

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

25 NOVEMBER 2009

Chairman:	* Councillor John Nickolay	
Councillors:	* Mrinal Choudhury	* Jerry Miles
	* Graham Henson (2)	* David Perry
	* Manji Kara	* Yogesh Teli
	* Ashok Kulkarni	* Jeremy Zeid
	* Julia Merison	
Advisers:	† Mr A Blann	* Mr L Gray
	† Mr E Diamond	* Mr A Wood

* Denotes Member present
 (2) Denotes category of Reserve Member
 † Denotes apologies received

[Note: Councillor Susan Hall attended this meeting to speak on Recommendation 1 and the item indicated at Minute 188 below.

Councillor Brian Gate attended this meeting to speak on Recommendation 1.]

PART I - RECOMMENDATIONS

RECOMMENDATION 1 - West Harrow Area Parking Review and Proposed Controlled Parking Zone - Results of Statutory and Informal Consultation and Proposals for Implementation

In accordance with the Local Government (Access to Information) Act 1985, the Panel received a report of the Corporate Director of Community and Environment, which was admitted late to the agenda due to an extensive amount of work required to meet the quality assurance procedure and the issue of an independent quality assurance certificate. Members were requested to consider the item as a matter of urgency to enable the issue to be discussed at the first possible opportunity. The report set out the findings of the public consultation for the proposed Controlled Parking Zones (CPZs) in the West Harrow area.

The Panel received a deputation on this item from residents living near West Harrow Underground Station, which expressed their support for the proposed CPZ. It was stated that:

- the creation of a CPZ would prevent commuters parking in the area and leaving vehicles for long periods of time;
- there was a noticeable difference in the availability of parking spaces between weekdays and the weekend. Although a local politician had demonstrated available parking on a weekday this had been when London Underground services were not operating due to industrial action hence the commuter parking problems were not present;
- residents had heard commuters stating that they purposely travelled to West Harrow Station, as there were no parking restrictions in the surrounding area;
- residents complained of road rage instances with arriving commuters being impatient in finding suitable parking close to West Harrow station;
- residents could often not park close to their homes during work hours, as spaces were taken by commuters using the station. This was of particular concern to elderly and less mobile residents;
- the situation would be made worse if other nearby areas became subject to controlled parking restrictions.

The Panel also agreed to waive the 6 month restriction on deputations on the same issue under Advisory Panel and Consultative Forum Procedure Rules. The Panel subsequently received a deputation from the West Harrow Residents' Group, expressing their opposition to the proposed CPZ. It was stated that:

- in the event the proposed CPZ was implemented, an assurance should be given that the West Harrow Residents' Group would be represented during the review process and the review would be robust;
- the amount of double yellow lines proposed in the area was excessive;
- two reports had been produced detailing the total number of parking spaces in the area. However, the information contained in the reports was inconsistent and should therefore be re-examined;
- the Police had not submitted a standard response supporting the proposed CPZ and had stated that the CPZ could result in a rise in disputes and police call-outs;
- the Council should consider other parking initiatives such as double yellow lines for a maximum distance of 5m from junctions and allowing vehicles to mount two wheels on the pavements where appropriate. Such controls had been utilised in Hillingdon;
- large surpluses were generated from permit charges and fines. Harrow should issue first permit free like the neighbouring Borough of Hillingdon;
- some of the revenue generated from traffic and parking schemes in Harrow should be ring-fenced for traffic and highway network investment.

In response to the deputation from the West Harrow Residents' Group, a Member of the Panel stated that public sector financing was reliant on utilising surpluses from some areas to meet shortfalls in others.

