indeed nationally.

40. It is clear from the discussions that particular types of vertical deflection schemes are likely to delay the emergency services. Full width speed humps and tables will slow emergency service vehicles and could be problematic for injured passengers/patients as they 'bump' over the humps or tables. However, this is much less so for speed cushions, which their vehicles can straddle.
41. The disadvantages for emergency service vehicles have always been acknowledged but the approach London-wide and probably nation-wide has been to avoid vertical deflection on strategic routes. However, the emergency services do not publish their strategic routes and so it is dealt with on a case by case assessment.
42. On residential access roads we generally recommend overruling formal objections from the emergency services because of the need to balance potential adverse effects on their response times against the wider benefits to the public at large of traffic management measures designed to reduce casualties.
43. As referred to earlier in this report, there is often a need to strike a balance so that the needs of the emergency services and others are met as far as possible aims, but the objectives of the scheme are not unduly compromised. This requires understanding and a degree of compromise by all the relevant parties and a clear recognition that reducing casualties in road traffic accidents is in all or interests.

Review considerations:

44. Following on from the principles referred to earlier in this report, Appendix B outlines the process whereby existing traffic calming features will be reviewed in roads included in the ongoing carriageway resurfacing programme. It is illustrative rather than definitive and along with **Appendix C**, which shows the process for delivering Local safety Schemes, and **Appendix D**, which shows a range of traffic calming techniques available, will help inform any future debate and decisions on individual schemes.

Summary:

45. It is hoped that this report informs members of the key issues and implications in relation to traffic calming measures and the process for reviewing existing measures in the future.
46. It will be apparent that the opportunities to review existing traffic calming measures will be limited by the constraints of the carriageway resurfacing programme. Any review may have significant resource implications and this will need to be considered carefully in relation to other priorities and budget allocations, including the delivery of the highway maintenance programme. The financial implications of specific reviews will be reported at the time they are considered for approval.

SECTION 3 - CONTACT DETAILS AND BACKGROUND PAPERS

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

Background Papers:

None

IF APPROPRIATE, does the report include the following considerations?

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

APPENDIX A

GLA Transport Committee report in 2004 – Foreword

Humps saved lives and serious injuries. They were cheap and quick to implement and spread like rashes across our boroughs.

We are some years on now from the first appearance of the hump on our streets. As they have proliferated - questions have begun to arise about their effectiveness, the possibility that they cost lives through slowing down emergency vehicles, damage to cars and property, noise, pollution and discomfort caused to vulnerable passengers.

The clamour has grown to fever pitch as the Borough of Barnet has begun to remove humps from their roads and the London Ambulance Service has claimed that they could probably save more lives if the overall traffic flow were to be improved.

The purpose of the London Assembly's investigation is to examine the available evidence and bring some analysis and fact into a debate that has appeared at times to be more heat than light.

The evidence is overwhelming in terms of the success of humps in reducing death and serious injury. The challenge for this scrutiny has been to make recommendations that will help improve the design and implementation of traffic calming schemes in future years.

Humps are only one option in the hierarchy of traffic calming measures. Better use needs to be made of the range of speed reduction alternatives that now exist. The Boroughs and the emergency services must work together to create a local strategic road plan for each borough. And we need accurate monitoring of the effectiveness of each scheme and the dissemination of results and best practice across London.

I hope that this report sends out a strong message to London that humps save lives and that any borough removing humps must replace them with an equal or better alternative but – at the same time – that humps are neither the only nor necessarily the best tool in the box.

2.2.5 Para 3.5 of the report makes specific reference to LB Barnet's policy of "removing speed humps and relying on improved traffic flows on the main road network to prevent rat-running on residential roads.", and concludes with:

Recommendation 4

Given the overwhelming evidence of the reduction in deaths and serious injuries resulting from the presence of speed humps, any removal of speed humps by the boroughs should be accompanied by equivalent or more effective alternative speed reduction measures. If speed humps were not to be replaced then the boroughs should provide independent research to show that it was safe for their removal. However, we would argue that improved safety is due to traffic calming measures and if they were removed then this would jeopardise the safety and lives of Londoners.

APPENDIX B

Review Considerations

The following questions should be considered in turn when reviewing vertically traffic calmed streets located within the council's resurfacing programme.

1: Is there a higher casualty history or excessive speeding history at the site?

Some sites have a history of casualties which have led to measures then being implemented. Care should be taken at these sites to avoid re-creating a casualty hotspot. Other sites may have been treated as part of an area and may not have a high casualty history but have nevertheless resulted in casualty reductions across the area, provided additional facilities (e.g. crossing points) and reduced road danger and other negative effects of vehicular dominance in streets.

2: Is the road on an Emergency Service Key Route or bus route?

If yes, then the Council shall give weight to the needs of emergency vehicles and buses and the possibility of amending or removal of traffic calming measures.

3: Are there schools/nurseries/day centres etc. in the vicinity?

If yes, then the Council shall give weight to the safety needs of these vulnerable road users.

4: Is the road within a 20mph zone? If so is it on the edge of the zone?

Under current statute, if a road is within an existing zone there are criteria that must be met in order for the 20mph Zone Traffic Management Order and signage to be legal – this means that there must be a minimum set of physical traffic calming measures regardless of existing traffic speeds. A road on the edge of the zone could potentially be removed without affecting the overall zone although the Traffic Management Order (TMO) making the zone would have to be re-made excluding that street.

If measures were removed from roads within a zone to the point where the criteria are not met, officers would have to advertise to revoke the TMO for the whole zone, and remake a new order excluding that street. This becomes very problematic in terms of having a zone with "holes", each of which would require zone exit and entry sign plates. This is a situation that we have avoided with regard to CPZs and officers recommend that we do the same for 20mph zones. Such zones are currently geographically coherent with clear and obvious boundaries. The only sensible option is all or nothing and thus the only option would be a review of the zone as a whole. The resource implications are considerable. In addition the casualty history for the area as a whole would then need to be considered. 20 mph zones are designed to address more diffuse casualty patterns in mainly residential areas.

Individual Request Received and Officer Response

When we receive correspondence questioning traffic calming, in the first instance the traffic management section write back explaining the rationale behind the traffic calming and any relevant information (e.g. accident data, speeds, volumes, resident's responses to consultation).

Petition Request Received and Officer Response

Petitions or groups responses to remove traffic calming would be considered by the Portfolio Holder for Environment with a short accompanying report from officers setting out the context and information background. This will include:

- the background to the introduction of the traffic calming
- data on the accident stats before and after the measures were introduced
- any data on speed surveys

If, following the above, traffic calming measures are still being considered for modification or removal the following steps should be considered:

Step 1: Consider speeds and volumes

Previous survey data is not likely to be available for all roads but officers will be able to provide a technical view in addition to commissioning new surveys.

Step 2: Consider if the measures could be repaired or modified.

For example, there may have been subsidence and wearing of asphalt around speed humps that causes a problem. Some speed humps may have been built to an earlier specification of 100mm high and they could be reconstructed at 75mm. There may be rocking of utility covers or kerbs at the bottom of speed table ramps. In some cases minor re-alignment may be desirable, perhaps from outside a residence to a partition wall.

Step 3: Consider if measures could be replaced by alternatives.

In some cases an alternative measure may be installed at the same location. For example, instead of a road hump, platform or speed cushion we consider appropriate signing or road markings. Note, measures within 20mph zones can be any of: tables, humps, cushions, buildouts, chicanes, gateway structures, traffic islands, overrun areas (different colour/texture surfacing that makes the carriageway feel narrower), pinch points, pedestrian refuges, reduced carriageway width and bends more than 70 degrees.

Step 4: Consider if spacing between measures can be increased.

The location of measures will typically have been designed to cause vehicles to travel at steady reduced speeds. In the case of 20mph zones the aim is for the measures to make the zone "self enforcing". Increasing the spacing between measures may well result in overall faster speeds as well as more "racing" between the measures. However the law allows for spacing of up to 100 metres within zones and it may be possible to increase spacing without compromising the regulations.

Step 5: Consulting local people.

If members decide to consider replacing, modifying or removing traffic calming, a consultation exercise should in most circumstances be carried out with local people explaining the original purpose of the measures, the rationale for considering the removal or amendments, and the implications (e.g. 20mph speed limit may have to be revoked for an edge of zone street). For very minor amendments this step may not be considered necessary.

As noted above, for streets in the middle of a zone, the only option is to review and re-consult on the zone as a whole.