In response to questions from the Panel, it was stated that:

- allowing vehicles to park with two wheels mounted on the pavement had been considered, but due to the narrow width of pavements in the area, maintenance costs and other safety concerns the idea had not been proposed;
- the extent of double yellow lines in the area had been reduced where possible. The remaining lines would be placed at road junctions, sharp bends and narrow sections of road to support the directions in the Highway Code, to ensure access for emergency and refuse vehicles and for safety reasons;
- in Hillingdon, the 5 metre limit was not employed for all double yellow lines. Areas of the proposed CPZ used 5 metre limits, but as in Hillingdon, some areas had to have larger sections when access for large vehicles and other issues had to be considered;
- in the example referred to from Hillingdon, a 5 metre extent of double yellow lines was not used at all junctions. Most extended the normal 10 metres from the junction as specified in the Highway Code. Similar reduced restrictions existed where appropriate within the West Harrow proposals. Some locations required longer sections when access for large vehicles and other issues had to be considered but these had been verified by computer simulation;
- in relation to comments on parking capacity, the figures stated in the officer report had been subject to a quality assurance check affirming a surplus of 100 parking spaces in the evening across the whole consultation area. The figure of a 200 space shortfall quoted by the WHRG was based on a misinterpretation of figures from the previous report on parking capacity. It had not accounted for parking spaces that existed on single yellow lines and across driveways and was based on the larger CPZ originally proposed. The extent of double yellow lines had also been significantly reduced especially in narrow roads where the CPZ was not now proposed;
- the comments of the Safer Neighbourhood Team (SNT) included in the police response to the statutory consultation had not been authorized;
- some vehicles were currently parked within 10 metres of road junctions which was not safe or compliant with the Highway Code;
- there would be no requirement for all residents to purchase permits if the CPZ's were implemented. They were required to allow parking in permit bays only for the one or two hours which the CPZ was in operation;

- a letter had been received from the proprietor of a business on Vaughan Road, raising concerns that people would park on the road. The business relied on having parking space for the loading and unloading of vehicles. The issue was investigated by officers, but the business did not record its support for a CPZ during the consultation. As a result, the issue would be considered as part of the review;
- response rates to the consultation on the proposed CPZs had been high;
- areas could be removed from a CPZ if it was later felt that parking restrictions were not required on these roads. subject to consultation and majority support from those directly affected.

An officer presented a report of the Corporate Director of Community and Environment, which reported the results of statutory consultation including re-consultation of residents and businesses on the revised proposal. He confirmed that:

- 517 valid formal objections had been received by the council. Of these 109 came from people whose addresses lay outside the consultation area, 269 formal objections were from within the overall consultation area but outside either of the two CPZs as proposed in the statutory consultation, 83 were from within proposed zone W and 56 were from within proposed zone V;
- officers had analysed the results of the questionnaires, statutory objections and letters of support to amend the boundaries of the two proposed CPZ to best fit those who supported a CPZ and those who did not. This process was subject to independent quality assurance verification;
- despite there being strong overall support for proposed zone W around West Harrow station the area had been reduced to exclude roads or parts of roads where there was not a majority when combining the re-consultation and formal objections;
- a similar approach applied to reducing the area of zone V now recommended;
- other proposed changes now recommended reflected the feedback from the consultation.

A Member, who was not a member of the Panel, stated that roads should either be included in the proposed CPZ in their entirety or not at all. The Member stated that partial coverage would have a divisive effect. The Member also stated that by including individuals who had not responded to consultation with residents who had opposed the proposed CPZ, it showed that 85% of households did not support the CPZ in Zone V and 74% did not support the CPZ in Zone W. A number of Members stated that this form of analysis was misleading, as it could not be assumed that individuals who had not responded were opposed to the CPZ.