APPENDIX C

Process when developing Local Safety Scheme (LSS)

With regard to progressing local safety schemes the current process for formulating and implementing LSS is as follows:

- Investigate the accident /casualty data provided by the London Accident Analysis Unit from the Stats 19 data base.
- Look at worst 20 accident/casualty sites (accidents along whole routes and clusters from previous year).
- Analyse data to assess the cause/s and possible remedial action.
- Select sites which show the best first year rate of return in terms of reducing casualties.
- Investigate cause/s of accidents (lighting, signing, surfacing problems etc).
- Undertake speed/volume of traffic surveys where considered appropriate.
- Look at the scheme costing.
- Bid for funding to TfL through the Borough Spending Plan process.
- Report the award to TARSAP at the start of the financial year and include the schemes in the global programme.
- Develop outline proposals and resolve any conflicts that may arise with other work programs i.e. surfacing schemes.
- Consult with the emergency services, bus operators (where appropriate) through discussion and / or Traffic Liaison meetings.
- Consult local members and residents
- Consider the outcome of the consultation and consider amendments accordingly.
- Implement the scheme.
- Monitor and review the scheme where necessary after implementation.

APPENDIX D

Outline of traffic calming techniques

It is clear that not all forms of traffic calming are universally popular with some drivers and that the views of the emergency services and bus operators are not always supportive. For these types of traffic calming measures expressed by some members are listed in the following order:

1. *Chicanes.*

Chicanes are intended to reduce traffic speed by reducing the available carriageway width throughout a short length. Chicanes introduce a physical deflection into the vehicles' horizontal path, thereby further reducing the vehicle speed. Signing can give priority to one direction of flow or alternatively no signed priority relies on inducing driver caution to achieve speed reduction. Not popular in areas where parking is at a premium because they removed on street parking capacity.



2. *Raised junction tables*

These take the form of a continuous raised hump across the majority of the road width – generally there is a gap adjacent to the kerb to allow channel drainage and the passage of cycles. These humps have a vertical deflection in the order of 75mm and prove to be very effective in slowing traffic. However, they affect all traffic and have been criticised by Bus Companies (for causing an uncomfortable ride) and by the Emergency Services because they delay response times (the Ambulance service are also concerned about distress caused to patients). Tables are much larger and have a large flat top. They are generally used to raise the road level at a pedestrian crossing location, or where roads meet at a junction.



3. *Speed Cushions.*

These are a form of speed control hump, which are wide enough to allow a wide wheelbase vehicle to pass unhindered. They do not affect buses, fire engines or powered two wheelers, whereas a smaller wheelbase vehicle, such as a car, would have to have at least one set of wheels on the hump. Thus cars are slowed, whereas other traffic is generally unaffected. These are intended to overcome the objections of the emergency services and bus companies. They make possible speed reduction measures in roads that would otherwise not have them introduced.



4. *Road Humps.* Road humps are preferred where there is high-speed traffic. However they will affect emergency service response times. The shape of speed control humps are strictly regulated by the Department for Transport. They must be between 50mm and 100mm high, at least 3.7m long and extend over the full width of the road, except for a drainage channel at either end. They may have either flat tops or round tops. Many local authorities have adopted

the 75mm high hump as a standard. This is because it has been found to be effective in reducing traffic speeds.



5 Mini Roundabouts

Mini roundabouts can be a means of reducing accidents by slowing traffic because of the roundabout rule "give way to traffic from the right". They also assist right turning movements. Their advantage over full size roundabouts is that they can often be accommodated within the existing road space without expensive road widening and don't interfere with pedestrian routes too much. However, where drivers are not forced to slow down they can become an accident site. They are unsuitable therefore for use on roads where vehicle speeds are much above 30mph.



6 Traffic islands / Pedestrian refuges

Where a formal pedestrian crossing is not justified these can be of great assistance to pedestrians by letting them cross the road in two stages. The major restriction to the use of this measure is the width of the carriageway. It must be at least 7.8m wide to allow for a 1.8m wide island and two lanes of traffic. It is preferable to install more than one island to form a series of refuges. In this way they are less vulnerable to collisions and provide a number of relatively

safe crossing points along a length of road. They can also have a mild traffic calming effect and can prevent overtaking accidents.



7 Variable speed signs

Variable speed signs have been shown to be effective in reducing speeds, but their effectiveness tends to decrease over time.

The evidence indicates that variable speed signs are not suitable as replacements for permanent restraint measures, such as physical engineering or safety cameras, but can be useful as part of an area-wide speed management programme. In response to Borough wide safety concerns these signs have been introduced at a number of locations throughout Harrow. The sites have been chosen because local residents have raised concerns about the speed of traffic in the area or where there is a history of speed related problems. It is planned to move the signs around the borough and monitor their effectiveness in reducing traffic speeds and accidents at these chosen sites. Research is on going.



8 Road markings

Carriageway markings are a cheap and cost effective way of reducing accidents. At junctions they provide an indication of priorities and, when depicting centre or lane lines, they indicate boundaries for vehicle movement. White markings are generally advisory. Lane arrows are used on the approaches to traffic signalled junctions to indicate which lane should be used for turning and straight ahead movements. Lane arrows are generally not permitted on the approaches to roundabouts. SLOW markings are often used on the approach to a hazard.



Areas of central cross hatching, commonly called "ghost island" markings, are useful as a means of reducing accidents by separating on-coming traffic, reducing traffic speed and providing safe right turning areas. These, along with central traffic islands, have been shown to play a major part in reducing motorcycle accidents.



9) *The Speed enforcement camera system (SPECS) cameras*

Trials being conducted at the moment in Camden are looking at the possibility of enforcing 20 mph speed limits with time over distance cameras. At the moment however this type of technology does not currently have Home Office Approval for use on the public highway in residential areas.

SPECS average speed camera systems utilise state of the art video system with Automatic Number Plate Reading (ANPR) digital technology. Consisting of a minimum of two cameras each fitted with infra red illuminators fitted on gantries above the road, so they can work day or night. SPECS speed cameras work out the vehicles average speed, given the time it takes to drive between the two camera positions. SPECS are commonly used to enforce speed limits on dual carriageways and motorways and at road works in temporary situations. This is because one SPECS gantry can monitor up to four lanes of traffic at any one time. The Home Office is expected to approve the technology some time next year.



10) *Speed Cameras*

The purpose of safety cameras is to change driver behaviour - they are only used when people break speed limits. The responsibility for the implementation of speed cameras in London lies with the London Safety Camera Partnership (LSCP). All cameras installed by the LSCP since April 2002 has to meet strict Department for Transport guidelines. Fixed speed cameras are located where three or more fatal or serious speed related personal injury collisions have occurred in the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.



Committee:	Traffic and Road Safety Advisory Panel
Date:	26th November 2008
Subject:	Local Safety Scheme - George V Avenue / Pinner Road / Headstone Lane – signalised junction
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall - Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A - Details of consultation letter Appendix B - Pinner Road zebra crossing proposals

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report details progress to date regarding proposed safety measures at the George V Avenue / Pinner Road / Headstone Lane junction and seeks the Panel's recommendation to the Portfolio Holder for Environment and Community Safety that further investigations be conducted.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that she authorise Council officers to:

1. ask Transport for London (TfL) to reinstate the George V / Pinner Road / Headstone Lane scheme in the Local Safety Schemes programme; and
2. ask the Director of Traffic Operations (DTO) of TfL to review our detailed assessment and traffic modelling data of the junction in order to progress the proposals to address the personal injury accident problems at the junction.; and
3. report the outcome of the review to a future TARSAP meeting.

SECTION 2 - REPORT

- 2.1 Traffic flows in London are changing year on year as new developments and schemes are introduced on and around the network. In particular the nature of traffic flow is moving away from the traditional morning and evening peaks to more varied demand peaks across the day and, indeed, at weekends. To that end TfL undertakes regular traffic signal timings reviews of junctions on the highway network.
- 2.2 Following the TARSAP meeting in September 2008 it was confirmed that a signal timing review was planned for the George V Avenue / Pinner Road / Headstone Lane junction this financial year. The signal timing review focuses on adjustments to the signal timings to improve capacity at the junction in order to reduce traffic delays on the network. However, it is not designed to address the significant right turn accident problem identified in earlier studies.
- 2.3 DTO has confirmed recently that the revised signal timings are due to be implemented before the end of this financial year. As part of the review, a new traffic signal controller was recently installed at the junction to replace the old damaged one. The traffic signal controller, which contains the signal timing programmes, is a key component in the operation of the traffic signals and is linked to a permanent power supply. The controller has also been relocated to afford it greater protection because it has been hit several times in the past.
- 2.4 It should also be noted that if additional signal timing changes are identified as part of the proposals currently being developed to address the right turning accidents for example, the scheme costs are likely to be reduced because the new upgraded traffic signal controller is in place.
- 2.5 We continually monitor accidents in the borough to identify problem sites and assign priority. As a result, the George V Avenue / Pinner Road / Headstone Lane junction was initially included in the 2004/05 Local Safety Scheme (LSS) programme because of its poor accident record. Statistically the junction has highest rate of personal injury accidents of any junction in the borough and therefore ranks highest in terms of priority.
- 2.6 In 2005 a traffic consultant was commissioned to investigate the personal injury accident record at the junction and to look at the feasibility of introducing a dedicated pedestrian phase, especially given the close proximity of Nower Hill School. The consultant developed proposals which involved significant changes to the junction to accommodate larger pedestrian islands, a dedicated pedestrian phase and signal timing changes to allow for the segregation of right turning traffic. The scheme also incorporated advances stop lines for cyclists and a bus priority system to improve bus flow through the junction.
- 2.7 Following amendments to the scheme, agreement was reached in principle with DTO on a detailed design in June 2006; however the scheme needed to be evaluated in terms of its benefits to pedestrians and possible disbenefits to vehicular traffic. Modelling of the junction predicted that traffic queues at peak times would increase on all arms of the junction.