In the debate on the issues covered by the recommendations there was consensus on the need for double yellow lines for safety and access reasons.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety)

That (1) officers be authorised to take all necessary steps to implement the proposals shown in Appendix M, subject to all other recommendations of the Panel;

(2) all objectors and all people at addresses within the consultation area be informed of this decision;

(3) two new Controlled Parking Zones (CPZ) be introduced – Zone V (Monday - Saturday 10.00 - 11.00 am and 2.00 - 3.00 pm) and Zone W (Monday - Friday 10.00 – 11.00 am) – at the extents shown in Appendix M of the report, and that people at addresses within the two new CPZs be informed of the details of how to obtain resident, business or visitor permits;

(4) two lengths of “zone-time” single yellow line waiting restrictions associated with Zone V be reduced to operate Monday - Friday 2.00 – 3.00 pm at the locations shown in Appendix M to provide additional parking for residents who would be able to park across their own dropped accesses and in the spaces between outside of those hours;

(5) the proposed double yellow line waiting restrictions at junctions, bends and pinch points be implemented as modified per the recommendations in this report and as shown in Appendix M of the report;

(6) the extents of the double yellow line waiting restrictions in Merivale Road, North Avenue and Wilson Gardens be revised as shown in Appendix M of the report to take into account residents' comments and that residents be written to explaining the modifications proposed before the scheme is implemented, with the consideration of any objections being delegated to the Traffic and Highway Network Manager in consultation with the Portfolio Holder for Environment and Community Safety;

(7) subject to further consultation with the medical practice at 43 Butler Avenue, a Business Permit Bay for Zone V be provided outside their property frontage, with operational hours of Monday - Friday 8.30 am - 6.30 pm and Saturday 8.30 am - 12.30 pm;

(8) pay and display parking bays be provided in the unnamed link road between Vaughan Road and Butler Avenue to serve the nearby medical practice with hours of operation amended from the original proposals to Monday - Friday 9.30 am - 5.30 pm and Saturday 9.30 am - 1.30 pm, and that these bays be shared with Zone V Business Permit Holders;

(9) pay and display parking bays be provided in Blenheim Road and The Gardens for the benefit of businesses and services, to be shared with Zone W Permit Holders, as originally advertised;

(10) the charges for using the Pay and Display bays in The Gardens and the unnamed link road between Vaughan Road and Butler Avenue be 20 pence per 30 minutes with a maximum stay of 4 hours during the hours of operation;

(11) the charges for using the Pay and Display bays in Blenheim Road be 20 pence per 30 minutes with a maximum stay of 2 hours during the hours of operation;

(12) officers be instructed to investigate, 6-12 months after any scheme is implemented, the impact of introducing all-day pay and display parking in part of Bouverie Road to be shared with Zone W permit holders and if feasible seek the Portfolio Holder's approval for its introduction;

(13) officers be instructed to investigate and carry out consultation on waiting and loading restrictions on Lascelles Avenue, Treve Avenue, Whitmore Road and Porlock Avenue;

(14) after a period of 6-12 months from the implementation of recommendation (3) above officers be instructed to consult residents in Andrews Close, Bessborough Road (south of Lascelles Avenue), Charles Crescent, Farmborough Road, Lascelles Avenue, Pool Road, Porlock Avenue (north of Whitmore High School), Treve Avenue and Whitmore Road on a permit parking scheme and waiting restrictions, subject to the availability of funding;

(15) objections to the proposals be set aside on the basis set out in the report and each objector be written to with details of how to obtain a copy of the report that explains where, if possible, amendments to the proposals have been recommended on the basis of their objection;

(16) after a period of 6-12 months having elapsed from the implementation of recommendation (3) and (5) a review be carried out, as detailed in the report, in the original consultation area subject to the availability of funding that is considered at the February 2010 meeting of the Traffic and Road Safety Advisory Panel.

Reason for Recommendation: To control parking in the West Harrow area as detailed in the report.

RECOMMENDATION 2 - Edgware CPZ Zone TB - Results of Reconsultation Lakeview and Statutory Objections

In accordance with the Local Government (Access to Information) Act 1985, the Panel received a report of the Report of the Corporate Director of Community and Environment, which was admitted late to the agenda due to an extensive amount of work required to meet the quality assurance procedure. Members were requested to consider the item as a matter of urgency to enable the issue to be discussed at the first possible opportunity.

An officer presented a report of the Corporate Director of Community and Environment, which summarised the findings of the re-consultation for Lake View and consideration of Statutory Objections to the traffic order.

In response to questions from the Panel, an officer stated that:

- an hour long parking restriction (Monday to Friday 11.00 am to noon) was proposed for the extension to the CPZ;
- parking spaces would be offered wherever it was safe to do so, with factors such as road width and proximity to junctions having been taken into consideration;
- local residents had reported that lack of parking space was due to businesses leaving vehicles in the area for long periods.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety)

That (1) the proposed extension of the CPZ (Zone TB) in Lake View be not proceeded with;

(2) the existing CPZ (Zone TB) be extended to include property numbers 21-41 and 54-68 Canons Drive and Chestnut Avenue to operate Monday - Friday 11.00 am - 12 midday, as shown in Appendix G to the report;

(3) double yellow line restrictions be introduced at the junctions/locations shown in Appendix G to the report;

(4) short term pay and display parking be introduced outside property numbers 85-93 High Street, Edgware, as shown at Appendix G to the report, with the following charges: 40 pence per half hour or part half hour with maximum stay of 2 hours, with no return within 2 hours, operating 9.30 am - 4.30 pm Monday - Friday inclusive;

(5) the existing 'Permit Parking Only' signs in the CPZ Zones TA and TB be amended to indicate the control hours, as agreed in the Local Implementation Plan (LIP);

(6) 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';

(7) the Traffic and Highway Network Manager be authorized, in consultation with the Portfolio Holder for Environment and Community Safety, to make minor amendments and finalise the detailed design in accordance with Appendix G of the report and that officers be authorised to take all necessary steps under the Road Traffic Regulation Act 1984 to make the traffic orders and implement the scheme.

Reason for Recommendation: To control parking in roads in Edgware (Canons Estate) as set out in the report.

PART II - MINUTES

181. **Attendance by Reserve Members:**

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

Ordinary Member

Councillor Nizam Ismail

Reserve Member

Councillor Graham Henson

182. **Declarations of Interest:**

RESOLVED: To note that the following interests were declared:

<u>Agenda Item</u>	<u>Member</u>	<u>Nature of Interest</u>
9. West Harrow Area Parking Review and Proposed) Councillors Jerry Miles, Graham Henson, Mrinal	Personal - The Harrow West Labour offices were located at 132-134 Blenheim Road.

Controlled Parking Zone - Results of Statutory and Informal Consultation and Proposals for Implementation)	Choudury, David	Accordingly, they remained in the room and took part in the discussions and decision making on this item.
)	Perry	
)		
)	Councillor Brian Gate	
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)	Councillor Julia Merison	
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)	Councillor Anjana Patel	

183. **Minutes:**

RESOLVED: That the minutes of the meeting held on 15 September 2009, be taken as read and signed as a correct record.

184. **Public Questions:**

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

185. **Petitions:**

Petitions presented at the meeting:

1. Councillor Mrs. Eileen Kinnear presented a petition containing 34 signatures on behalf of residents in Cavendish Road, which requested that the Panel investigate methods to slow vehicle speeds on the road. The petition also requested that the current waiting restrictions near to the junction with Greenford Road be replaced with no waiting at any time or between 6.00 am and Midnight, in order to deal with congestion and queuing problems.
2. Councillor David Perry presented a petition containing 74 signatures on behalf of residents from Torver Road, Lowick Road, Sparkbridge Road and Rusland Park Road, which requested that the Panel consider repaving the walkways and resurfacing the roads in the area.
3. Councillor Husain Akhtar presented a petition containing 302 signatures from patients of Watling Medical Centre, which requested that the Panel change the CPZ hours in the area from 10.00 - 11.00 and 15.00 - 16.00 to 12.00 - 14.00, as the existing hours covered the practice's busiest times.
4. Councillor Husain Akhtar presented a petition containing 35 signatures from residents in Berry Hill, Brockleyside, Rees Drive, Chevalier Close, Partridge Close and London Road, which requested that the yellow lines be amended or removed in the area, Saturday parking restrictions be lifted and that a scheme similar to the event day parking scheme in Brent for major events that fall on a Saturday or Sunday be adopted.
5. Councillor Susan Hall presented a petition containing 132 signatures from residents, relatives and staff from Kestral Grove Private Residential and Nursing Home for the Elderly, which requested that the Panel support the request to Transport for London to provide additional bus stops near Hive Road on the 258 bus route.