- 2.8 In an effort to reduce the predicted increase in queuing EnterpriseMouchel (EM) were commissioned in 2007 to review the junction to investigate whether the previous proposals could be modified. EM prepared two options; one which dealt primarily with the right turn accident problem; and the other which included a dedicated pedestrian phase with physical alterations to the junction layout similar to that included in the previous consultants report.
- 2.9 In March 2007 EM estimated the cost of the scheme, which included physical alterations to the layout of the junction, to be in the order of £203,500. This did not take into account any costs associated with the diversion of public utilities apparatus. At that time no firm bid for funding was put forward to TfL for the implementation of the proposals in the subsequent financial year. The scheme was therefore not included in the LSS programme.
- 2.10 Inevitably if this scheme (see para 2.6) were to be progressed to detailed design it would cost significantly more. A draft estimate suggests that the scheme would cost in the region of £250,000, not including the cost of any public utilities diversions. This figure far exceeds the current 2008/09 LSS budget.
- 2.11 TfL funding is scheme specific and based on an agreed programme submitted by the boroughs. This can limit the council's ability and freedom to alter the programme and to respond to changing circumstances and events. Some schemes currently under investigation, or ones that arise during the year, may be added to the programme at the expense of other schemes in the list if priority treatment is considered appropriate subject to TfL agreement. Priority is determined by a consideration of a number of factors: the estimated number of accidents (principally, killed and serious injury accidents) that can be saved; the cost of remedial measures and particularly the estimated first year rate of return; and co-ordination with other works in the vicinity.
- 2.12 Personal injury accidents continue to occur at this junction. In the 5 years to December 2007 there have been 24 reported personal injury accidents at the junction, resulting in 35 casualties. Of these, 22 accidents resulted in 32 people being slightly injured and 2 accidents resulted in 3 people being seriously injured. Only 1 accident involved a pedestrian, who was slightly injured. These figures do not include the recent case in which a young pedestrian was slightly injured. The others were vehicle occupants, mainly resulting from accidents involving right turning manoeuvres at the junction; there is also anecdotal evidence of a large number of damage only collisions.
- 2.13 It is clear from the evidence that there is a significant accident problem at this junction which needs to be addressed. It is extremely unlikely that TfL would fund significant alterations to the junction from the LSS budget to accommodate a dedicated pedestrian phase because there is no statistical evidence to justify it; i. e there has been only 1 personal injury accident involving a pedestrian at the junction in the last five years. However, it is more likely that TfL will fund a scheme that will address the significant right turn accident problem (10 accidents in the last three years).
- 2.14 On the basis of the benefits to be derived from a scheme that will address the right turn accident problem by incorporating changes to the signal timing and/or

early cut offs to the signal phasing, it is recommended that this option be progressed further.

- 2.15 A scheme to reduce the right turn accident problem can be achieved without extensive amendments to the layout of the junction and at lower costs, which are estimated to be in the region of £50,000. This takes into account the reduced costs because of the new traffic signal controller (See para 2.4). Modifications to the signal timings and phases will address the right turning accidents problem and improve safety at the junction. There will also be a “window of opportunity” for pedestrians to cross the junction, albeit it without a dedicated pedestrian phase within the revised timings. It is anticipated that if this scheme is taken forward traffic queues will increase on all arms of the junction. Until detailed traffic modelling has been undertaken, however, the extent of the queue lengths and delays has not been quantified.
- 2.16 It is therefore recommended that a LSS to address the personal injury accident problems at the junction be taken forward and that this junction be included in the LSS programme at the earliest opportunity. There is no cost in reinstating the scheme on the TfL LSS programme however the cost of the analysis of the traffic modelling data undertaken by DTO will need to be met from this years LSS budget. Details of the results and the outcome of the modelling assessment will be reported to a future TARSAP meeting for consideration.
- 2.17 For information, you will recall it was reported at the last TARSAP meeting in September that an investigation to consider whether it is feasible to convert the existing pedestrian island outside the Nower Hill school entrance in Pinner Road to a zebra crossing was underway. It is felt that this would help to encourage more pupils to cross the road at this location rather than at the George V Avenue junction and that a formal crossing would improve pedestrian facilities immediately outside the school.
- 2.18 The proposal was discussed recently at a site meeting with a representative of the school and a scheme has now been designed. A consultation leaflet was distributed to the school and the immediately affected properties to seek their views regarding the proposal. **Appendix A** gives details of the consultation letter and **Appendix B** shows details of the scheme.
- 2.19 As the George V Avenue / Pinner Road / Headstone Lane junction is on the Strategic Road Network for London, whatever scheme is progressed at this location will have to be submitted for independent appraisal and approval to the TfL’s Network Assurance Team (NAT) before it can be implemented.
- 2.20 A meeting with local stakeholders was held on 29th October to discuss progress to date and the options available to take a scheme forward that will reduce the number of personal injury accidents at the junction.

2.2 Financial Implications

- 2.2.1 The cost for DTO to assess the latest modelling and traffic data is £2,000 and can be met from this years Local Safety Scheme budget. The cost of the proposed zebra crossing in Pinner Road is in the region of £22,000 and can be met from the TfL Local Accessibility budget.

2.3 Community Safety

2.3.1 The scheme will have a neutral impact on Crime & Disorder.

2.4 Legal Comments

2.4.1 The recommendations in this report can be implemented pursuant to Section 39 of the Road Traffic Act 1988. Traffic Management Orders, if required, will be advertised in accordance with the Road Traffic Regulation Act 1984 as amended.

2.5 Performance issues

2.5.1 Section 39 of the Road Traffic Act 1988 requires local authorities to carry out studies into collisions and in the light of the studies take such measures as appropriate to prevent collisions. As part of the Comprehensive Spending Review announcement the Government recently published the single set of 198 National Indicators (NI) that will underpin the new performance framework. NI 47 and 48 are included in the National Indicators for local authorities and relate to killed and seriously injury road casualties and Children killed or seriously injured in road traffic accidents respectively.

2.5.2 Any reduction in personal injury accidents contributes to the national casualty reduction target of reducing by 2010 the number of people killed or seriously injured in road traffic accidents by 40%, compared with the average for 1994-1998. These indicators are an updated version of the former Comprehensive Performance Assessment (CPA) item E12 and E13 and best value performance indicator 99a and 99b. At the start of 2009, it will change to Comprehensive Area Assessment (CAA).

2.5.3 In view of this, the new road casualty reduction targets in London set by the Mayor of London are now being used in arriving at our targets for the remainder of the decade. The London targets are more challenging and even those have also been achieved already. Additional investment in road safety education and road safety measures would ensure the significant casualty reductions achieved are maintained and further road safety benefits can be accrued.

2.5.4 It should be pointed out that unless we use effective measures to reduce accidents it would adversely impact our ability to maintain and improve our excellent road safety record and maintain our exceptional casualty reduction targets (including our National Indicators NI 47 and 48).

2.6 Risk Management Implications

2.6.1 This project is not included on the Directorate risk register.

2.6.2 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

2.7 Equalities Impact

2.7.1 A detailed Equalities Impact Assessment is not required however the resulting scheme is expected to have a positive effect in reducing the number of road traffic accidents and casualties and generally improve road safety and pedestrian facilities for all road users within the area.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name:...Sheela Thakrar
		Date: ... 13/11/08
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
		Date:14/11/08

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

Performance Officer	<input checked="" type="checkbox"/>	Name: ...Anu Singh
		Date:14/11/08.....

SECTION 5 - 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:

PCL technical report 2004
 Eneterprisemouchel technical report 2007

If appropriate, does the report included the following considerations (select one option YES/NO/NA)

1.	Consultation	NO
2.	Corporate Priorities	NO

APPENDIX A

Date: 5th November 2008

Our ref: C08-039E02/ZebConsult

Community & Environment Services
Andrew Trehern
Corporate Director

Owner / Occupier

Dear Owner / Occupier,

Re: Proposed Zebra Crossing in Pinner Road

We are seeking your views on the council's proposals to improve road safety and improve walking conditions on Pinner Road outside Nower Hill High School.

The proposal involves the removal of the existing pedestrian refuge and the provision of a zebra crossing, which will allow pedestrians to safely cross the road in one continuous movement. The proposal is shown on the enclosed plan (drawing number. LBH/TM/JA/C08-039E02). Funding for this scheme has been secured from Transport for London (TfL).

I would be grateful if you could complete the enclosed questionnaire and return it to Harrow Council in the pre-paid envelope provided by **21st November 2008** (you do not need a stamp).

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals. It is anticipated that the construction works will be completed by April 2009.

Should you have any queries regarding the proposals, please contact me on the telephone number overleaf.

Yours sincerely,



Johann Alles - Traffic Engineer

Johann Alles
Traffic Engineer, Traffic Management









☎: 020 8736 6816

Email: johann.alles@harrow.gov.uk, Fax: 020 8424 7662

This page is intentionally left blank

APPENDIX B


KEY

-  Existing guardrailling
-  New visual guardrailling
-  Proposed red coloured tactile paving
-  Existing buff coloured tactile paving
-  Existing road markings
-  Proposed road markings
-  LC RS Remove sign
-  RS&P Remove sign and post

Burn off redundant road markings within extent of new zig zag road markings

Take down temporary 'New Zebra Crossing Ahead' signs from Cannon Lane and erect on lamp columns approx 150m in advance of zebra (to be taken down in 6 months)

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (C) Crown copyright and may be used to present or civil proceedings. London Borough of Havrow 100019206.



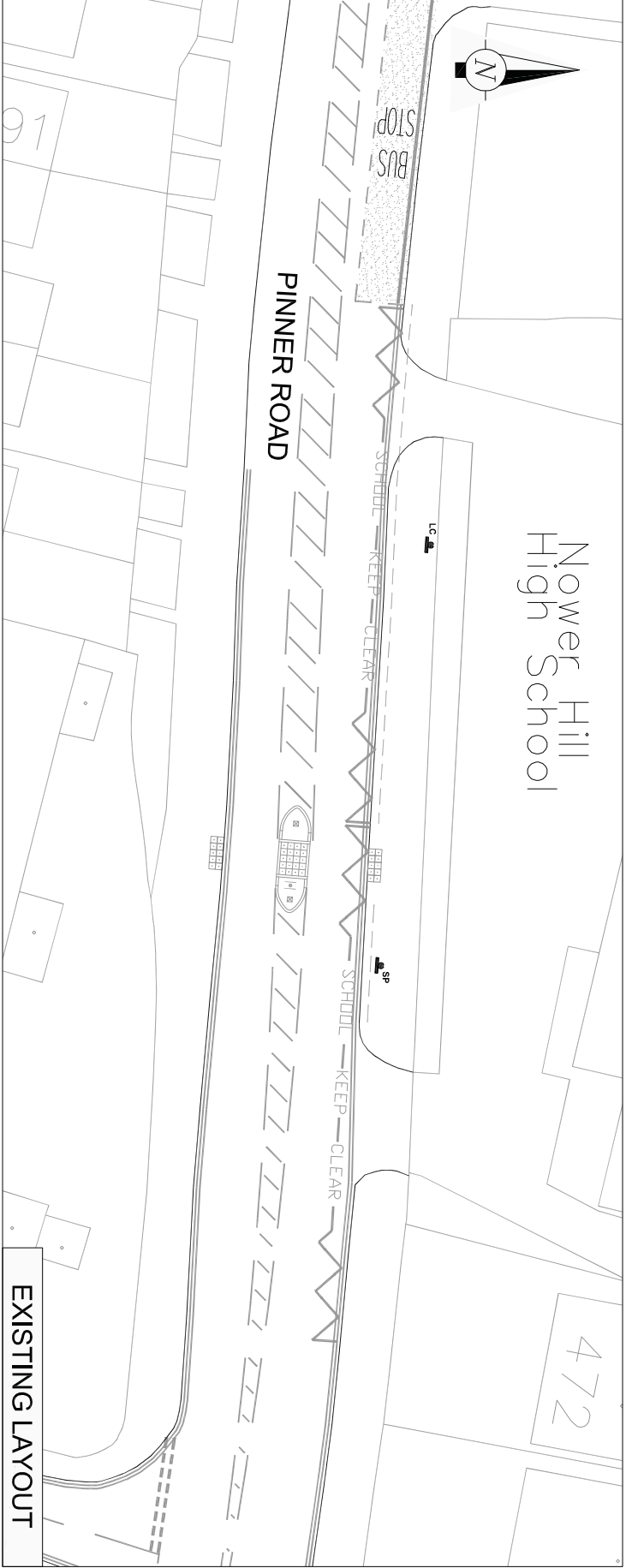
Harrow Council
LONDON

COMMUNITY & ENVIRONMENT
100, Bow St, Uxbridge, Middx, UK
Tel: 020 8863 3611
Fax: 020 8863 3611

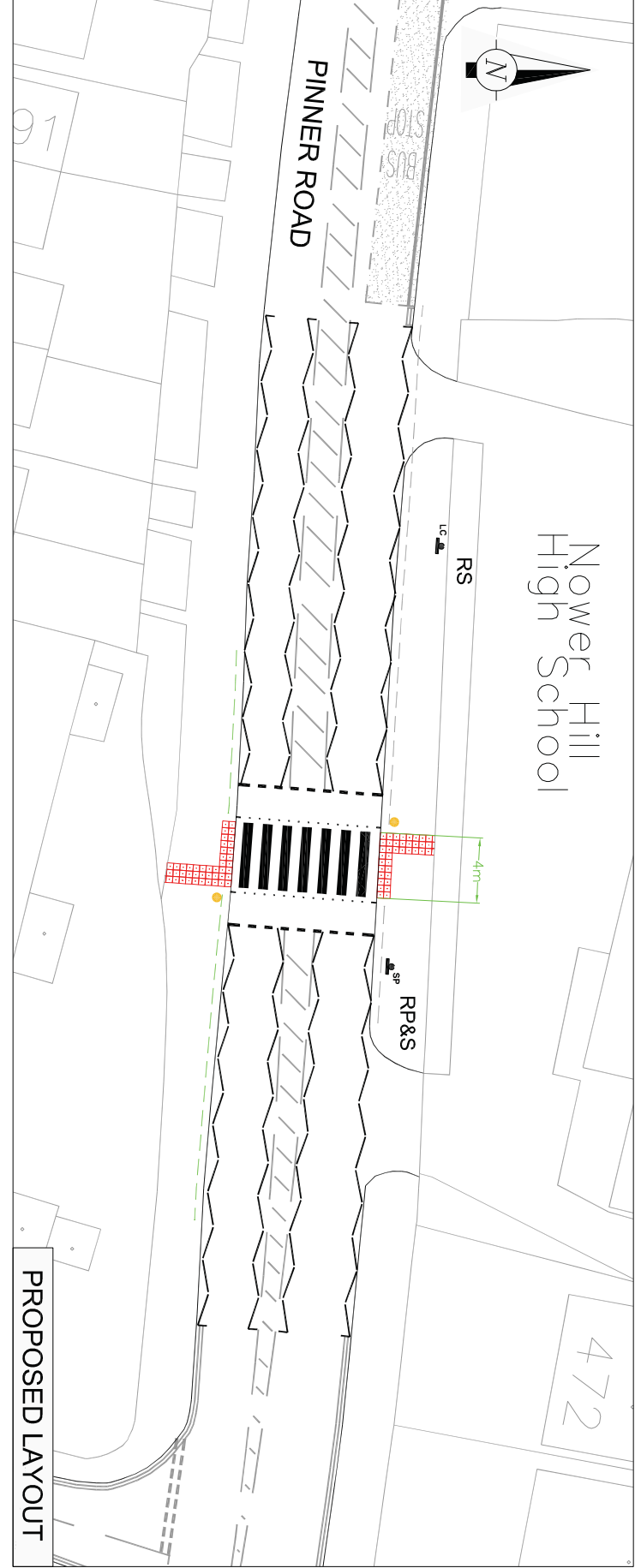
Designation/Status of Revision	Date	Sign
NEW PEDESTRIAN IMPROVEMENTS		

Title: PROPOSED ZEBRA CROSSING IN PINNER ROAD

Scale	1:200	Drawn	JA	Checked	BP
Drawing no	@ A2	Date	24/10/08	Date	--/--/08
Autocad file	LBH/M/JA/C08-039E02				
	C:/Traffic/TrafficTeam/2008_9/Walking/PinnerRoad				



EXISTING LAYOUT



PROPOSED LAYOUT

This page is intentionally left blank



Committee:	Traffic and Road Safety Advisory Panel
Date:	26 th November 2008
Subject:	INFORMATION REPORT – Progress update on key traffic schemes and details of revised TfL financial award.
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall - Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A - Eastcote Road / Element Close scheme plan Appendix B - Detailed breakdown of revised TfL financial award.

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
- Park High school – School Travel Plan scheme
- Grismdyke First and Middle school – 20 mph zone
- Aylward First and Middle school – 20 mph zone
- Kenmore First and Middle School – 20 mph zone
- Spencer Road – walking project
- Goodwill to All - junction improvement
- Petts Hill Bridge & Highway Improvements
- Bus Priority Schemes
- Sustainable Transport Initiatives
- Road Safety Education
- LCN+ and other cycling projects
- Update on additional financial award from Transport for London (TfL).
-

FOR INFORMATION

SECTION 2 - REPORT

2.0 Local Safety Schemes

2.1 **Camrose Avenue / Taunton Way**

The scheme is now substantially complete apart from the two speed activated traffic signs which are due to be erected within the next few weeks.

2.1.1 **Stanmore Hill / The Common**

The scheme is now substantially complete.

2.1.3 **Park High – School Travel Plan scheme**

Following the completion of Park High's School Travel Plan (STP), the council developed a scheme that would assist in addressing some of the concerns and aspirations highlighted in the STP. Local residents were consulted on proposals to improve pedestrian's facilities around the school and on new waiting restrictions to improve access and visibility. The majority were in favour of the proposals. The associated Traffic Regulation Orders were drafted recently and these are now being made in order to implement the scheme.

The two zebra crossings - one on Crowshott Avenue and one on Culver Grove are currently being constructed on site, and the waiting restrictions and school keep clear markings are due to be implemented by the end of November.

2.2 **Grimsdyke School, Hatch End - 20 mph zone proposals**

The details of the scheme were submitted for information to TARSAP in September. During the statutory consultation process the council received three objections from local residents to the scheme and one from the London Fire Brigade. These objections were considered by the Portfolio Holder for Environment and were over turned recently. It is intended that the physical measures to enforce the new 20 mph zone will be implemented early in the New Year.

2.2.1 **Alyward School, Stanmore - 20 mph zone proposals**

The results of the public consultation and details of the proposals were reported to the September meeting of TARSAP which indicated majority support for the scheme, except in Dovercourt Gardens where the majority of residents were opposed to the measures.

The purpose of the 20 mph zone is to create a safer environment for all road users by limiting vehicle speeds through self-enforcing measures. 20 mph zones generally reduce personal injury accidents and decrease through traffic because of the lower speeds anticipated.

The feedback from this consultation phase is used to finalise the detailed design proposals and to proceed to the statutory consultation stage on the traffic regulation orders. This involves statutory notices in the London Gazette

and the Harrow Times and formal consultation with a number of bodies, including the police and emergency services.

In light of overall support for the scheme the council does not intend to alter the proposed area of the 20 mph zone, as it is felt that excluding Dovercourt Gardens from the zone will lead to higher traffic volumes and speeds in this road. The residents of Dovercourt Gardens will be given the opportunity to object to the proposals, in compliance with statutory procedure, when the council advertises the traffic orders. If the majority of residents in Dovercourt Gardens are still opposed to the scheme at that stage, they will not be included in the 20 mph zone.

The statutory notices detailing the 20 mph zone proposals surrounding Alyward School are being drafted and will be advertising shortly.

2.2.2 Kenmore School, Queensbury - 20 mph zone proposals

The details of the scheme and the results of the public consultation were reported to the September meeting of TARSAP. The results indicated a clear majority in favour of the proposals. The physical works to enforce the 20 mph zone are due to commence at the end of November 2008 and should last for 3 - 4 weeks.

2.3 Spencer Road , Wealdstone - walking scheme

The kerb works and the entry treatment adjacent to the clock tower are now complete. The newly constructed raised flowerbed has recently been top soiled. The planting of low level scrubs to enhance the area will be undertaken shortly.

2.3.1 Eastcote Road / Ellement Close – walking scheme

A revised scheme has been designed to incorporate LCN + measures and provide a pedestrian refuge in Eastcote Road close to Element Close. Parking bays are proposed and parking lay-bys. This scheme has been designed to deal with comments raised during public consultation. Additional funding has been obtained for the LCN+ scheme and this will be implemented in 2008/9. A plan of the scheme is shown in **Appendix A**.

2.4 Goodwill to All - junction improvements

The computer modelling of traffic for the revised junction configuration has been sent to TfL signals for checking and approval. The result is awaited.

2.5 Petts Hill Bridge and Highway Improvements

Petts Hill / Northolt Rd will be closed to all traffic between 22 Dec 2008 and 7 Jan 2009. The rail track will be closed between 24 Dec and 27 Dec.

The diversion route will be clearly signed.

Letters have recently gone out to approx 7000 properties in the area as well as key stakeholders and Members. Another drop-in session was planned for 6th Nov at Petts Hill primary school. As we get nearer the time of closure, we will be publishing articles in the local newspapers, both Council's magazines, and using advance warning signs.

2.6 Bus Priority Schemes

Kings Road

Waiting restrictions planned to go in before end of this financial year.

Common Road, Stanmore

New northbound left turn lane approaching the junction of Common Road / The Common. Scheme needs to be coordinated with other works in the area, including works commissioned by Herts and therefore may get delayed but still due to be implemented in 2009.

Shaftesbury Avenue

Works to install full width inset parking bays on both sides of the road. Works progressing well on site.

Honeypot Lane Bus Lane (Northbound)

Scheme currently under going public consultation.

Honeypot Lane / Streatfield Rd Roundabout

Additional funding obtained from TfL to investigate capacity improvements at the roundabout. Site investigations have been carried out. Draft design produced for revising the layout. Ward Member meeting to be held shortly to discuss proposals.

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 with parking on one side. Further design work was needed to accommodate another issue raised at the junction of Eastcote Lane with Northolt Rd. Public notification due to be issued shortly followed by implementation.

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. Scheme progress delayed following Ward Member meeting on site on 28/07/08 and subsequent meeting on 01/08/08 which raised issues about the need for the cycle track and hence further investigation required.

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. Consultation complete. Scheme due to be implemented at the same time as the Pinner Rd Local Safety Scheme.

Harrow Town Centre

Design work underway to introduce two-way buses on Station Road between Shepcote Road and College Road. This will remove the one way bus operation in the Town Centre. The scheme is being progressed through the Planning department as part of the wider town centre proposals. Preliminary

design completed. Further investigation has highlighted need to reconstruct the road at additional cost. This may lead to postponing the scheme for now.

2.7 Sustainable Transport Events and Promotion

Harrow's It's Up to All of Us campaign promoted sustainable transport at Harrow PCT's Wellbeing Day at Northwick Park Hospital on Wednesday 5 November. Harrow's Sustainable Transport Officer offered advice on increasing productivity through a work/life balance that is enhanced through using sustainable transport and handed out free Travel Harrow maps and step-counters. Free cycle training in Harrow was also promoted alongside a mini bike display. The latest I Move London newsletters were also available.

Hollywood actor Corey Feldman has backed Harrow's efforts to promote sustainable transport. The actor stated he was amazed at the It's Up to All of Us campaign's ability to unite people for a common cause in such a simple manner. Corey visited the campaign website and even praised Cllr Susan Hall's efforts after being informed of her support for local events and promotions geared towards environmental awareness.

2.8 Road Safety Education

Cycle training during the August school holidays has been successful at most of the sites running morning and afternoon sessions.

In September, in conjunction with Travel Awareness and School Travel advisor a Try Cycling event was held with 30 pupils taking up the option to borrow a cycle and also receive training.

Cycle Experience, the training company has approached several middle schools and provisional arrangements have been made for October and November. Additional funding has been received from Transport for London (TfL) to cover courses to the end of October, but a request for a further £20k to extend the training up to the end of the year has been refused on the grounds that the TfL funding allocation has already been exhausted. Harrow is on a wait list should additional funding become available. A small amount of the budget for the adult training may be transferred to support additional middle school training but without this some courses may have to be deferred. The half term cycle courses have been fully booked. New holiday courses are due to start in the February half term but are subject to available funding from TfL.

Adult cycle training is progressing and talks with Cycle Experience about running group sessions are being held as there is a slight backlog of trainees to be accommodated. This will have to be reviewed with the current funding problems.

Theatre in Education sessions have been held for 10 first schools and 10 middle schools with positive feedback coming from teaching staff. The High school presentation of "The Price" in December is proving more difficult to book with only three of the high schools opting for the presentation - difficulty in making contact with the appropriate year heads of the schools who are also dealing with the impact of the 6th form groups.

The Harrow on the Hill SNT team have not confirmed when they will be carrying out the seat belt/mobile phone campaign because of links with the support from traffic police division being detailed to other duties.

Materials have been provided to two first schools that are running safety days in November.

TfL hosted the annual Pan London Road Safety Event where the topic of anti drug driving campaigns was a key on the agenda. They looked at ways in which information can be disseminated to parents, teachers to pick up the early signs of drug use. A further seminar was also held to discuss the possible links with Road Safety Officers.

Meeting with the London Accident Prevention Council was attended with Cllr Teli who was introduced to Janet Kirrage the TfL ETP manager. At the meeting, details of the new style motorcycle test were introduced by a driving standards representative.

Meeting of the Local Authority Road Safety Officers Association was attended with a presentation from "all4bikers" an online forum trying to improve safety awareness with moped and motor cycle riders. The group is also looking at the provision of "risk assessment" training for SCP managers and is trying to arrange a London wide session.

2.9 LCN+ Cycling Programme 2008/9 and other cycling projects

LCN+ represents a major commitment by Transport for London (TfL) to create a network of approximately 900km of high quality strategic cycle routes by 2010. These primary strategic routes have been identified as having the highest demands for cycling. When fully implemented the network will provide safer, more comfortable conditions for cyclists, especially the less experienced. Improved journey times and clear routes through junctions will encourage greater use of the cycles.

Cycling represents a healthy alternative to other modes of transport; it is sustainable and non polluting. Increased cycle usage is a specific objective of the Mayor of London and can lead to reduced congestion, improved air quality and reduced space requirements for parking.

A budget of £665k was originally secured from TfL for 2008/9 to develop and implement a number of schemes. Additionally £167,000 has been agreed by TfL to implement in the current financial year the Link 86 scheme Pinner to Eastcote Village and fully implement Link 89 Pinner Rd between Roxborough Park and North Harrow. The list below show details of what the schemes comprise of and the progress made to date:-

LCN+Scheme Title	Budget	Short description of Works	Progress To date
Link 86 Whitchurch La and Canons Park	£25K	Replace existing non standard cycle lanes	Due for implementation

Station		with widened lanes eastbound and signed route westbound. Also implement ziz-zag markings to existing toucan crossing	commencing late November 2008 in conjunction with Wemborough Rd Scheme. Completion early January 2009
Link 86 Pinner to Eastcote Village via Eastcote Rd	£150K	Advisory Cycle Lanes, side entry treatment new parking controls and inset parking on Ellement Close together with directional and repeater signing	Design produced in conjunction with walking scheme, currently subject of public consultation. Additional funding of £135K secured from TfL to implement scheme in 2008/9
Link 86 North Harrow to Pinner via Woodlands, Pinner Rd, Marsh Rd	£10K	Widen/extend cycle lanes, two side road entry treatment and additional parking controls where practicable	Scheme prepared and audited. Consultation to be carried out
Link 87 Headstone Dr, High Street, Canning Rd, George Grange Wy, Peel Rd, Stuart Rd, Belmont Rd, Grassmere Gdns	£30K	Signage and local surface upgrades Realignment of Toucan Crossing, subject to additional funding and programming, flat top humps at 3 junctions and directional and repeater signs	Design produced and audited. Consultation to be carried out. Application made to TfL Signals section for slot in 09/10 programme to implement Toucan alterations
Link 87 Headstone Dr	£20K	Replace non standard advisory cycle lanes with widened lanes, removal of central hatching and introduction of central refuge islands together with signing & markings	Design produced, currently being audited
Link 87 Imperial Dr	£35K	Upgrading cycle lanes, signing and advance stop lines on all approach arms at The Ridgeway/Imperial Drive Junction	Design produced currently being audited
Link 87 Parkside Way	£10K	Upgrade cycle lanes and signage.	Design produced currently being audited.
Link 87 Rayners La j/w Imperial Dr and Alexandra Av	£20K	Flat top speed table, new section of cycle track, improvements to	Design produced currently being audited

		existing zebra and signage to facilitate cycling	
Link 87 Pinner Rd either side of North Harrow traffic signals	£20K	Advances Stop lines on all arms of junction	Computer Modelling of effect on traffic signals completed. TfL to approve.
Link 89 Lowland Rd between Roxorough Pk and Tyburn La	£18K	Widen existing cycle lanes, associated signing/lining changes and a short section of cycle track. Plus short section of off road segregated cycle track	Design produced currently being audited
Link 89 Roxborough Bridge north roundabout subway area	£20K	Improvements to kerb alignment and bollard locations	Design nearing completion
Link 89 Roxborough Pk junction	£20K	Improvements to access at subway, flat topped speed table, signs with short section of shared cycle track linking to the subway underpass and entry treatment to shared cycle facility	Design nearing completion
Link 89 Elmgrove Rd	£10K	Signing/Lining	Scheme currently being implemented
Link 88 Elmgrove Rd east of Railway underpass	£20K	Signing/Lining	Scheme currently being implemented
Link 88 Hindes Rd	£48K	Re-profile of speed humps to sinusoidal profile and signing and lining	Design produced implementation delayed because of Statutory Authority work in Harrow View. Implementation due to commence Feb 2009 (School Half term Holiday)
Link 88 Kenton Recreation Ground	£50K	Improvements to path/segregated cycle track, and new lighting, tactile paving, cycle parking and lining/signing	Scheme currently being implemented
Link 88 Railway Underpass	£5K	Improvements in underpass, Lighting/Painting	Design produced completion late 2008
Link 88 Tesco	£5K	Improvements to	Design produced

Roundabout on Hinds Rd		markings at roundabout	implementation due Feb 2009 in conjunction with other Hinds Road Work
Link 87 Headstone Drive/Harrow View	£15K	Junction improvements for cyclists ,pedestrian and car parking improvements	Proposals designed. Scheme submitted to Signals Section at TfL for checking and approval
Link 89 Greenford Rd/Sudbury Hill/Sudbury Court Dr/Harrow Rd	£30K	Advanced stop lines,signing/ markings and parking controls-linked with scheme. S106 improvements at Clementine Hospital along Sudbury Hill	Scheme designed implementation to be phased with TfL signal modernisation works. Application made to TfL for additional monies to resurface junction prior to laying any markings/coloured surfacing.
Link 89 Pinner Rd between Roxborough Pk and North Harrow	£140K	Cycle lane improvements including side road entry treatments and changes to waiting restriction. Scheme being carried out in conjunction with Pinner Rd LSS and CPZ Study	Joint public consultation carried out with local safety scheme. Scheme implementation to be phased with statutory authority works to commence Jan 2009. Additional funding of £32K allocated by TfL
Link 87 Wemborough Rd/Weston Dr	£125K	Improved cycle lanes, signing, side road entry treatment, associated parking restrictions, junction improvements/widening Wemborough Rd /Honeypot Lane/Whitchurch Lane,removal of buidout at junction of Abercorn Rd & Wemborough Rd	Due for implementation commencing late November 2008 in conjunction with Whitchurch Lane/Canons Park Station. Scheme. Completion early January 2009

Non LCN+ Scheme Title	Budget	Short description of Works	Progress To date
Cycle Parking	£20K	Provision of cycle parking at stations, shopping areas and other areas of high	Survey of suitable locations carried out. Implementation

		demand	due December 2008
High Rd Harrow Weald to Wembrough Rd	£10K	Investigation into link across area of land in private ownership, on road signing/lining of route, segregated or shared route linking up with Link 87	Investigation into land ownership commenced

Application has been made to TfL for additional finance of £200K to carry out resurfacing of the Link 89 scheme at the junction of Sudbury Hill/Sudbury Court Drive in 2008/9 prior to the installation of the cycle scheme. This work would be programmed in conjunction with a signal modernisation scheme being carried out by TfL. In addition application has been made for an additional £30K to carry out resurfacing to complete the scheme at Link 88 Kenton Recreational Ground and £45,000 to fully implement the proposals at Link 87 Headstone Drive, High Street, Canning Road, George Grange Way, Peel Rd, Stuart Rd, Belmont Rd, Grassmere Gardens. A decision is expected shortly and an oral update will be given at the meeting.

2.10 Details of revised TfL financial award.

At the TARSAP meeting of 26th February 2008, information was provided on the award given by TfL to Harrow to implement relevant sections of the Mayor's Transport Strategy in Harrow.

During the course of the year, the funding award changes for various projects and sometimes additional funding becomes available. Changes to funding occur for the following reasons:

- Planned projects don't proceed because priorities change, negative consultation results, prerequisites to work hasn't been completed, etc.
- Inaccurate estimates were made for works planned
- There is a lack of resources to implement schemes

Harrow has also secured additional money from Walk London to implement part of our Rights of Way Improvement Plan and to ensure that the walking environment of the Mayor's strategic walking routes is appropriate.

The following table is a summary of the TfL award changes. A more detailed breakdown of the changes in funding is provided in the **Appendix B** to this report.

Topic	Original Award 08/9 (£k)	Revised Award	Change
Principal Road Renewal	560	560	0

Topic	Original Award 08/9 (£k)	Revised Award	Change
Bridges	0	25	+25
Local Safety Schemes	225	235	+10
20mph Zones	360	360	0
Education, Training & Publicity Schemes	38	38	0
Walking	150	150	0
Cycling Non LCN+	70	87.5	+17.5
Cycling LCN+	665	659	-6
Bus Stop Accessibility	106	159	+53
Bus Priority ¹	1,502	3,598	+2,096
Town Centres	50	100	0
Station Access	250	250	0
School Travel Plans	122	192	70
Travel Awareness	40	40	0
Environment	20	20	0
Shopmobility and travel training	30	30	0
Other accessibility	70	70	0
Total	4,258	6573.5	+2265.5

In addition to TfL funding, Harrow has also secured an additional £23k in 2008/9 from Walk London² to make accessibility improvements to the London Loop around the Grimsdyke Lake and also to replace an existing Stanmore country park access bridge. This is likely to be followed up by an award of £40k next financial year to make the walk fully accessible to wheelchair users.

Walk London has also provided Harrow with a budget of £3.5k to make improvements to the Capital Ring in Harrow on the Hill. These improvements include improved crossing facilities and better signage.

¹ This includes £1million for Petts Hill work that was brought forward based on the revised expenditure profile received from Network Rail.

² Walk London is an independent body who manage funding for all of the Mayor's Strategic Walks. They are predominantly funded by Transport for London via The City of London.

Total amount of extra money secured for 2008/9 since TfL award announced is:
£2292k

SECTION 3 – FURTHER INFORMATION

Appendix A - Eastcote Road / Element Close scheme plan.

Appendix B - Detailed breakdown of revised TfL financial award.

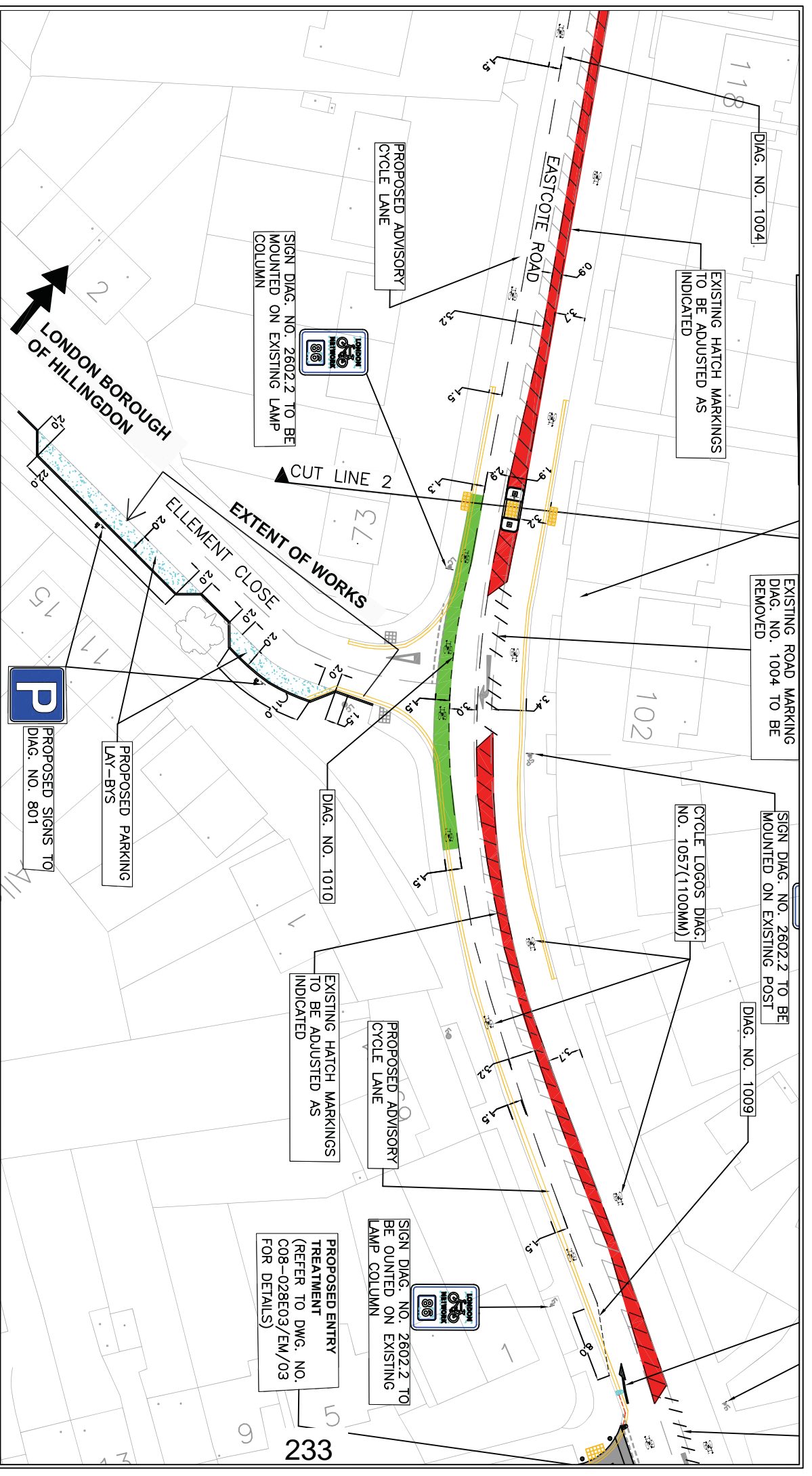
SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

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
LCN+ programme



<p>B MINOR AMENDMENTS</p>		26-10-08	27-10-08	28-10-08	29-10-08
<p>A INITIAL ISSUE</p>		22-08-08	24-07-08	03-08-08	03-08-08
<p>REVISION</p>		DATE	BY	CHECKED BY	APPROVED BY
<p>AMENDMENT</p>					
<p>CLIENT</p>		<p>HARROW COUNCIL</p>			
<p>PRODUCT</p>		<p>LCN+ LINK 86 – PINNER TO EASTCOTE VILLAGE</p>			
<p>DRAWING TITLE</p>		<p>PROPOSED CYCLE MEASURES, ENTRY TREATMENTS AND PARKING BAYS ON EASTCOTE ROAD</p>			
<p>DRAWING OFFICE</p>		<p>HARROW</p>			
<p>DRAWING NUMBER</p>		<p>0208 863 5611</p>			
<p>ISSUE</p>		<p>C08-028E02/EM/02</p>			
<p>SCALE (IF AT ALL)</p>		<p>N.T.S.</p>			
<p>DRAFT</p>		<p>ISSUE</p>			
<p>REPRODUCTION FROM THE ORDINANCE SURVEY PERMITTED BY THE CONTROLLER OF HER MAJESTY'S OFFICE OF CIVIL AVIATION UNDER A SPECIAL ARRANGEMENT. Copyright and all other rights reserved. London Borough of Hillingdon 100135268.</p>		<p>REVISION</p>			

This page is intentionally left blank

Appendix B: Detailed breakdown of revised TfL financial award.

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Principal Road Renewal	RO		
IMPERIAL DRIVE Phase 2 (The Ridgeway to U/Ground)	155	153	-2
IMPERIAL DRIVE (carriageway)(The Ridgeway to No 236)	167	181	+14
BROOKSHILL East Side (School Hol job)	64	56	-8
STANMORE HILL (Church Road to Green Lane)(West side)	174	170	-4
RO - Amount of Funding Committed £k	560	560	0
Bridge Assessment and Strengthening			
Greenford Road	0	25	+25
Bridge Assessment and Strengthening	0	25	+25
Local Safety Schemes	LSS		
High Road Harrow Weald and High Street (north of Locket Road) ¹	90	0	-90
Old Redding	0	100	+100
Pinner Road (Bessborough Road to Headstone Lane)	100	100	0
Future Scheme Identification	35	35	0
LSS - Amount of Funding Committed £k	225	235	+10
20mph zones	ZO		
Kenmore Park School	120	120	0
Aylward First and Middle Schools	120	120	0
Grimsdyke School	120	120	0
ZO - Amount of Funding Committed £k	360	360	0

¹ A separate bid of £30k will be made in 2008/09 to allow for development of the High Road, Harrow weald scheme.

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Education Training & Publicity Schemes	ETP		
Junior Citizen	8	8	0
Theatre group presentations	12	15	+3
Early years and childminder group education	6	6	0
Local power two wheeler safety promotion	12	9	-3
ETP - Amount of Funding Committed £k	38	38	0
Walking	W		
Pedestrian audits to stations	75	75	0
New pedestrian improvements	25	25	0
Stanmore Hill junction with Broadway	10	10	0
Refuges to improve crossing at Eastcote Road junction with Ellement Close	15	15	0
High Street junction with Spencer Road (Wealdstone)	25	25	0
W - Amount of Funding Committed £k	150	150	0
Cycling Non LCN+ schemes	CS		
Cycle parking	20	20	0
Cycle training for older children and adults	17.5	13.5	-4
Middle school cycle training	22.5	44.0	+21.5
High Road, Harrow Weald to Wemborough Road	10	10	0
CS - Amount of Funding Committed £k	70	87.5	+17.5
Cycling LCN+	LCN		
Link 86 - Whitchurch Lane and Canons Park Station. Widen existing advisory cycle lanes and extension of parking restrictions and enforcement. Improvements to jug handle facility	18	25	+7
Link 86 - Pinner to Eastcote Village via Eastcote Road.	15	15	0

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Link 86 - Nth Harrow to Pinner via Woodlands, Pinner Rd. Widening and extension of existing cycle lanes where required. To include side road entry treatments, right turn refuge and extension to some waiting restrictions	10	10	0
Link 87 - George Gange Way, Peel Road, Stuart Road. Improved access to existing Toucan on George Gange Way Possible traffic calming and cycle access improvements including short length of cycle track	30	30	0
Link 87 - Alexandra Avenue. Review priority for cyclists at side roads along section of Link. To include raised tables and changes to markings as appropriate	30	0	-30
Link 87 - Headstone Drive, Wealdstone High Street. Contribution towards planned Improvements to provide cycle facilities within Town Centre	50	0	-50
Link 87- Headstone Drive/Cecil Road. Review existing layout and re-design new layout to include satisfactory provisions for cyclists	75	0	-75
Link 87- Headstone Drive. Reallocation of road space by removing central hatchings. New 1.5m advisory cycle lanes, changes to existing parking restrictions and enforcement.	20	20	0
Link 87- Headstone Drive / Princes Road junction. Conversion of existing roundabout to a signalled junction with pedestrian facility.	125	0	-125
Link 87 - Imperial Drive. Review of markings and upgrade cycle lane to 1.5m, possible carriageway widening and central refuge relocation. Improvements to existing ASLs.	35	35	0
Link 87- Parkside Way. Upgrade width of cycle lanes to 1.5m and changes to existing parking restrictions and enforcement.	10	10	0
Link 87- Rayners Lane j/w Imperial Drive and Alexandra Ave ASLs on junction arms and investigate the need for upgrading zebra crossing at High Worple to toucan.	10	20	+10
Link 87- Station Road / Pinner Rd. Contra-flow cycle lane on Canterbury Road between Pinner Road and Station Road. Final review of 2006/07 scheme with further works likely to be required in 2008/09	10	0	-10
Link 87- Provision of Cycle lanes (nature to be determined by feasibility) and possible toucan crossing. Realigning of existing cycle tracks to reduce severity of bends.	10	20	+10
Link 89 - Lowlands Road between Roxborough Park junction and Tyburn Lane. Widen existing cycle lanes to 1.5m adjacent to parked cars with 0.5m buffer zone. Possibly upgrade pelican to toucan (further investigation required).	10	18	+8
Link 89 - Roxborough Bridge north Improvements to bollard arrangement and new kerb buildout to protect cyclists accessing Pinner Road	17	20	+3

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Link 89 - Roxborough Park junction. Implementation of improved access to Roxborough Park underpass from Lowlands Road.	20	20	0
Link 88 - Elmgrove Road. Green surfacing at side road entries, central feeder lane at junction with Station Road. Advisory cycle lane to prevent pinch point as route enters Hindes Road	26	10	-16
Link 88 - Elmgrove Road East of railway underpass Removal of pedestrian guardrail, improved lighting	37	20	-17
Link 88 - Hindes Road Reprofile of existing speed humps to meet LCDS (sinusoidal profile)	15	48	+33
Link 89 - Kenton Road Recreation Improvements to existing path to bring up to LCDS standards, including improved segregation, lighting and surfacing/widening as necessary. Improvements to access gate to allow 24-hour access.	20	50	+30
Link 88 - Railway underpass Improvements to underpass including lighting and possible CCTV coverage (additional funding source required). Measures to be provided to prevent blocking by motor vehicles	15	5	-10
Link 88 – Hindes Road Tesco roundabout Overrun area to increase effective size of roundabout, raised entry treatments and cycle logos	57	5	-52
Link 87 - Headstone Drive/Harrow View	0	15	+15
Link 89 - Greenford Road A4127 - Sudbury Hill/Sudbury Court Drive/Harrow Road A4005	0	30	+30
Link 89 - Pinner Road between Roxborough Park and North Harrow.	0	108	+108
Link 87 - Wemborough Rd / Weston Dr	0	125	+125
Cycling LCN+	LCN		
LCN - Amount of Funding Committed £k	665	659	-6
Bus Stop Accessibility	BSA		
Funding to make bus stops more accessible.			
BSA - Amount of Funding Committed £k	106	159	+53
Bus Priority	BP		
South Harrow: Petts Hill Bridge	857	2657	+1800

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Harrow Town Centre - Station Road	20	40	+20
Harrow Town Centre - College Road	20	20	0
Stanmore: Common Road/High Road junction	150	200	+50
Queensbury: Honeypot Lane northbound approach to Charlton Road roundabout	80	150	+70
South Harrow: Eastcote Lane	80	100	+20
Stanmore: London Road/Brockley Hill	20	20	0
North Harrow: Pinner Road/Station Road junction	100	100	0
Rayners Lane: Rayners Lane/Village Way East	100	100	0
South Harrow: Northolt Road/Shafesbury Avenue junction	20	20	0
Kenton Road, Kenton (Eastbound)	30	30	0
Christchurch Avenue	10	0	-10
Borough Administration	15	15	0
Shafesbury Avenue Parking Bays, South Harrow	0	50	+50
Wealdstone: Town Centre Manager	0	30	+30
Wealdstone High Road, south of Weald Lane	0	30	+30
Honeypot Lane / Streatfield Road Roundabout improvements	0	30	+30
Borough-wide Waiting & Loading restrictions	0	6	+6
BP - Amount of Funding Committed £k	1,502	3,598	+2,096
Town Centres	TC		
Harrow TC - Station Road area - Indicative allocation for scheme development	50	100	0
TC - Amount of Funding Committed £k	50	100	0
Station Access	SA		

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Petts Hill Bridge - contribution to larger scheme	250	250	0
SA - Amount of Funding Committed £k	250	250	0
School Travel Plans	STP		
School travel plan officer	22	32	+10
Top-up grant funding for schools with an approved travel plan	15	15	0
Supply teachers/ admin support to schools to develop travel plans	10	20	+10
Engineer funding to meet schools to assist in developing traffic related implementation	20	20	0
Grimsdyke School	50	0	-50
Walk to School Weeks	5	5	0
STP Implementation - Park High	0	50	+50
Walk on Wednesdays	0	12	+12
Theatre in education	0	8	+8
STP Development - publicity	0	2	+2
STP Implementation – Nower Hill	0	16	+16
STP Implementation – Keep clear markings	0	12	+12
STP - Amount of Funding Committed £k	122	192	+70
Travel Awareness	TA		
Travel awareness preparations, activities and promotions	15	0	-15
Walking works	0	10	+10
Bike Week	10	15	+5
Car sharing promotions	5	5	0
Smarter driving and alternate fuels	5	5	0

PROGRAMME AND SCHEME NAME	INITIAL AWARD (£K)	REVISED AWARD (£K)	CHANGE (£K)
Travel awareness publicity, marketing and media activity	5	5	0
TA - Amount of Funding Committed £k	40	40	0
Environment	ENV		
Baseline air quality mapping	5	5	0
School education packs	10	10	0
Breathe Harrow website development	5	5	0
ENV - Amount of Funding Committed £k	20	20	0
Local Area Accessibility	AS		
Shopmobility in Wealdstone	20	20	0
Travel training to help those with learning difficulties use public transport	10	10	0
Local Accessibility Scheme (LAS) Work Programme.	70	70	0
AS - Amount of Funding Committed £k	100	100	0
AMOUNT OF FUNDING COMMITTED BOROUGH TOTAL £k (ALL SCHEMES)	4258	6573.5	+2265.5

This page is intentionally left blank