186. **Deputations:**

RESOLVED: That, in accordance with Advisory Panel and Consultative Forum Procedure Rules 15 and 24 (Part 4E of the Constitution), the following deputations in respect of agenda item 9, West Harrow Area Parking Review and Proposed Controlled Parking Zone – Results of Statutory and Informal Consultation and Proposals for Implementation should be received in respect of:

- Residents in favour of the proposed CPZ. Received from residents living near West Harrow Station.
- Residents opposed to the proposed CPZ. Received from the West Harrow Residents' Group.

187. **References from Council and Other Committees/Panels:**

The Panel received two references from the Council meeting held on 29 October 2009. The first reference contained a petition which requested that the Peterborough end of Grove Hill Road be closed. The petition is reported within the information report at Minute 189. The second reference contained a petition which requested that the Council re-surface and implement traffic calming measures for The Heights, Northolt.

RESOLVED: That the petitions be received and noted.

188. **INFORMATION REPORT - Petitions received prior to this meeting (1) Eastcote Lane, (2) Parkside Way, (3) Grove Hill Road, (4) Stanley Road, (5) Eastcote Road, (6) Honeypot Lane:**

The Panel received a report of the Corporate Director of Community and Environment outlining details of petitions that had been received since the Panel meeting in 15 September 2009.

In relation to the petition concerning Eastcote Lane, a Member of the Panel stated that the Panel should wait for the results of traffic, volume and speed surveys before making any decisions on the matter.

In relation to the petition from residents of Grove Hill Road, a Member and an adviser to the panel stated that they were opposed to closing one end of the road, as the measure would disproportionately impede and inconvenience motorists.

In relation to the petition on Stanley Road, an officer stated that the parking issues were being investigated as part of the current review of the South Harrow CPZ, and that the issue of speeding vehicles had been raised with the police. A Member, who was not a Member of the Panel, stated that there may be difficulties in securing funding for repair work to the road, due to the priority based assessment that would be used.

In relation to the petition on Eastcote Road, an adviser to the Panel suggested that it should be established whether the owners of the old Medical Centre, currently a nursery, could be asked to allow the public to use the car park.

In relation to the petition on Honeypot Lane, a Member, who was not a Member of the Panel, stated that small traders were in support of parking controls.

RESOLVED: That the report be noted.

189. **West Harrow Area Parking Review and Proposed Controlled Parking Zone - Results of Statutory and Informal Consultation and Proposals for Implementation:**

(See Recommendation 1)

190. **Proposed Extension to Edgware Controlled Parking (CPZ) Zone TB - Results of Re-Consultation for Lake View and Consideration of Statutory Objections to Traffic Order:**

(See Recommendation 2)

191. **INFORMATION REPORT - Progress Update on Key Traffic and Parking Schemes:**

The Panel received a report of the Corporate Director of Community and Environment outlining progress on key parking and traffic schemes.

A number of Members expressed their support for the schemes presented by officers.

An officer stated that, in order to access increased funding for traffic, highway and parking improvements, the Traffic Management team was looking to work with the Planning department. The Panel would be kept updated on any progress.

RESOLVED: That the report be noted.

(Note: The meeting having commenced at 7.30 pm, closed at 10.25 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman