

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 2 February 2011

TIME: 7.30 pm

VENUE: Committee Rooms 1 & 2,
Harrow Civic Centre

MEMBERSHIP (Quorum 3)

Chairman: Councillor Nizam Ismail

Councillors:

Ajay Maru
Jerry Miles (VC)
David Perry

Susan Hall
Mrs Vina Mithani
John Nickolay

Advisers:

Mr A Blann
Mr E Diamond

Mr L Gray
Mr A Wood

Reserve Members:

- | | |
|---------------------------|-------------------|
| 1. Mrinal Choudhury | 1. Manji Kara |
| 2. Mano Dharmarajah | 2. Yogesh Teli |
| 3. Kairul Kareema Marikar | 3. Simon Williams |
| 4. Sachin Shah | |

Contact: Manize Talukdar, Acting Democratic Services Officer
Tel: 020 8424 1323 E-mail: manize.talukdar@harrow.gov.uk

AGENDA - PART I

1. ATTENDANCE BY RESERVE MEMBERS

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

Reserve Members may attend meetings:-

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

2. DECLARATIONS OF INTEREST

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

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

3. MINUTES (Pages 1 - 10)

That the minutes of the meeting held on 24 November 2010 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 Executive Procedure Rule 51 (Part 4D of the Constitution).

5. PETITIONS

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 49 (Part 4D of the Constitution).

6. DEPUTATIONS

To receive deputations (if any) under the provisions of Executive Procedure Rule 50 (Part 4D of the Constitution).

7. INFORMATION REPORT: PETITIONS RELATING TO (1) NORTH HARROW SIGNALS (2) STREATFIELD ROAD, QUEENSBURY(3) PINNER GREEN TRAFFIC LIGHTS (4) 496-504 NORTHOLT ROAD (5) CORNWALL ROAD, HARROW (Pages 11 - 22)

Report of the Corporate Director Community and Environment.

8. CONTROLLED PARKING ZONES AND PARKING SCHEMES - ANNUAL REVIEW (Pages 23 - 56)

Report of the Corporate Director Community and Environment.

9. INFORMATION REPORT: CAPITAL PROGRAMME UPDATE: TRAFFIC AND PARKING SCHEMES (Pages 57 - 88)

Report of the Corporate Director Community and Environment.

10. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

24 NOVEMBER 2010

Chairman:	* Councillor Nizam Ismail	
Councillors:	* Susan Hall	* Mrs Vina Mithani
	* Ajay Maru	* John Nickolay
	* Jerry Miles	* David Perry
Advisers:	* Mr A Blann	* Mr L Gray
	† Mr E Diamond	* Mr A Wood
In attendance: (Councillors)	Mrs Lurline Champagnie, OBE	Minute 38, 39

- * Denotes Member present
- † Denotes apologies received

32. Welcome

The Chairman welcomed Mr Derek Lawrence, who was a member of the Standards Committee, and would be observing the meeting.

33. Attendance by Reserve Members

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

34. Declarations of Interest

RESOLVED: To note that the following interest was declared:

Agenda Items 7 & 8: References from Council and Other Committees; Petitions Relating to (1) Antoneys Close (2) Whistler Gardens (3) Marsh Lane Pinner Green

Councillor Lurline Champagnie, OBE, declared a personal interest in that she was a Ward Councillor for Pinner ward. She would remain in the room to listen to the discussion and backbench on these items.

35. Public Questions

RESOLVED: To note that no public questions were received at this meeting.

36. Minutes

RESOLVED: That the minutes of the meeting held on 16 September 2010 be taken as read and signed as a correct record, subject to the following amendments:

Minute 25: Rayners Lane Controlled Parking zone Review – Proposed Extension Consultation Results

- that paragraph 4 on page 11 be deleted;
- that in paragraph 5 on page 11, 'Kings Avenue' be changed to 'Kings Road'.

37. Petitions

A representative of residents and businesses in North Harrow presented a petition containing 560 signatures. The terms of the petition were as follows:

'We the undersigned urgently request that Harrow Council improve the pedestrian crossing facilities at the North Harrow Traffic Lights and also take measures to improve safety for motorists turning right from Station Road (Wealdstone arm) into Pinner Road (Pinner arm) by:

- 1) providing extra controlled pedestrian crossing facilities in addition to that which exists on one arm of the junction.
- 2) taking measures to make an accident, between a) traffic coming from the Wealdstone direction and turning right towards Pinner and b) traffic coming from the Rayners Lane direction and travelling straight across the junction less likely, by a suitable phasing of the lights. This would also have the merit of reducing the incentive for drivers to rat-run along Southfield Park.'

RESOLVED: That the petition be received and noted.

38. Deputations

RESOLVED: To note that no deputations were received at this meeting.

39. References from Council and Other Committees/Panels

The Panel received the following references:

- (a) Petition requesting restrictions on the size and weight of lorries on Streatfield Road, Queensbury. (Reference from Cabinet meeting held on 28 October 2010).
- (b) Petition requesting that the traffic junction at Pinner Green lights be made safe. (Reference from Council meeting held on 4 November 2010).

Referring to the Streatfield Road petition, a Member stated that the No Right-Turn (NRT) from Kenton Road into Kenton Lane had been in place for four years, which may have led the drivers of Heavy Goods Vehicles to access Streatfield Road via Honeypot Lane. Officers confirmed that there was currently a 7.5T weight limit except for access on Streatfield Road and that the NRT had been implemented by Brent Council six years ago to address congestion on the main road network, which all local authorities had a responsibility to ease. Removal of the NRT would not necessarily ease congestion, and this issue would require further careful consideration.

A Member pointed out that Brent Council was responsible for these streets and not Transport for London. Another Member confirmed that he had recently met and discussed this issue with officers at Brent Council and further discussions were planned.

A Member, who was not a Member of the Panel, stated that the junction at Pinner Green lights had become more dangerous and several serious accidents taken place there, the most recent involving the calling out of an air ambulance. She added that this road also served as a bus route and there was often congestion at the traffic lights when turning into Uxbridge Road. The Member requested the introduction of arrows in the road and a review of the phasing of the traffic lights, which would guide motorists and make driving safer. Officers undertook to investigate the feasibility of the suggestions from the Member.

An adviser to the Panel stated that some of the delays were caused by traffic turning right from Pinner Hill Road and asked if a right-turn ban would help alleviate this. He added that the roads in question were relatively narrow and there was no scope to be widened. Another Member suggested that the signal controlled junction could provide pedestrian crossing facilities in place of those requested on Uxbridge Road near Antoneys Close.

RESOLVED: That

- (1) officers investigate the feasibility of implementing arrows in the road and reviewing the phasing of the traffic lights at Pinner Green lights;
- (2) the references be received and noted.

RECOMMENDED ITEMS

40. **Petitions Relating to (1) Antoneys Close (2) Whistler Gardens (3) Marsh Lane**

The Panel received a report of the Corporate Director Community and Environment setting out details of the petitions received since the last meeting of the Panel, including consultations and investigations, where these had been undertaken.

Antoneys Close – request for pedestrian crossing facilities

An officer stated that this petition had requested a safe crossing on Uxbridge Road between Antoneys Close and Montesole Playing Field. This site had been included in the list of sites for investigation and traffic surveys had been commissioned. Accident data showed there had been no pedestrian-related incidents in the last 36 months. The low numbers of pedestrians recorded crossing Uxbridge Road in this locality and the existence of a refuse island in close proximity meant that the site had not meet the criteria for a formal and therefore officers did not recommend any scheme should proceed.

Whistler Gardens – objection to road humps as part of Stag Lane 20 mph zone scheme

An officer stated that the above petition requesting that the proposed introduction of road humps on Whistler Gardens, as part of the Stag Lane 20 mph zone, be omitted from the scheme. He added that the objections had been overruled by the Portfolio Holder for Environment and Community Safety. However, amendments to the design of the proposed road humps in Whistler Gardens to convert them into speed cushions, because these were shorter and less obtrusive, had been agreed.

A Member stated that ‘sleeping policemen’ were not popular with drivers of buses or emergency service vehicles as they were difficult to negotiate, caused more pollution, because vehicles negotiated them at a low gear, and that statistics showed that majority of road accidents were not attributable to the speed of vehicles. He added that in this case, speed cushions would have been more acceptable and that Harrow should be converting all its speed bumps to speed cushions, for the reasons stated.

An adviser to the Panel agreed and stated that personal experience had shown that ambulance drivers take longer routes to hospital to avoid roads with speed bumps.

Marsh Lane, Stanmore – request for controlled parking in street

Officers tabled a report of the Corporate Director Community and Environment setting out their response to a late petition from residents of Marsh Lane, Stanmore. The petition requested that the Stanmore CPZ be extended to include their street. An officer explained that Marsh Lane had originally been omitted from the Stanmore CPZ because there had been no

clear majority support for the scheme from residents following a consultation in 2008/09.

An officer explained that residents of Marsh Lane had been re-consulted following receipt of the petition. The consultation had closed on 15 November 2010. The results of the consultation were only available after this date, which was the reason for the late submission of the report.

The recent consultation showed strong majority support for including the properties in the extension to the CPZ.

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

That in respect of Marsh Lane, Stanmore:

- proposals shown on the Plan at Appendix B to the report, between 96-136 Marsh Lane Stanmore go forward to statutory consultation;
- residential properties between 96 and 136 be eligible to obtain resident and visitor permits, subject to the normal criteria;
- the Service Manager, Traffic and Highway Network Management, be authorised to make any necessary minor adjustments to the scheme and be authorised to take all necessary steps to implement the scheme detailed in resolutions 1 and 2 above, subject to any formal objections being considered by the Service Manager - Traffic and Highway Network Management in consultation with the Portfolio Holder for Environment and Community Safety.

Reason for Decision: To control parking in the vicinity of 96-136 Marsh Lane, Stanmore.

RESOLVED: That the petitions relating to Whistler Gardens and Antoneys Close be noted.

41. Canons Corner, Stanmore - Proposals for Parking Controls

The Panel received a report of the Corporate Director Community and Environment outlining proposals for parking controls at Canons Corner, Stanmore. An officer reported that residents and businesses had been consulted and the results set out in the supplemental agenda. The report recommended that the scheme proceed to statutory consultation.

A Member stated that she welcomed this proposal as commuters often parked at Canons Corner due to its proximity to Stanmore station and this measure, once implemented, would help both traders and shoppers. Another Member concurred with this view on the proviso that the guard rail outside the shops was removed.

An adviser to the Panel stated that pedestrians needed to be better educated and there were many cycle tracks in the borough, which were open to abuse, and clear delineation between footpaths and cycle paths would improve safety.

A Member of the Panel thanked the advisers to the Panel for their input to helping resolve this issue.

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

- (1) the proposals shown on the Plan, Appendix A to the report, go forward to statutory consultation;
- (2) short term pay and display parking bays with operational hours of 8.00 am to 6.30 pm Monday to Sunday inclusive with maximum stay of 2 hours with no return within 2 hours be provided in the inset parking bays at London Road Canons Corner outside the shops as shown in Appendix A to the report;
- (3) short term shared pay and display parking bays with operational hours of 8.00 am to 6.30 pm Monday to Sunday inclusive with maximum stay of 2 hours with no return within 2 hours be provided in Court Drive as shown in Appendix A to the report;
- (4) charges for the pay and display bays listed at resolutions (2) and (3) above be 20 pence per half hour, or part half hour;
- (5) loading restrictions 8am to 6.30pm Monday to Saturday and 10.00 am to 6.00 pm Sunday be introduced in Court Drive, London Road and London Road (South Side) Service Road as shown in Appendix A to the report;
- (6) single yellow lines on the west side of Court Drive adjacent to No 1 London Road be converted to double yellow lines as shown in Appendix A to the report;
- (7) single yellow lines on east side Court Drive adjacent to rear service road to Canons Corner Shops be converted to double yellow lines with loading restrictions 8.00 am to 6.30 pm Monday to Saturday and 10.00 am to 6.00 pm Sunday;
- (8) the residential properties above 1-9 Canons Corner be eligible to obtain resident and visitor permits, subject to the normal criteria;
- (9) the Service Manager, Traffic and Highway Network Management, be authorised to make any necessary minor adjustments to the scheme and take all necessary steps to implement the scheme detailed at resolutions 1-7 above, subject to any formal objections being considered by the Service Manager, Traffic and Highway Network Management, in consultation with the Portfolio Holder for Environment and Community Safety.

Reason for Decision: To control parking in the vicinity of businesses and residential properties around Canons Corner premises.

RESOLVED ITEMS

42. Information Report: Pinner Road, Harrow - Parking Enforcement

The Panel received a report of the Corporate Director Community and Environment outlining parking enforcement in the vicinity of Pinner Road as requested by the Panel at their previous meeting.

A Member stated that he had received numerous letters from residents about the frequency of Penalty Charge Notices (PCNs) being issued to cars parked on the Pinner Road over the last year.

An officer reported that the frequency of parking enforcement was set out in the Local Implementation Plan. He added that the actual times and dates that enforcement had taken place on Pinner Road was not recorded. However, records showed that 138 PCNs had been issued between 1 May and 20 October 2010. He added that enforcement staff would keep the level of enforcement in the area under close review.

RESOLVED: That the report be noted.

43. Information Report: Parking permits available for staff at Bacon Lane Surgery

The Panel received a report of the Corporate Director Community and Environment regarding parking permits available to staff at Bacon Lane Surgery, Burnt Oak, as requested by the Panel at their previous meeting. An officer reported that the Surgery were eligible to purchase a maximum of 2 permits at a cost of £300 per year to allow them to park in a permit bay or pay and display space. He added that applications would only be considered from the Surgery and not from employees. These permits were only available for operational purposes and were not available for staff that commuted to the Surgery.

He added that all non-residential organisations were encouraged to have a travel plan and staff at the Surgery may need to consider all alternative travel options.

RESOLVED: That the report be noted.

44. Information Report: Local Implementation Plan 2

The Panel received a report of the Corporate Director Community and Environment regarding the draft Local Implementation Transport Plan (LIP2). An officer stated that the current plan would end in March 2011 and that the second plan's implementation programme would span the next three years from 2011/12 to 2013/14. The LIP2 set out how Harrow would implement the

Mayor of London's Transport Strategy (MTS) and achieve other local transport goals. A report seeking approval to commence consultation on the draft LIP2 would be presented to Cabinet on 15 December 2010.

The officer added that the three main features of the LIP2 report were the key transport policies for Harrow, a detailed programme of investment and a range of performance monitoring targets. The draft policy would be forwarded to Transport for London (TfL) in December and then progress to stakeholder consultation until the end of February 2011. It was likely that input from TfL and the results of the consultation exercise would lead to further revisions of the plan. The final plan would be submitted to Council in March/April 2011.

Following questions from an adviser to the Panel, an officer stated that TfL would be seeking to ensure that local authorities were compliant with the MTS and would not be seeking to amend local priorities unless they accord with the MTS.

A Member stated that the LIP was vital to the borough and she requested that, for the purposes of consultation, the draft plan should not be summarised to make it an easy read, and would be a full and detailed report.

Following a question from a Member, an officer explained that the funding allocation for Bus Stop accessibility improvement for 2012/13 had been marked '0' in the programme of investment, as a number of schemes were already in place, although the programme had recently been revised as a consequence of the Government's Spending Review.

A Member stated that road safety education for residents had improved in recent years and that Harrow had a very low rate of road accidents. He suggested including a regular feature in Harrow People about road safety, and pedestrian safety. Following a request from the Chairman, an officer undertook to investigate if the Police and Safer Neighbourhood Teams were involved in giving talks about pedestrian safety and road safety to pupils at Harrow schools. The officer added that there was funding available for road safety education under the LIP2, and officers would be taking this forward following discussions with the Portfolio Holder for Environment and Community Safety.

Another officer stated that TfL's figures indicated a modal shift of 1% in Harrow and that the target was to improve this to 1.5%, adding that TfL had changed the way in which cycling schemes were funded, which was now incorporated within the 'Corridors and Neighbourhoods' programme. This approach was more holistic and included all schemes, including cycling ones and officers were looking at joint initiatives with cycling organisations.

It was agreed that in the LIP2 draft policies (appendix C), paragraph J11 was a repeat of paragraph J1, and would therefore be deleted.

RESOLVED: That

- (1) officers provide information on whether the Police and Safer Neighbourhood Teams gave talks about pedestrian and road safety to pupils at Harrow schools;
- (2) the report be noted.

45. Information Report: Capital Programme Update - Traffic and Parking Schemes

An officer presented a report of the Corporate Director Community and Environment regarding the progress and delivery of the 2010/11 Capital Programme of transport schemes and initiatives. The report also provided an update on specific issues under investigation where these could result in initiatives suitable for inclusion in future programmes.

Following questions from Members of the Panel, an officer reported that Long Elmes in Harrow Weald and the High Road/Long Elmes junction improvement scheme design had been revised and the officer undertook to send a copy of the revised sketch of the site to the adviser for information.

Another officer stated that due to the disproportionate number of road accidents in the borough involving Motorcyclists they had been targeted in a safety campaign, the focus of which had been safety, rather than enforcement. The campaign had emphasised the importance of wearing protective gear to motorcyclists.

An officer stated that Lowlands Road had been chosen for a 'Safe Zone' trial because of the relatively high number of accidents there and to seek 'type approval' of the equipment by the Home Office.

A Member of the Panel stated that all 3 ward Councillors from Rayners Lane had gathered on the previous Saturday to observe traffic flow around the bus stop outside Rayners Lane tube station. He stated that during this time they had noted the following:

- there was a pinch point between the bus stop and legally parked cars on the opposite side of the road, which caused traffic to back up over the bridge. Photographs would be shared with Traffic officers;
- buses were hesitating at the bus stop build-out and suggested that reducing the size of the build-out would help ease congestion in the area.

An officer stated that traffic congestion in this area had been worse prior to the build-out being introduced; however, the build-out could be pushed back by half a metre. An officer undertook to investigate the feasibility of reducing the size of the build-out but stated that it would not be completed from the current budget, but would be included in the 2011/12 work programme.

The same Member of the Panel drew attention to the unanimous request by the Rayners Lane Ward Councillors for double yellow lines around the corner of Capthorne Avenue with Kings Road to be extended northwards opposite the northbound bus stop to deal with visibility problems at that junction and traffic congestion.

Following questions from members of the Panel about the Mollison Way Area Based Scheme, an officer reported that these were funded differently from the general LIP programmes and that TfL would continue this method of funding for the foreseeable future. An adviser to the Panel stated that he had recently attended an initial stakeholders meeting and the outline plans were developed with the support of the local community and stakeholders

RESOLVED: That

- (1) officers forward a copy of the revised sketch of the site to the relevant adviser;
- (2) the consideration be given to the build-out at the bus stop outside Rayners Lane station be reduced by half a metre;
- (3) the report be noted.

46. Any Other Urgent Business

In response to a query raised at the last meeting, an officer reported that the annual total revenue for off-street parking was between £1.2-1.3 million and the figure for on-street parking was the same. He added that 44% of this amount was derived from parking charges for the first half hour.

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

(Signed) COUNCILLOR NIZAM ISMAIL
Chairman

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 2 February 2010

Subject: INFORMATION REPORT

Petitions relating to:

1. North Harrow Signals - request for safe crossing point and changes to the phasing of the traffic lights.
2. Streatfield Road – Request to reduce the weight and size of lorries using the road.
3. Pinner Green Traffic Lights - Request for safety improvements
4. No. 496-504 Northolt Road- objection to “No Entry” in service road
5. Cornwall Road- Request for Residents Parking

Responsible Officer: Brendon Hills - Corporate Director
Community and Environment

Exempt: No

Enclosures: **Appendix A-** Photographs of lorries using Streatfield Road and condition of the road

Section 1 – Summary and Recommendations

This report sets out details of the petitions that have been received since the last meeting of TARSAP and provides details of the Council's investigations and findings where these have been undertaken.

FOR INFORMATION

Section 2 – Report

North Harrow traffic signals – request for pedestrian crossing facilities

- 2.1 A petition was presented to TARSAP in November 2010 by a local resident. The petition contained 560 signatures from local residents of North Harrow.

The petition requested improvements to the pedestrian facilities at the North Harrow traffic signals. It was stated in the following terms:-

“We the undersigned urgently request that Harrow Council improve the pedestrian crossing facilities at the North Harrow Traffic lights, and also take measures to improve the safety for motorists turning right from Station Road (Wealdstone Arm) into Pinner Road (Pinner Arm) by:

1) Providing extra controlled pedestrian crossing facilities in addition to that which exists on one arm of the junction.

2) Taking measures to make an accident between a) traffic coming from the Wealdstone direction and turning right towards Pinner and b) traffic coming from the Rayners Lane direction and travelling straight across the junction less likely by a suitable phasing of the lights. This would also have the merit of reducing the incentive for drivers to rat-run along Southfield Park.”

- 2.2 The Council receives many requests each year for new pedestrian crossing facilities. In order to use our funds and resources to best effect each request is investigated and assessed, taking account of national criteria and guidance, to identify the most suitable and beneficial locations. The main factors considered are the number of people crossing, traffic speeds and the volume of traffic.
- 2.3 It should be appreciated that there are many junctions in Harrow where the provision of all round pedestrian facilities would be desirable but where the impact on the flow of traffic would cause congestion. Past experience has shown that providing an all red phase to allow all round green man controlled crossing points can introduce significant delays to vehicular traffic. The Council has a network management duty under the Traffic Management Act to manage the roads to ensure the most

efficient movement of all modes of traffic and it is therefore necessary to find a balance between vehicles and pedestrians.

- 2.4 It should be noted that a previous petition was received in May 2004 requesting right turn filter lights at the same junction. At that time the Council commissioned an independent report to investigate whether this would be feasible. It was concluded that introducing right turn filters and / or pedestrian facilities on all arms would significantly reduce capacity. Both the options of enhanced pedestrian facilities and right turn filters were therefore not pursued further at the time.
- 2.5 The officers reviewed the junction again earlier this year, including a meeting with the lead petitioner. It was confirmed that the existing pedestrian controlled crossing facility on the northern arm of the junction, and the refuge islands on the other three arms of the junction, which allows pedestrians to cross the road in two halves, do adequately cater for pedestrian demand. Despite this limited provision of pedestrian facilities the junction is already congested at peak times. It is clear that any additional pedestrian facilities cannot be accommodated without creating additional congestion and would therefore not be supported by Transport for London (TfL). This is therefore considered to be the best balance between vehicles and pedestrians.
- 2.6 A recent review of the signal timings has been carried out by TfL (who own and maintain all traffic signals in London) in July 2009. As a result the signal timings were adjusted to ease congestion and give pedestrians at the junction more time to cross.
- 2.7 With reference to the request to alter the signal timings to make the junction safer, the officers have checked the accident statistics for this junction and there have been two right turn accidents both from Pinner Road into Station Road within the last three years. In total there have been five accidents within the last three years at the junction which is slightly below the average for a signalled junction in Harrow.
- 2.8 When compared to the safety record of other signalised junctions the level of injury accidents at this junction is not considered a priority for a safety improvement in our programmes of work. To put this into perspective, the George V / Pinner Road junction, which had a remedial scheme introduced recently, had eleven accidents during the same period.
- 2.9 In our current programmes of work there are plans to review the junction in order to make improvements for cyclists and this may affect the way in which right turn vehicles wait in the centre of the junction. The road markings may be altered to improve visibility for drivers and make this manoeuvre easier to undertake in conjunction with adjusting the signal timings to improve traffic flow through the junction.

Streatfield Road - objection to the weight and size of lorries in the road

- 2.10 A 102 signature petition was presented to Cabinet on 28th October 2010 by residents in Streatfield Road requesting that the size and weight of lorries be restricted from using their road. Cabinet referred the petition to this Panel for consideration

The petitions states;

“We, the residents of Streatfield Road support a campaign to restrict the size and weight of lorries using the road. These lorries, some of them extremely large, are not suited for what is essentially a residential road. The vibrations from these lorries have led to and are causing damage to the roads, our houses to shake which, affects our quality of life and the ability to relax in particular sleep. This may well lead to future damage to our houses and may well affect the saleability of our houses present and future. We urge the Council to look at this matter with the utmost urgency and to undertake to meet with a delegation of residents and interested party to find a solution to this long running issue.”

- 2.11 The number of heavy goods vehicles (HGVs) using Streatfield Road has been a frequent complaint of local residents over many years. In the past a 7.5 tonne weight limit restriction has been introduced in this road to address this problem which is intended to prohibit through traffic over 7.5 tonnes from using this route. The restriction, however, does not prohibit such vehicles from making deliveries to destinations within the zone. **Appendix A** shows examples of the type of goods vehicles using Streatfield Road.
- 2.12 It has been explained to residents that HGVs are entitled to use the roads for access to addresses situated within that zone and that only the movement of through HGV traffic is prohibited. The enforcement of the ban was previously undertaken by the Metropolitan Police but has now become a Council responsibility since September 2009 under recent legislative changes. This restriction is difficult to enforce because convictions rely on the collection of a significant amount of evidence to prove that vehicles have not legitimately stopped within the zone. This type of restriction has always proved difficult to resource by both the Police previously and now the Council.
- 2.13 It is necessary to quantify the level of HGV traffic using the road and therefore a classified traffic survey has been commissioned which will provide more data on traffic speeds and vehicle classifications over a one week period. An analysis of this data will allow us to assess the volume of HGV traffic using Streatfield Road and the likely level of contraventions of the existing weight limit restriction.
- 2.14 There is a scheme identified to review the Streatfield Road / Christchurch Avenue corridor in the 2011/12 programme of works and it is suggested that the review of goods vehicle traffic be incorporated into this scheme.

- 2.15 In addition to the 7.5 tonne weight limit restriction there is an over night and weekend ban on HGV's over 18 tonnes using roads in Harrow. The Greater London (Restriction of Goods Vehicles) Traffic Order applies in all 32 London boroughs and the City of London and includes many TfL roads. It allows for the control of heavy goods vehicle movement at night and at week-ends: 9pm to 7am every night, Monday evening to Saturday morning. Then from 1pm Saturday, through the whole of Sunday, to 7am again on Monday. These are the prescribed hours. Currently, 30 of the boroughs allow London Councils to enforce it on their roads, including Harrow.
- 2.16 The restriction is designed to ensure that goods vehicles above 18 tonnes cannot use the restricted roads controlled by the Order, during the prescribed hours, without a permit. However, it specifies a network of, usually, main roads and access roads to industrial estates that are excluded from the Order. This is known as the Excluded Route Network (ERN). During the prescribed hours compliant goods vehicles, with a permit, must make maximum use of the ERN for their journey and only the shortest possible use of non-ERN roads. No part of the ERN enters Harrow and so all roads in the borough are restricted under this scheme.
- 2.17 Where a lorry operator can show valid reasons why lorries are used during these hours within the ban area, an exemption permit is issued. The Lorry Control Unit at London Councils will generally agree a specific route based on our road hierarchy but will also consider a specific route that passes the fewest residential properties. On the whole though, the A409 will be considered as the most appropriate route into Harrow from the Ban boundary.
- 2.18 Enforcement is carried out by a team of five enforcement officers who monitor vehicles from the roadside. They use their cars to patrol London and target specific locations that are either complaint sensitive or where experience has shown they will observe high numbers of heavy goods vehicles. Following receipt of the petition we have contacted the enforcement section at London Councils and they have agreed to step enforcement of the overnight ban in the Streatfield Road area.
- 2.19 Streatfield Road is a borough distributor road and is of a mainly concrete construction with a bituminous running surface. There are no records of when it was first constructed but it is generally considered to be in a good structural condition. Most of the main roads in NW London follow the same form of construction and it is considered to be suitable for modern HGV vehicles. The design life of the carriageway is considered to be infinite with only the running surface needing periodic replacement. This of course can change due to disturbance by excavations or ground conditions but if the structure is properly reinstated it should not have a significant effect on the overall life of the road.

Pinner Hill Road/ Elm Park Road / Uxbridge Road – Traffic signals

- 2.20 A 22 signature petition was presented to the Council on 4th November 2010 by a Neighbourhood Watch Co-Ordinator. The Council has referred the petition to this Panel for consideration.

The petitions states;

“We would like to inform Harrow Council that the traffic junction above is very dangerous and request immediate action to rectify the situation and prevent a disaster waiting to happen”

- 1) *Traffic from Elm Park Road turning right faced with traffic from Pinner Hill Road turning right (with very limited space) has no visible direction i.e. Arrows in the road. The result is chaotic and dangerous. Also this being a major route for buses makes it even more dangerous.*
- 2) *The filter light (right turn) for traffic coming from Rickmansworth Road into the Uxbridge Road also serves traffic going ahead. When the light changes to red, traffic often continues right which is hazardous. There were two very serious accidents in August.*

- 2.21 In total there have been four accidents within the last three years at the junction which is slightly below the average for a signalled junction in Harrow. When compared to the safety record of other signalised junctions the level of injury accidents at this junction is not considered a priority for a safety improvement in our programmes of work.
- 2.22 Checks made with the Traffic Management Police have indicated no record of any serious accidents at the junction in August 2010. However, there have been two damage only accidents reported where details between drivers were exchanged.
- 2.23 In recognition of the petitioners concerns officers have visited the site to view how the signal junction operates and to investigate the problems highlighted in the petition with the lead petitioner first hand.
- 2.24 The main thrust of the petitioners concerns related in particular to poor driver behaviour. One of the concerns raised was drivers jumping the queue from Elm Park Road towards Pinner Hill Road by driving in the outside lane. It was also noted that some drivers appeared to drive at excessive speeds through the junction.
- 2.25 There are two red light cameras located on both arms of Uxbridge Road to regulate vehicle speeds. The petitioner was concerned that there was no film in the cameras. We have discussed this with our colleagues in the Traffic Signals team at TfL and they will raise this with the camera partnership in due course. In addition to this officers will raise the issues identified with the Metropolitan Police at the Traffic Liaison meeting on the 16th December.

No. 496-504 Northolt Road- objection to “No Entry” in service road

- 2.26 A 25 signature petition was received objecting to some no entry signs that had been recently installed at an entrance to the service road that runs parallel to Northolt Road (opposite Stroud Gate).
- 2.27 The petition states:

We the undersigned object to the introduction of the "No Entry" to the service road through the gap opposite 496-504 Northolt Road for the following reasons:

- 1. We have not been consulted in accordance with procedure and we believe it is illegal and moreover we are losing business through it.*
- 2. Due to the narrowness of the service road, large vehicles such as delivery lorries get blocked specially between 2-4 Alexandra Parade so causing traffic chaos.*
- 3. Vehicles stationary in the west bound lane in Alexandra Ave in order to access the service road are blocked by the west bound traffic.*
- 4. The Northolt Road entrance has been in existence for many years and motorists find it suitable and convenient entrance.*
- 5. With the new Petts Hill road layout accessing the service road from the entrance on Northolt Road does not cause unreasonable disruption to traffic in both directions, from observations of long standing shop owners in this parade.*

Is this manner in which we are being treated consistent with the Council's new vision?

Therefore we will be forced to take further appropriate action if this matter is rectified soon.

- 2.28 These signs had been installed in error. Officers became aware of this a few days before the petition was received and had already issued instructions to the Council's contractor to remove the signs. The signs were subsequently removed on the 6th December 2010.
- 2.29 A letter was sent to the lead petitioner to acknowledge the petition and advise that the signs had been removed.

Cornwall Road- Request for Residents Parking

- 2.30 A petition has been received containing 56 signatures from 38 of the 59 properties in Cornwall Road. The key elements of the petition are:
- a) Residents of Cornwall Road are very angry about constant parking problems in the road which residents attribute to displaced parking from other nearby and newly introduced CPZ.
 - b) At most times of the day it has become impossible to park in the road and residents are forced to park elsewhere.
 - c) During the planning stages of the County Roads/Pinner Road CPZ the residents submitted a petition objecting to the plans and stating that if it did go ahead they wanted to be consulted for inclusion.
 - d) Residents report that non residents using Cornwall road to park are commuters for Harrow on the Hill and West Harrow Station, shoppers for central harrow, patients for local doctors and dentist

surgeries, cars belonging to staff at nearby commercial premises and the bus depot.

- e) Concern over the additional likely overflow of parking from new residential development on the former Petrol Station on Pinner Road and Multicultural Centre in North Harrow.

2.31 The specific requests in the petition state:

“ We are submitting this new petition to illustrate the strength of feeling amongst the residents. We want action to be taken by Harrow Council to rectify this unbearable situation caused by the current controlled parking scheme. We want residents parking introduced in the **entire length** of Cornwall Road, ideally from 8.30am to 6.30pm with the understanding that you have to include some pay and display spaces. Introducing a one hour restriction is not sufficient because of the variety of reasons for non-residents parking listed above.

We want to make it clear that with the controlled parking zone we are requesting, we do NOT want yellow lines painted across dipped curbs. There are thirteen dipped curbs on our road. These houses do not have driveways so the dipped curbs are not used for access; they are simply used as reserved parking spaces on the road. The majority of those residents do not park on the front of their properties as there is insufficient space. If you put yellow lines across the dipped curbs, you would further reduce the number of spaces available to residents, as people with dipped curbs would have to park elsewhere. This would make our parking problems even worse. Residents with dipped curbs should be able to park on the road in front of their properties if they display residents’ parking permits. **You should give Cornwall Road special consideration as we have substantially more dipped curbs than any other county roads”**

2.32 The petition was received as the panel reports were being finalised so it has not been possible to carry out any investigation and include this within this report. However it has already been arranged to have a meeting early in the New Year with ward Councillors to discuss the way forward with the review of County Roads/Pinner Road CPZ and this petition will form part of the discussions. Any feedback will be given at the Panel meeting.

2.33 One thing that should be pointed out is that the overriding principle of a CPZ, which has zone entry/exit signs, is that all the kerb space is controlled in some form including dropped kerbs. These could be single or double yellow lines, residents or pay and display bays, disabled bays etc. It is possible to have lines and bays without markings across dropped kerbs but this means that every separate length of line has to have its own signs on posts which would increase street clutter and affect the appearance of the street. It is also possible to mark a residents parking bay across a dropped kerb but this would allow any permit holder to park there and not specifically the property frontage owner.

2.34 It was always the intention to include consultation on a possible CPZ in Cornwall Road with a review of parking in North Harrow. There is unfortunately no clear separation of parking along the roads off Pinner

Road. The CPZ implemented on 1st May 2010 represents the eastern half of Pinner Road mainly influenced by Harrow Town Centre. Cornwall Road represents the western length of Pinner Road influenced mainly by activity from North Harrow. It should be noted that the parking review at North Harrow is included in the separate report to this Panel meeting on the CPZ programme. Subject to approval by the Panel and Portfolio Holder for Environment and Community Safety it is intended to carry out the North Harrow parking review in 2012/13.

- 2.35 The lead petitioners have been sent confirmation of receipt of the petition and informed that it would be reported to this Panel meeting.
- 2.36 A more detailed report will be presented to the next Panel meeting.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel of new petitions received. No updates will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

Section 4 – Financial Implications

- 4.1. There are no direct financial implications. Any suggested measures in the report require further investigation and would be taken forward using existing resources and funding.

Section 5 – Corporate Priorities

- 5.1. Any suggested measures in the report accord with our current corporate priorities to deliver cleaner and safer streets, build stronger communities and improve support for vulnerable people.

Section 6 - Statutory Officer Clearance

Name: Anthony Lineker	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 30 th December 2010		

Section 7 - Contact Details and Background Papers

Contact:

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

Barry Philips, Traffic Team Leader, Traffic and Road Safety Team Leader, Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

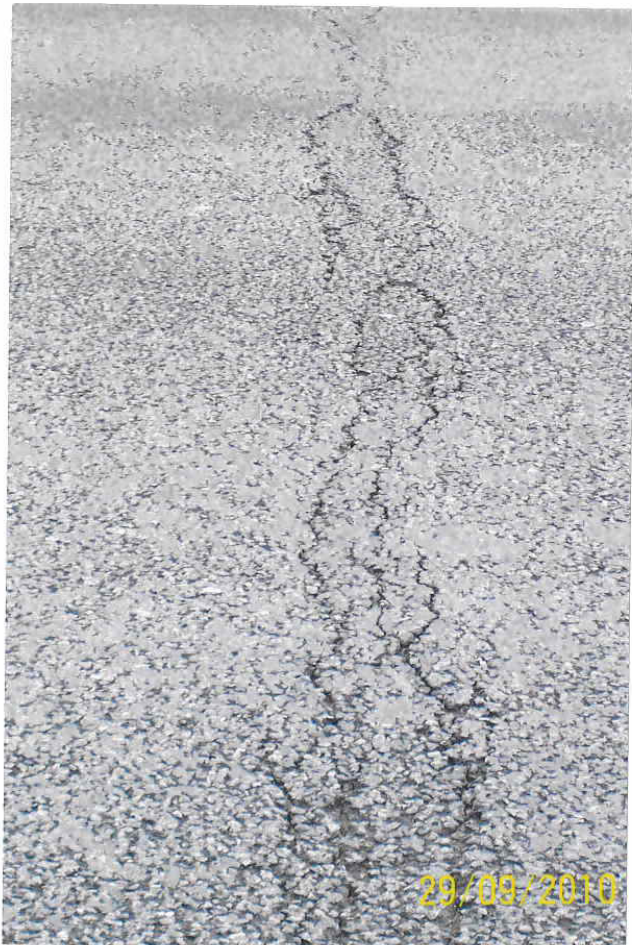
Hanif Islam – Senior Professional Transport Planner,

Background Papers:

TfL - London Road Safety Unit

Appendix A - Streatfield Road





**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting:	2 February 2011
Subject:	Controlled Parking Zones and Parking Schemes – Annual Review
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director Community and Environment
Portfolio Holder:	Councillor Phillip O’Dell - Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Enclosures:	Appendix A: Progress report on schemes since the last review Appendix B: Borough-wide map of Controlled Parking Zones/Residents’ Parking Schemes Appendix C: Proposed priority list for 2011/12 to 2014/15 Appendix D: Estimated costs of Programme Appendix E: Stages involved in preparing a CPZ Appendix F: Schedule of Requests and Issues within Borough

Section 1 – Summary and Recommendations

This report provides general information about the general principle of developing and implementing Controlled Parking Zones (CPZ) in Harrow. It also reviews progress with the 2010/11 CPZ programme, provides details of requests and representations received, and assesses and recommends priorities for new schemes and review in 2011/12.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety:

- i) To agree the priority list of schemes as shown at **Appendix C** to form the controlled parking zone programme for 2011/12, subject to confirmation of funding;
- ii) to authorise officers to carry out scheme design and consultation on the schemes in **Appendix C**;
- iii) to authorise officers to implement the schemes in **Appendix C** subject to receiving the Panel's recommendation to proceed.

Reason: To prioritise the Controlled Parking Zones and Parking Schemes programme for 2011/12.

Section 2 – Report

Background

- 2.1 The annual review of Controlled Parking Zones (CPZs) / Resident Parking Schemes have been the means by which the priorities for existing and new CPZs are assessed and progress with consultations and implementation of schemes is reported.
- 2.2 This annual parking review for the borough as a whole includes assessments of existing zones and requests for new or extended zones, including petitions and other representations received in the last 12 months. The previous programme of works has been updated and reviewed in relation to progress on schemes and a revised programme is recommended as shown in **Appendix C**. The programme takes into account the council's financial position, staff resources and capital programme.
- 2.3 The council's programme of CPZ reviews has historically been demand led and addresses parking pressures highlighted by local residents and

businesses. Progress on the CPZ programme priority list agreed by this Panel in February 2010 is shown in **Appendix A** for information.

- 2.4 Another initiative taken forward in 2010/11 has been to progress a programme of minor localised parking controls (Problem streets). Examples of this type of scheme are double yellow lines at junctions and bends, where refuse vehicles and the emergency services have reported persistent access difficulties. These schemes are generally outside of CPZs and are a valuable initiative primarily targeted at improving road safety and facilitating adequate vehicular access.

Options considered

- 2.5 CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Transport Strategy and are an integral part of the council's local transport strategy (Local Implementation Plan or LIP). Further restraint based parking standards in new developments as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than lead to reduced car use. Hence there are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport. CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available.
- 2.6 The only option available is to take forward parking management schemes because these form a key part of national and local transport strategies and make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.

Operating principles

- 2.7 A CPZ is an area where parking is restricted during a regular period or periods of the day (the operational hours) as specified on signs in and around a defined zone. Other parking restrictions can exist within the zone (which is different from the operational hours), for instance on main roads, which are separately signed. At its simplest a CPZ may just consist of just single yellow lines, but they normally incorporate parking bays. In most cases these are permit bays such as those designated for use by residents. In shopping or commercial areas pay and display bays are used which allow for short term parking for customers during the working day. For flexibility some bays are designated for shared use, which allow for the display of either a permit or a pay and display ticket. Almost all permits are issued to residents

whose addresses are within the defined zone. Residents may also purchase permits for visitors. Businesses may also purchase permits for operational purposes only but these are strictly controlled and only a few permits have been issued. For example they can be issued to, doctors, health care workers etc but there are strict eligibility criteria in place.

- 2.8 CPZs therefore provide preferential parking access for permit holders (e.g. residents) during the hours of the zone. Whilst the zone hours in some instances may be only one hour in the middle of the day, this effectively protects parking in residential areas from long stay duration parking by commuters or local workers. Disabled blue badge holders are allowed to park free of charge in all parking bays except those designated for a special purpose, such as doctors' parking bays.
- 2.9 Yellow line only CPZ schemes where there is no demand for on-street residents' parking have the advantage of being cheaper and more environmentally friendly because the only signs normally needed are at the entry/exit points (signs don't need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points). However such schemes should be used with great caution, as even a minority of residents who need on-street parking for themselves or their visitors will also be affected and may be severely disadvantaged. There are already locations such as the area around Canons Park Station where such schemes, implemented in the past, are resulting in requests for resident's permit bays, probably because of increasing car ownership per household.
- 2.10 **Appendix B** is a borough map showing the locations of existing CPZs. A review of both existing and potential new zones is set out in the section titled "CPZ areas and reviews" below, including petitions received in the last 12 months. Based on the review of areas set out below and petitions received, **Appendix C** shows the recommended programme and priority list for the next 3 years and also the list of schemes which are not programmed. The list is based on the previous agreed priority list, allowing for schemes that have been completed, other events during the year that might have affected the programme, and available funding. The estimated cost of the programme is shown at **Appendix D**.

Programme review process

- 2.11 The rationale for the programme review process was explained in the report to this Panel in February 2009. The review of the process over the last three years has provided a more realistic approach to programme and resource planning.
- 2.12 There have been, however, additional demands introduced as a result of consultation feedback and objections raised during statutory consultation. An example of this is the West Harrow CPZ consultation

which resulted in unprecedented levels of communication by telephone, email and letter. As a consequence this has resulted in delays to other schemes.

Communications and updates

- 2.13 Arrangements have been introduced to manage residents' expectations for better information about scheme development and progress following initial consultation which generally occurs about one year before implementation. Progress information is provided on the council website, people are advised how they can contact the council for the results of consultation and copies of street notices are posted when the draft traffic orders are advertised. There has been increasing demand for progress information to be delivered to each household. With the Stanmore CPZ review 4000 information leaflets were distributed at the statutory consultation phase and similarly around 1800 were distributed for the West Harrow CPZ review. Public Exhibitions now feature on all but the very smallest of schemes. This clearly provides an enhanced consultation process to the community but has cost and programme implications. In Autumn 2009 an independent quality assurance system was established covering the consultation process and management, collation and presentation of results. This is covered in more detail in the section titled "Policy issues and review of scheme design principles".

Scheme estimates and priorities

- 2.14 Although the estimated costs of schemes shown later in this report have been reviewed to more accurately reflect likely costs of both consultation and implementation, work is ongoing to develop a more robust estimating process. This has been achieved by an on-going review of the actual costs of recent schemes, against which the cost of proposed new schemes can be benchmarked. The cost estimate will be based initially on the initially proposed extent of a CPZ scheme or review, and then refined when the results of consultation determine the final extent. Although that may result in the final costs being more or less than the original estimate, the differences, in the main, are unlikely to be significant and it will, in either event, enable the programme to be adjusted. However there may always be the situation as already mentioned where a scheme potentially exceeds the normal levels of staff involvement and consultation and cost. Progress on the CPZ programme is now included in the information report that is a standing item on the Panel's agenda, and members will be advised of any adjustments to the programme through this process.
- 2.15 This process enables the programme to be managed more effectively and flexibly and will enable the Panel and the Portfolio Holder to make more informed decisions about workload and priorities during the course of the year, although it should be borne in mind that the programme in **Appendix D** does not represent all the schemes that

officers within the parking design section are involved in. It should also be recognised that in view of the factors outlined above, costs and available budget in future years are indicative only at this stage. In particular, the programme for 2011/12 shown in **Appendix D** is not fully developed at this stage, but it will be developed as the programme in years 2010/11 is delivered and there is more certainty about costs and priorities.

Integrity of consultation results

- 2.16 In Autumn 2009, the council commissioned an independent report on local procedures for consultation and Quality Assurance. The study looked at the existing procedures for consultation and its strengths and weaknesses. Some of the recommendations were to clarify roles and responsibilities in consultation and to suggest things like issuing a simple reminder letter mid way through the consultation period to encourage responses, to remind people of contact details should they have questions before they respond to consultation and also trying to identify people who may not have the necessary consultation material (mainly in properties sharing a communal letterbox). The remaining recommendations relate to the collation, analysis and presentation of consultation results. The procedure now incorporates independent checks to ensure the robustness of the consultation and give the public confidence in the results. This is particularly important given that the public's responses are frequently conflicting, even over a relatively small area, and the principle that a majority view of respondents will decide the outcome.

New schemes and reviews - design principles

Impact of CPZ reviews

- 2.17 As referred to above, the size of some of the CPZ areas and the wide variety of parking issues that are considered means that reviews are taking longer and costing more. The most recent example of this is West Harrow CPZ, although it is generally acknowledged that this case has been somewhat unprecedented in our experience.

Parking controls at junctions

- 2.18 The occurrence of dangerous or obstructive parking has deteriorated in recent years due to increasing vehicle ownership and usage. This is despite the introduction of CPZs and especially if their operational hours are limited say to one hour. Even with all day parking controls in force problems can occur at evenings and weekends. To address this double yellow lines are now being proposed at all junctions within a proposed zones and immediately surrounding CPZ zones. Although the Highway Code states that drivers should not park within 10m of a junction, this distance is used as a starting point and the actual distance required may be less than 10m and is determined by using a

computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance. Although the council is under no requirement to provide on-street parking, this procedure allows as much on street parking that can safely be accommodated as possible.

Public perception of schemes

- 2.19 As parking pressures increase, there is a public perception that CPZs will increase on street parking provision. However, physical on street capacity does not increase but access to the actual space available improves for permit holders as a result of introducing the parking management controls. Therefore additional space is made available for local parking by removing other types of parking such as commuter. This misconception has increased the amount of communications and contact with the public. The council can only sanction parking where it is both safe and does not cause undue obstruction. Whilst schemes are designed to maximise on street parking space the overall quantity of spaces provided during the controlled hours may actually reduce due to the need to apply design standards. This, together with double yellow line proposals at junctions, leads to CPZs being more contentious and has the effect of increasing the level of resources required to deal with these issues.

Size of schemes

- 2.20 The consideration of smaller reviews and particularly possible new CPZs, would in some respects address these issues and should lead to a more focussed and more responsive approach. Consideration of very small or single street schemes, however, is not supported as this would tend to just move problems by displacing parking to surrounding streets. This approach addresses the issues raised by the Sustainable Development and Enterprise Scrutiny Sub-Committee in their 2007 annual review which highlighted that residents wanted more attention paid to small local parking issues and supported having a larger number of small schemes rather than a smaller number of large ones.

New types of scheme

- 2.21 One new initiative that officers are pursuing is a CPZ which minimises the use of signing and bay markings and can reduce costs and minimise street clutter. Currently the Department of Transport are carrying out a trial in CPZs in areas such as cul-de sacs. With special site authorisation it is possible to simply put a sign at the entrance to the road stating Permit Holders only beyond this point followed by the times of operation. There is no need to mark out bays although some double yellow lines may be necessary. This has a number of advantages in that it minimises the signing and lining with aesthetic and cost benefits. It also means that it is easier to make adjustments on these types of road that are already within a CPZ where there is a

desire to change the hours of control to that of the main CPZ. Officers have applied for permission to treat a few roads within Harrow on this basis as part of the trial. Subject to successful implementation it is hoped that when the regulations are reviewed this process will be made available without authorisation.

Scheme consultation stages

- 2.22 The length of the process for investigating and designing a CPZ is influenced by the extent of consultation undertaken. A summary of the typical stages involved in the process is shown in **Appendix E**.
- 2.23 The logic to this approach is explained in previous annual review reports. A consequence of this approach is that reviews of the larger CPZs in particular can take 18 to 24 months, or even longer, from start to finish. Concern has been expressed for some years that it takes so long to implement measures and that the programme is slow to respond to specific needs. As reported in the 2007 annual review, the Sustainable Development and Enterprise Scrutiny Sub-Committee asked that this Panel be made aware of the Sub-Committee's wish to encourage positive use of small scale parking restriction and CPZ areas, and this is referred to above. The process (shown in **Appendix E**) requires local consultation on detailed proposals and statutory consultation to ensure any scheme properly reflects the needs of the community as a whole and is defensible against minority objections. Stages 1 and 2 are often combined if the area for consultation upon detailed proposals can be identified without an "in principle" consultation.
- 2.24 The process of reviewing the larger CPZs, including a holistic approach to traffic issues, has led to increasing complexity, resulting in multiple consultations of residents and businesses. These reviews have taken longer to complete and have absorbed a large proportion of the available resources to the detriment of smaller area schemes. The time period between successive reviews has been lengthened and it has sometimes proved impractical to carry out the 12-month review (subject to demand) as laid out in **Appendix E**. Addressing issues which have resulted from the implementation of a CPZ review or extension, for instance displaced parking, may take quite a number of years to investigate and resolve and leave people living in the affected area particularly aggrieved when parking problems take a long time to deal with.
- 2.25 To address this consultation on whether further consultation was wanted was carried out in a buffer area around the main area being considered for an extension. Occupiers in most roads within the buffer area requested further consultation, which resulted in more extensive proposals than the original consultation. The further consultation went ahead in advance of implementing the already agreed scheme in order to reduce the period to deal with peripheral roads experiencing

displaced parking. Despite the extent of the agreed scheme being made clear in this re-consultation, there was still insufficient support for any significant further extension. It appeared that people were considering the current parking situation rather than the potential for problems when the agreed scheme was implemented. Although it can be argued that residents have been given an opportunity to join the scheme, it is anticipated that there may be calls for immediate further consultation in areas just outside the extended CPZ, whilst the first opportunity to revisit the area at the next review will be several years away. A good example of this situation was in the case of the Wealdstone reviews.

- 2.26 In September 2007 the Panel accepted a revised approach whereby there was automatic consultation in roads just beyond an extension or new CPZ between 6 to 12 months after its implementation subject to evidence of displaced parking and availability of funding. This may well lengthen the overall period for a review but it should simplify the process thus allowing more reviews to take place simultaneously. The other benefits are:-
- it will be less critical determining the first detailed consultation area as, providing there is an extension, further consultation can be matched to new parking patterns;
 - occupiers in the second consultation will be able to see the effects on parking caused by the extension rather than having to anticipate parking problems, which may or may not materialise;
 - where there was insufficient support in roads in the first consultation they would have a second opportunity to be consulted without waiting for the next full review.
- 2.27 Co-ordination with other traffic management initiatives, such as customer parking, reviewing main road restrictions, or junction restrictions to address access or visibility problems within the study might also influence programmes.
- 2.28 Where area wide CPZs are proposed and consulted upon it is now the practice to also propose double yellow lines at junctions, bends and other areas where obstruction can occur. These restrictions are required for safety and are therefore not optional and not subject to majority support from residents and businesses. Consultation material asks for people's comments on these lengths of double yellow line and officers do take these into account and make small adjustments where practical. Consultation material produced in the last 12 months makes it clear that these lengths of yellow line are not optional.
- 2.29 The 6-12 month reviews, as already highlighted, are designed to make minor changes such as changing lengths of yellow line, small

adjustments to the CPZ boundary to deal with parking displacement and similar small scale issues.

- 2.30 Sometimes these reviews highlight larger issues. In the case of the review of Stanmore CPZ Zone H that was implemented a year ago, there have been requests to change the zone time and days covered both by residents and the Watling Medical Centre. Although this is dealt with in **Appendix F** it should be noted that such major changes are outside the scope of the 6-12 month reviews that were envisaged. Reviewing the operational times of a CPZ is a fundamental issue and the process for doing so is essentially the same as introducing the CPZ in the first place, including informal re-consultation of the whole zone, statutory consultation and advertising traffic orders and, if agreed, changing all the parking signs affected

Scheme Progress 2010/11

- 2.31 Progress on the 2010/11 programme is reported to each Panel meeting as part of the Information Report on the Capital Programme and Traffic and parking Schemes.
- 2.32 The salient aspects of the schemes that were approved at the February 2010 Panel meeting are:
- a) **Wealdstone Review** - This includes Spencer Road & possible removal of the CPZ in the northern section; Oxford Road - removal of parking bays to ease reported congestion; Badminton Close - short length of double yellow lines to help disabled access; Milton Road - changes to loading restrictions and double yellow lines around Civic Centre. Statutory Consultation period ends on 29th December 2010. It may be necessary to fund changes from 2011/12.
 - b) **Stanmore CPZ Review** - Statutory Consultation to commence January 2011. Includes changes at Canons Corner and extension of CPZ into Marsh Lane. Scheme being funded by S106 monies.
 - c) **Rayners Lane CPZ Review** - Statutory Consultation programmed to commence in January 2011, and it may be necessary to fund changes from 2011/12.
 - d) **South Harrow CPZ Review** - Statutory Consultation programmed to commence in January 2011 and it may be necessary to fund changes from 2011/12.
 - e) **Hatch End Parking Controls** - The scheme to investigate introducing parking controls in Grimsdyke Car Park; complementary controls in the service roads along Uxbridge Road is on hold pending the outcome of the Parking Review requested by Cabinet.

- f) **West Harrow CPZ Review Zones V&W** - The review of the scheme implemented on 1st April 2010 has commenced with a meeting of ward councillors and representatives of the West Harrow Residents Group (WHRG). WHRG are studying parking survey data and data on manoeuvring requirements of emergency service and refuse vehicles. Objective is for group to come back with their considerations before issuing consultation documentation across the original consultation area. Three sites where reductions in double yellow line proposals have been agreed are included in the statutory consultation on the Problem Streets programme. It may be necessary to fund further works from the 2011/12 budget.
- g) **Burnt Oak CPZ** - The local community have been informed that this scheme is programmed to go live on 1st February 2011. However progress is on hold due to the stop on schemes funded from Harrow Capital. It may be necessary to fund some or all of the works from the 2011/12 budget.
- h) **Pinner Road CPZ Review** - A Meeting has been arranged to discuss the programmed review with ward councillors in January of the scheme that was implemented on 1st May 2010. However, progress is on hold due to the stop on schemes funded from Harrow Capital. It may be necessary to fund some or all of the works from the 2011/12 budget.

2.33 Because of the timescales involved in preparing this report and the Christmas and New Year Holiday period, an update will be given at the Panel meeting, on the impact of the delays to the Harrow Capital programme and its effects on the above and future programmes.

Future Parking review Programmes

- 2.34 The suggested programme of parking reviews is contained within **Appendix F**.
- 2.35 In the case of the reviews at Rayners Lane, South Harrow, West Harrow Zone V&W and Pinner Road there is likely to be some delay on these projects and there will be a need for at least some expenditure in 2011/12.
- 2.36 At Hatch End it had originally been the intention to carry out consultation on possible parking controls in Grimsdyke Car Park and in the Service Roads following a Stakeholders Meeting held in July 2010. This was envisaged to be combined with consultation on proposals to minimise congestion, reducing traffic speeds (following a fatal accident in July 2010), providing loading facilities to aid businesses and facilities to assist pedestrians. Whilst the other schemes, funded by Transport for London (TfL) are progressing, the parking study has been placed on hold pending the outcome of the Parking Review across the whole borough. To allow parking in Hatch End to be reviewed it is necessary to include it in the programme to

allow funding for officer time and any further works. This does not prejudice any outcome from the Borough-Wide Parking Review.

- 2.37 Canons Park Station area review has been on the programme for a number of years but has been delayed because of funding and resource issues and the need to bring other schemes forward (eg Burnt Oak Broadway) due to external influences. The programme represents the officer's estimates of time and expenditure but it is not always possible to accurately predict the outcome of any consultation or the work involved in arriving at any final decision. Officers have received a number of contacts arising from parking problems in the area.
- 2.38 The Panel will be aware that the parking controls that were implemented at Stanmore in 2009, and recently reviewed were focussed on parking problems attributed to visitors to Wembley Stadium using Stanmore Station, and its ease of access along the Jubilee Line. Anecdotal evidence suggests that parking pressures around Canons Park Station have also increased, which may also be partially attributed to the same source. In addition, officers are aware of the possible increase in activity in 2012 arising from people visiting the Olympic Games events at Wembley and also the Olympic Stadium. It is likely that people will use the opportunity to visit Central London as part of their trips and consequently parking pressures at Canons Park Station are likely to increase. If the parking review is commenced early in 2011 then it is theoretically possible to introduce additional parking controls that meet local needs before the Olympic Games commence.
- 2.39 Another benefit to the Canons Park Station Review commencing in 2011/12 is that advantage can be taken of external funding. There is £40,000 available from a S106 agreement from the redevelopment of the Old Government offices along Honeypot Lane. This is triggered when the 250th unit is completed and this is expected to be during 2011/12.
- 2.40 On the basis that the Burnt Oak Broadway CPZ becomes operational on 1st February 2011, there is an expectation that the scheme will be reviewed in line with procedures that have been put in place in recent years. There is a source of external funding potentially available from a S106 agreement for Krishna Avanti School which lies just to the south west of the Burnt Oak CPZ. A sum of £30,000 is potentially available for parking controls around the school. The school, which opened in September 2009, has additional year classes being started each year with the consequential increase in car journeys and parking. Some comments were received about parking attributed to the school during consultation on the Burnt Oak CPZ, although this was during the stage when the school was newly opened. The majority of residents of Broomgrove Gardens, the road closest to the school, chose at that time not to be included in the Burnt Oak CPZ. However, it is considered that a review of parking around the school could be carried out in 2011/12 integrated with the Burnt Oak CPZ review.

Legal Implications

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

Performance issues

- 2.43 There are no Best Value performance indicators in relation to CPZs.
- 2.44 Although no funding is provided by TfL, 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.
- 2.45 The provision of CPZs meets the following priorities in the 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

Equalities Impact

- 2.46 CPZ schemes were included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. In addition, all CPZs have a positive impact on those with mobility difficulties as more spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties.

Community Safety (s17 Crime & Disorder Act 1998)

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

Financial Implications

- 2.48 TfL has not provided funding for CPZs in recent years as it considers that these should be funded by boroughs and only funds projects in exceptional circumstances. TfL did allocate £25,000 for disabled persons' parking spaces in 2009/10 and £25,000 was allocated for 2010/11. This has been increased to £35,000 in 2011/12.

- 2.49 The funding available for 2010/11 from the Harrow Capital programme is £310K, of which £290K is for CPZ /parking reviews and £20K for the problem streets programme.
- 2.50 For 2011/12, 2012/13 and 2013/14 provisional assumptions of 280K have been used to compile the programme shown in **Appendix D** but are still subject to confirmation. The figures for years beyond 2012/13 will be subject to future reviews of the councils capital programme and may be optimistic.
- 2.51 The allocation for CPZs and estimated cost of the proposed programme is shown in **Appendix D**. It should be noted that the estimated costs have been prepared before consultation and design and are therefore provisional. The programme for 2012/13 and beyond is not fully developed at this stage, but it will be developed as the 2011/12 programme is progressed and implemented.

Risk management Implication

- 2.52 The risk of not carrying out reviews of parking and CPZ and introducing parking controls may have an adverse effect on road safety and the effect on National Indicator 47 and 48 (Killed and Seriously Injured - KSI).
- 2.53 This project is not included on the Directorate risk register. When individual schemes are approved for implementation they will have their own generic risk register as part of the project management process.

Corporate priorities

- 2.54 The delivery of the CPZ and problem street programme will support the draft new corporate priorities as follows:
- Keeping neighbourhoods clean, green and safe
 - United and involved communities: a Council that listens and leads
 - Supporting and protecting people who are most in need
 - A Town Centre to be proud of: changing Harrow for the better

Environmental Impact

- 2.55 There is no environmental legislation or requirement for formal Environmental Impact Assessment which directly relates to the introduction of a CPZ or other parking controls. CPZs are however recognised as a fundamental component of national, regional and local transport policies. They do help support traffic reduction and encouragement of consideration of more sustainable alternatives to private car use (ie public transport, walking and cycling). CPZs and the

review of parking restrictions address traffic congestion and road safety issues. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution.

Section 3 - Statutory Officer Clearance

Name: Anthony Lineker	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 6 th January 2011		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 7 th January 2011		

Section 4 - Contact Details and Background Papers

Contact: Paul Newman, Interim Team Leader, Parking and Sustainable Transport; Tel: 020 8424 1065; E-mail: paul.newman@harrow.gov.uk

Background Papers:

Previous reports to TARSAP
Mayor of London Transport Strategy
West London Transport Strategy
Local Implementation Plan (LIP)
Petitions
General correspondence

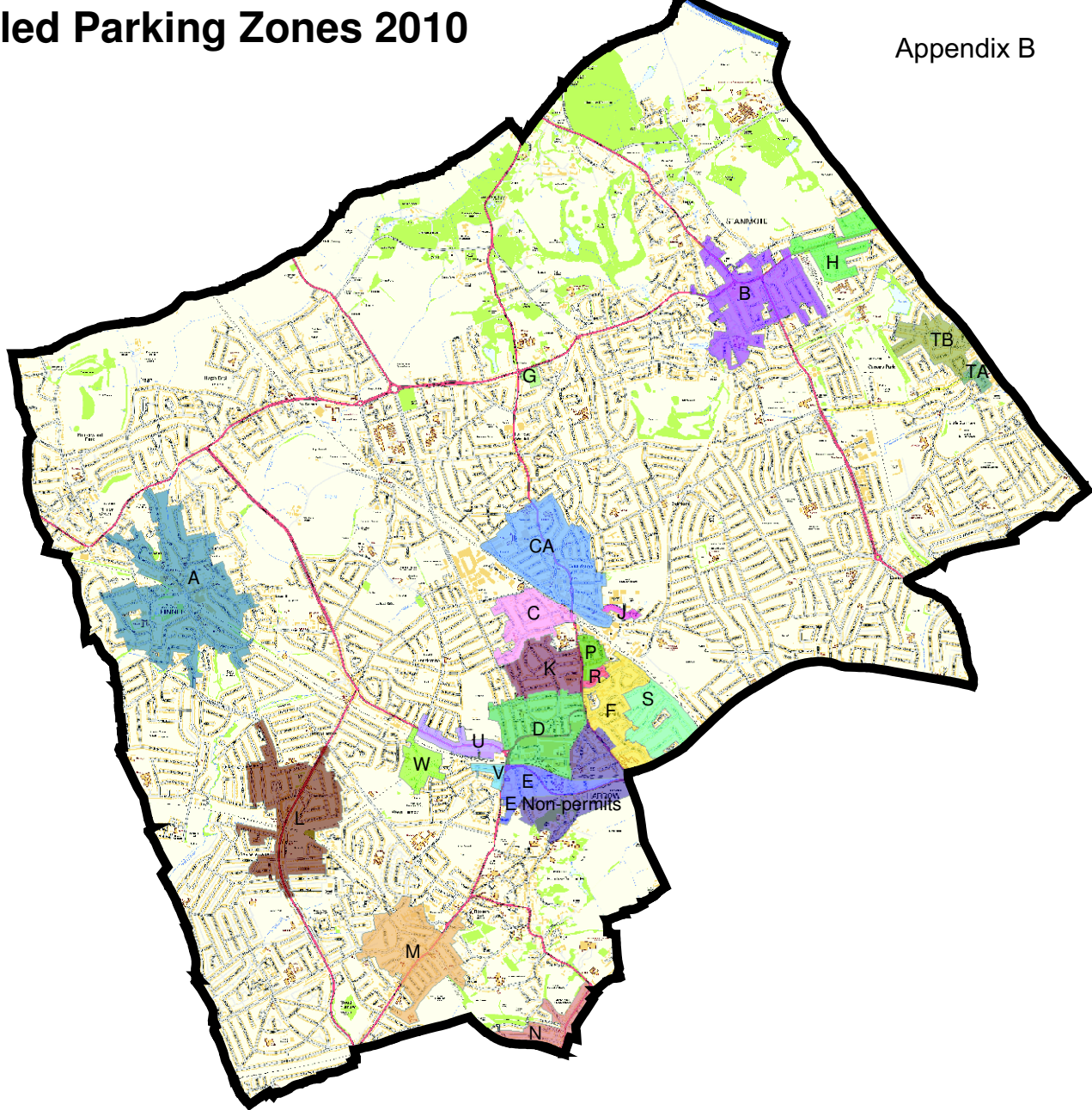
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Appendix A –Scheme progress 2010/11

This is Harrow's own programme of traffic and parking scheme initiatives. In 2010/11 this comprises of allocations of £290K for controlled parking schemes, £20K for problem streets (parking) .

Scheme	Details	£ K	Status	Programmed completion
CPZ - Wealdstone - Stage 2	Zone CA - Scheme to remove CPZ in northern section of Spencer Road, remove permit bays in Oxford Road and introduce yellow lines at bend in The Broadway.	15	Statutory Consultation commenced 9 th December 2010. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
CPZ - Stanmore - Phase 2	Review of zones B and H.	30	Statutory consultation to commence January 2011. Completion being funded from S106 monies.	Mar 2011
CPZ – Burnt Oak Broadway	Proposed new zone.	60	Following decision by the Portfolio Holder in October 2010, residents advised that scheme would be implemented and go live from 1 st Feb 2011. Progress was on hold due to stop on capital programme but released on 21 st December	Mar 2011
CPZ - Pinner Road area	Review of zone U.	15	Scheme became operational from 1 st May 2010. Review commenced and meeting of ward councillors arranged for January 2011.	Mar 2011
CPZ - Hatch End	Proposed parking controls in Shopping centre service roads and off-street car park.	50	Progress on hold pending outcome of parking Review. Scheme contained in separate annual report to this Panel meeting.	2011/12

Scheme	Details	£ K	Status	Programmed completion
CPZ – Harrow, Bessborough Road area	Review of zone V	20	Scheme became operational on 1 st April 2010. Parking Survey carried out Sep 2010. Meeting with Ward Councillors and West Harrow Residents Group held in October 2010. WHRG considering information provided and we are awaiting their comments. Statutory consultation on 3 locations where reductions in double yellow lines have been agreed commenced 16 th December 2010.	Mar 2011
CPZ - West Harrow Station	Review of zone W	20	Scheme became operational on 1 st April 2010. Parking Survey carried out Sep 2010. Meeting with Ward Councillors and West Harrow Residents Group held in October 2010. WHRG considering information provided and we are awaiting their comments. Statutory consultation on 3 locations where reductions in double yellow lines have been agreed commenced 16 th December.	Mar 2011
CPZ - Rayners Lane	Review of zone L	50	Statutory Consultation programmed to commence in January 2011. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
CPZ - South Harrow	Review of zone M	30	Statutory Consultation programmed to commence in January 2011. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
CPZ – Rosslyn Crescent	Review of the existing zone P (15K section 106 budget)		Scheme progress subject to planning agreement. No further progress from Planning Dept on S106 agreement.	Included in CPZ Annual Report on the agenda
Problem Streets programme (Parking schemes)	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	20	The proposed schemes have progressed to statutory consultation. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011



CPZ TIMES

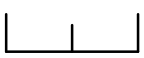
CPZ, TIMES

- A, Mon - Fri 11:00am - 12:00pm
- B, Mon - Fri 3pm to 4pm
- C, Mon - Fri 10:00am - 11:00am
- CA, Mon - Fri 10:00am - 11:00am and 2:00pm - 3:00pm
- D, Mon - Sat 8:30am - 6:30pm
- E Non-permits, Mon - Sat 8:30am - 6:30pm
- E, Mon - Sat 8:30am - 6:30pm

- F, Mon - Sat 8:30am - 6:30pm
- G, Mon - Fri 10:00am - 11:00am and 2:00pm - 3:00pm
- H, Mon - Sat 10:00am - 11:00am and 3:00pm - 4:00pm
- J, Mon - Sun 7:00am - 12:00am
- K, Mon - Sat 8:30am - 6:30pm
- L, Mon - Fri 10:00am - 11:00am
- M, Mon - Sat 10:00am - 11:00am and 2:00pm - 3:00pm
- N, Mon - Fri 11:00am - 12:00pm
- P, Mon - Sun 8:30am - 8:30pm

- R, At any time
- S, Mon - Fri 11:00am - 12:00pm
- TA, Mon - Sat 8:30am - 8:30pm
- TB, Mon - Fri 11:00am - 12:00pm
- U, Mon - Fri 11:00am - 12:00pm
- V, 10am - 11am & 2pm - 3pm Mon - Sat
- W, 10am - 11am Mon - Fri

0 0.5 1 Kms



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Appendix C

Controlled Parking Zones and Resident Parking Schemes

Priority list for financial year 2011/12 to 2014/15

Seven main factors govern the programme:

1. Implementation date of last review for this area (if applicable).
2. Staff availability.
3. Current implementation programme.
4. Funding.
5. Council (Traffic and Road Safety Advisory Panel) meetings (4 per year).
6. Portfolio Holder decisions.
7. Favourable consultation results.

Where considered appropriate reports and objections will be dealt with directly by the Portfolio Holder for Environment and Community Safety or the Service Manager Traffic and Highway Network management, under the revised decision making process as appropriate, in order to speed up decision making.

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

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

Prioritised by Target Completion Date	Scheme	Indicative Timescales
2011/2012		
1.	Rayners Lane Review Extension	Target completion date: May 2011
2.	South Harrow –Phase 2 localised areas	Target completion date: May 2011
3	West Harrow CPZ - Zone V Review	Statutory Consultation April 2011 Consider objections (if any): Jun 2011 Target completion: Sep 2011
4	West Harrow CPZ - Zone W Review	Statutory Consultation April 2011 Consider objections (if any): Jun 2011 Target completion: Sep 2011
5	Pinner Road CPZ/Parking Controls Review	Statutory Consultation June 2011 Consider objections (if any): Sep 2011 Target completion: Nov 11
6.	Hatch End Shopping Centre Service Roads “Pay and Display”	Consultation: April 2011 Consultation results: Jun 2011 Advertise traffic orders: Jul 2011 Consider objections :Sep 2011

		Target completion: January 12
7	Canons Park Station Area Review	Stakeholders meeting: April 2011 Consultation: June 2011 Consultation results: Sept 11 Advertise traffic orders: Nov 2011 Consider objections: Feb 2012
8	Burnt Oak - Review of scheme and Review parking around new Krishna Avanti School (S106 funding)	Consultation: Sep 2011 Consultation results: Nov 2011 Advertise traffic orders: Jan 2012 Consider objections: February 2012 Target completion: April 2012
9	Cloisters Wood - Wood Lane Stanmore	Section 106 Funded Scheme – progress to be integrated into main programme
10	Biro House Stanley Road South Harrow	Section 106 Funded Scheme – progress to be integrated into main programme
11	Prince Edward Playing Fields Camrose Avenue	Section 106 Funded Scheme – progress to be integrated into main programme
12	Rosslyn Crescent CPZ Review-	Section 106 Funded Scheme – progress to be integrated into main programme
2012/2013		
13	Canons Park Station Area Review	Target completion: May 12
14	Pinner Review and Extension	Stakeholders meeting: April 2012 Consultation: June 2012 Consultation results: Sept 2012 Advertise traffic orders: Dec 2012 Consider objections: Feb 2013
15	North Harrow Possible CPZ	Stakeholders meeting: Jun 2012 Consultation: Aug 2012 Consultation results: Nov 2012 Advertise traffic orders: Feb 2013 Consider objections: Jun 2013 Target completion: Oct 2013
16	Harrow –Harrow View Area potential CPZ extension	Stakeholders meeting: Sep 2012 Consultation: Nov 2012 Consultation results: Feb 2013
17	Harrow Weald-potential new CPZ	Stakeholders meeting: Oct 2012 Consultation: Dec 2011
2013/14		
18	Pinner Review and Extension	Target completion: Jun 2013
19	North Harrow Possible CPZ	Consider objections: Jun 2013 Target completion: Oct 2013

20	Harrow –Harrow View Area potential CPZ extension	Advertise traffic orders: April 2013 Consider objections: Jun 2013 Target completion: Nov 2013
21	Harrow Weald-potential new CPZ	Consultation results: Feb 2013 Advertise traffic orders: April 2013 Consider objections: Jun 2013 Target completion: Dec 2013
22	Kenton Station Area Review	Stakeholders meeting: Jun 2013 Consultation: Sep 2013 Consultation results: Nov 2013 Advertise traffic orders: Feb 2014
2014/15		
	Unrealistic to provide details of programme at this stage	

PSN Dec/10

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Appendix D

Scheme	11/12	12/13	13/14	14/15
Rayners Lane -Implementation	40			
South Harrow Phase 2 Review Implementation	15			
Harrow – Bessborough Road Zone V Review Implementation	15			
West Harrow Station Zone W Review Implementation	15			
Hatch End shopping centre service roads	70			
Canons Park Station Area	70 (40*)	70		
Burnt Oak Broadway -review	15 (40*)			
Cloisters Wood - Wood Lane Stanmore	(15*)			
Biro House Stanley Road	(30*)			
Prince Edward Playing Fields	(15*)			
Rosslyn Crescent CPZ review	(15*)			
Pinner review and extension		50	30	
North Harrow		50 (30*)	30	
Harrow – Harrow View area		30	30	20
Harrow Weald		30	30	20
Kenton Station area review			50	30
Headstone Lane			40	40
Kingsbury Circle Area				40
Problem Streets	20	20	20	20
Total	280⁺	250[#]	230[#]	210[#]

Finance allocated in £K

⁺ Budget not yet confirmed

*Section 106 funding (not included in total)

[#] Anticipated budget – programme not fully developed (see Para. 2.2.6)

To include localised reviews of main CPZ schemes listed above.

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APPENDIX E

STAGES INVOLVED IN PREPARING A CPZ

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

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

- a) Define study area - including consideration of area(s) that are likely to receive displaced parking.
- b) Stage 1 Consultation - stakeholder meeting to discuss study area and clarify issues, problems and policy framework.
- c) Agree boundary and scheme principles with the Traffic and Road Safety Advisory Panel (TARSAP)/Portfolio Holder(PH).
- d) Stage 2 Consultation - do people want a CPZ/resident permit scheme or not? Only proceed with majority support. Consultation is normally by delivery of consultation documents with a reply paid facility in addition to the ability to complete online. Exhibitions are held within or as close as possible to consultations areas depending on the size and complexity of the scheme. In all cases consultation material is displayed at the Civic Centre and contact details are added to all consultation material to enable further information or clarification to be provided on request.
- e) Analyse results and determine area to go forward to detail design - agreement by TARSAP/PH if necessary ie. if contentious or uncertain. Double yellow line proposals and junctions, bends and other areas of restriction for safety reasons will be taken forward separately. They will not be subject to consultation on whether to proceed or not but will be subject to comments from local people about length etc.
- f) Detail design of selected area.
- g) Stage 3 Consultation - on detail design.
- h) Amend design in light of consultation and agree "final" design (via TARSAP/PH if contentious or uncertain). The objective is to provide a best fit on a road or part road basis to meet the majority view of those who support the proposals and those who do not
- i) Draft Traffic Regulation Order (TRO).
- j) Consult Police on TRO (statutory).
- k) Circulate leaflet to all those consulted with results or how to access results if large content and showing proposals to be taken to statutory consultation-leaflet timed to coincide with statutory consultation stage 4.
- l) Stage 4 Consultation - Advertise TRO (statutory).
- m) Consider objections to TRO (statutory) - TARSAP/PH/New decision making process delegated to Service Manager
- n) Agree final scheme (can be concurrent with previous stage).
- o) Prepare detailed drawings for manufacturers and contractors and arrange procurement.
- p) Implement and "make" TRO.
- q) Review within 12 months, subject to demand. These reviews will focus on relatively small scale changes looking at changes to lengths of yellow lines, residents bays and extension or removal

of sections of the CPZ. Major changes such as variations to CPZ operational days and hours of control are outside the scope of these reviews and will be reported to the Panel for consideration.

- r) Further reviews subject to workload prioritisation.
- s) All aspects of consultation, collation, analysis and reporting of results will be subject to the Quality Assurance (QA) procedures established in September 2009

Notes

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

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

List of Significant Parking Issues Raised. (This list is not meant to list every individual request) The extent of the existing CPZ zones and hours of control can be found in the booklet “Parking in Harrow – the regulations explained” which was supplied to all councillors and available on the council’s website.

Harrow Town Centre	
Pinner Road	This area was the subject of consultation and a scheme was implemented on 1 st May 2010. Double yellow lines were also installed at most junctions and bends within headstone South Ward These are currently subject to review. There has been a petition from traders calling for the parking controls to be suspended, Some residents of the county roads have asked for the CPZ to be extended into their area. There is also a petition from residents of Cornwall Road, just outside the current CPZ, requesting inclusion.
Kenton Road	There were requests from residents of Woodway Crescent and Rufford Close to join Zone S. Two consultations were held to ascertain resident’s views. However no majority support has been able to be secured as what the residents have asked for is not technically feasible. Parking issues exist in Carlton Avenue close to Kenton Station. A recent request has been received from Becmead Avenue Residents Association to deal with parking and traffic issues in the area. This is the subject of traffic surveys early in 2011.
Bessborough Road	Requests continue to be received about parking problems in the area. However a number originate from a number of developments in the area that are ‘permit-restricted’ and so would not able to purchase a residents’ permit in any case. (See also West Harrow in the other areas section below)
Harrow View	A number of requests have been received in the last year about parking problems in the roads off Harrow View such as Salisbury Road, Buckingham Road, Balfour Road, which lie just outside Zones C, D and K. This area is included in the programme for review in 2012/13
Roxborough Park/Avenue	There has been a petition about parking pressures arising from vehicles associated with St Athlems School and Church together with commuters. Although part of Zone E the area does not benefit from residents parking permits and the parking bays are free. Although these are some distance from the town centre and station it is not reported that they are regularly taken up by commuters. This results in parents parking in undesirable locations and causing obstruction. The local community request some double yellow lines and parking controls to manage the situation.
Roads north of Greenhill Way	There continue to be reports of problems in these roads especially from delivery vehicles compounded by the number of blue badge holders using the area. There are some changes to parking and additional disabled parking bays being provided in the area as a result of the Station Road two way bus project. This is likely to be complete in Spring 2011 and the situation will be monitored.

Other areas	
Wealdstone	<p>There are some changes that are at Statutory Consultation at the time of writing. These include the removal of the northern section of the CPZ in Spencer Road, additional parking controls in The Broadway and removal of parking bays in Oxford Road to help relieve congestion. There are some requests from roads east and west of the High Street requesting additional hours of control within the CPZ however this was the subject of review in the last few years. There have been requests to provide parking facilities for residents at some new developments but on investigation these have been permit restricted and not eligible for resident's permits.</p> <p>There have been increasing complaints about parking pressures in Herga Road, Masons Avenue and Christchurch Avenue. Some of these have been attributed to overspill from Harrow Leisure Centre. There are also isolated requests from areas like Harley Road/Crescent to be consulted re possible extension to the CPZ</p>
Stanmore	<p>Stanmore has been the subject of consultation in 2008 and revisions and additional areas were included in Zone B and H which were implemented in 2009. These have been the subject of a review carried out in 2010. The changes from the review will be the subject of Statutory Consultation in early 2011. They include petitions for parking controls at Canons Corner and an extension of the CPZ in Marsh Lane that were received after the review was completed.</p> <p>There have been requests from Stanmore College to review parking issues around the college. Originally a parking review was to be carried out using funding from a S106 agreement following planning permission granted to the College. However the college revised its proposals and now there is no S106 funding available.</p> <p>Green Lane and adjacent roads have been the subject of several consultations in 2010 following a petition requesting additional parking controls. This included consultation on a one way system at the northern end of Green Lane which would have dealt with several of the parking issues raised. However it has not been possible to obtain any majority support for proposals and there are no plans to re-consult residents in the near future.</p>
Burnt Oak Broadway	<p>This area has been the subject of consultation and a CPZ will come into effect on 1st February 2011. It is programmed that this scheme be reviewed in 2011.</p> <p>The Krishna Avanti School, which lies just west of the CPZ consultation area, has funding available to review parking around the school. It is therefore proposed to carry out consultation on this in conjunction with the review of the Burnt Oak CPZ.</p>
Edgware	<p>Zone TB which was the subject of consultation resulting in a small extension which came into effect on 1st May 2010. There were some initial adverse comments at the time of implementation but the scheme appears to have settled down.</p>

Hatch End	A stakeholders meeting was held in July to discuss Traffic and Parking Issues in the Uxbridge Road and immediate area with a view to talking things forward comprehensively. However due to the change in administration and request to carry out a Parking Review the parking element has been placed on hold. This has been included in the programme for 2011/12. The traffic and parking/loading proposals along Uxbridge Road and immediate sections of the side roads are, subject to consultation, being taken forward for implementation by the end of March 2011
West Harrow	Two new CPZ , Zone V and W, became operational on 1 st April 2010. This also included double yellow lines at all junctions in the consultation area. There have been calls for the double yellow lines to be reduced as they are considered by some local residents to be excessive. There have been requests for some areas outside the CPZ, which did not exhibit majority support to be included in the CPZ. A meeting was held in October 2010 with Ward Councillors and representatives of the West Harrow Residents Association to commence the programmed review process. They are currently reviewing the post implementation parking survey and other information provided before a full consultation is commenced. In Autumn 2010 consultation was carried out in the area around Whitmore School and in the southern half of Honeybun Estate, which reported strong local support for parking controls. The level of support suggests that further consultation is required beyond the initial consultation area to establish the extent of the areas affected by commuter and visitor parking generated by the school and town centre.
North Harrow	The main requests for parking controls have come from the roads to the north of Pinner Road. They cite problems from staff at the Bus Garage, commuters and shoppers. There is funding available for reviewing parking around the redevelopment at the junction of Station Road/Pinner Road although the retail unit has yet to be occupied. There has been recent concern expressed about possible parking problems in the area following the granting of planning permission for redevelopment of the community centre site on Station Road. Although there were some early fears of likely parking displacement from the implementation of the West Harrow CPZ this has not materialised in complaints.
Rayners Lane	This area has been the subject of a review and consultation about changes and a possible extension which includes double yellow lines at junctions and bends throughout the area. These proposals will be the subject of statutory consultation in early 2011. Separate but coordinated proposals are being taken forward to increase the on-street inset parking bays along Alexandra Avenue and converting the parking in Rayners Lane between Imperial Drive and Village Way to parallel parking.
Harrow Weald	There continues to be complaints about parking in the roads off High Road Harrow Weald that are attributed to staff from the Bus Garage and commuters/workers. There are also a number of complaints about parking at or in close proximity to junctions which would benefit from double yellow lines. This area is included in the proposed programme for review in 2012/13

Pinner	<p>This was the first CPZ introduced in the borough and was last reviewed around 2004. Complaints continue to be received from residents in West End Lane and adjacent roads about commuter parking. There have been a number of requests, including the police, to review parking in Pinner Green that lies just outside the CPZ. There have been requests to extend the CPZ in the Oakhill Avenue/Paines Lane area to the east of the CPZ due to displaced parking and the increasing distance that commuters and business workers are prepared to walk to the Station/Pinner centre. Requests to increase the local CPZ control hour have been received from Barrow Point Avenue, which includes a doctors surgery. There have been requests from businesses to review parking and loading proposals in High Street, bridge Street and Marsh Road.</p>
South Harrow	<p>A review of the CPZ extension implemented in 2008 and immediate area was carried out in 2010. The proposed extension of the CPZ in Corbins Lane and lading facilities on Northolt Road will be the subject of Statutory Consultation in early 2011.</p> <p>A number of complaints have been received about parking problems in Welbeck Road, Scott Crescent, Eliot Drive and Coles Crescent. Much of the problems are attributed to users of the premises in The Arches although it is likely that some of the parking comes from the extensive redevelopment that is taking place in the area. Yellow line controls on their own are unlikely to solve the issues and a CPZ may be required. However there is the question of displacement and the effects of parking once the redevelopment in the area is complete. Consequently no parking review/CPZ is currently programmed.</p> <p>There have been requests for changes to the parking control hours in Stanley Avenue as a result of the redevelopment of the Biro House site. There is funding available under a S106 agreement to carry this out. However there has been difficulty in obtaining the funds and this is ongoing.</p>
Canons Park Station	<p>This area has been the subject of the most complaints received in the borough. The roads with the most significant requests for review are Buckingham Road/Tonbridge Close, Cheynes Avenue, Longcrofte Road, Bramble Close, Brick Lane, Honeypot Lane Service Road, Bromefield and Parr Road. Some of the area is subject to yellow lines operating from 2-3pm Mon-Fri. Although a CPZ did not receive majority support in previous consultations there has been increasing requests for a CPZ to deal with increasing car ownership in some households. One of these resulted in a complaint to the local government ombudsman who whilst finding no case of mal administration did recommend that residents be consulted on proposals which included residents parking provision as an option. There is funding available from a S106 agreement for the redevelopment of the old government offices site off Honeypot Lane that is triggered when the 250th unit on the site is completed. A review of parking in this area is included in the proposed programme for start in 2011/12.</p>

Harrow on The Hill	There have been some requests for implementation of a CPZ however formalising parking would result in a reduction of parking which indications suggest would be unpopular. A number of junctions are under consideration for double yellow lines or timed restrictions as there are reported difficulties for refuse vehicles and therefore raise concerns about emergency vehicle access. Harrow School have raised concerns about the inadequate provision of coach parking and the emergency services have raised access difficulties in Church Hill following a recent fire.
Headstone Lane	There have been some concerns raised in Broadfields about commuter parking especially outside flats and warden assisted properties near the junction with Headstone Lane where drivers are parking across the access road. This issue is being addressed under the problem street programme and has recently been to statutory consultation.
Camrose Avenue	Complaints have recently been received about parking problems around The Hive which is the redevelopment on the Prince Edward Playing Field site. This has been locally attributed to the operators of the site charging for parking in the site although some of this is refundable. There is a small amount of funding available under a S106 agreement. Any parking controls need to be comprehensive to avoid parking been displaced especially onto Camrose Avenue which is an important route. A meeting is being scheduled with site representatives, local residents and ward councillors for early in 2011.
General	There continues to be a number of requests from residents throughout the borough where they experience problems at isolated locations at junctions, bends and other narrow areas. These areas are prioritised in the problem street programme and progress is governed by the amount of funding available.

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**REPORT FOR: Traffic And Road Safety
Advisory Panel**

Date of Meeting:	2 February 2011
Subject:	INFORMATION REPORT Capital Programme update Traffic and Parking Schemes
Responsible Officer:	Brendon Hills - Corporate Director Community and Environment
Exempt:	No
Enclosures:	Appendix A - Capital programme update - Traffic and parking schemes 2010/11 Appendix B - Forward Drive / Christchurch Avenue – Proposed mini roundabout Appendix C - A sample of the Drink / Drive campaign material

Section 1 – Summary

This information report is presented to members to update them about progress on delivering the 2010/11 Capital Programme of transport schemes and initiatives. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. The information contained in this report reflects the latest position at the time of writing the report in December 2010.

FOR INFORMATION

Section 2 – Report

General

- 2.1 This information report provides members with an update on progress with delivering the 2010/11 capital programme of transport schemes and initiatives. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. **Appendix A** provides a summary of progress with all the schemes in the programme.
- 2.2 More detail on certain schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages.
- 2.3 In addition to the programme update, specific issues of interest to Members currently under investigation, but not included in the programme, are detailed below, particularly where these could result in initiatives suitable for future programmes.

Courtney Avenue / Harrow View – local safety scheme

- 2.4 Proposals to address traffic collisions and pedestrian casualties have been developed as part of the TfL funded local safety scheme programme for 2010/11.
- 2.5 The latest accident statistics along Courtenay Avenue and Harrow View have been examined and various clusters of personal injury accidents identified at a number of locations. Proposals to address these accidents have now been developed.
- 2.6 The proposals include upgrading of all four of the existing zebra crossings to make them more conspicuous. In addition, two of the zebra crossings will be fitted with new retro-fit 'zebrite' units to further highlight and illuminate the zebra crossing areas.
- 2.7 Other measures include the installation of vehicle activated signs to remind drivers of approaching hazards and to reduce their speeds. Renewed and enhanced road markings have also been included within the proposals. The scheme is due for completion by the end of the financial year 2010/11.

Smarter Travel - Festive Drink / Drugs Campaign

- 2.8 This initiative was targeted at Drink / Drug awareness over the festive period and in particular to advise motorists to think about how they will get home after attending an event or function. A number of high street areas were chosen to be included in the campaign such as Stanmore, Hatch End, Wealdstone, Pinner and Harrow Town Centre. These corridors were chosen because of the concentration and number of pubs, clubs, bars and restaurants in the area.

- 2.9 The campaign included banners attached to lamp columns and leaflets, beer mats and posters distributed to local pubs, clubs, bars and restaurants. A press release to promote the campaign was developed in conjunction with the Portfolio Holder for Environment and Community Safety. This was included in the local press recently and is supported by the Police.
- 2.10 The banners and posters advise motorists to think of alternative means of transport if considering driving to an event or function where they may be likely to consume alcohol. The banner campaign will run from early December for six weeks along the corridors listed above. An example of one of the banners is attached at **Appendix B** for information.

Mollison Way – Area Based Scheme

- 2.11 The Mollison Way area based scheme involves developing a comprehensive area traffic scheme aimed at improving the street environment to enhance the sense of community, increase priority for public transport, walking and cycling, and improve social interaction.
- 2.12 An initial stakeholders meeting was held in June and scheme development work has been ongoing since that meeting. Detailed proposals have now been developed to allow us to prepare for the next stakeholder meeting in January 2011. As well as presenting the currently proposed scheme, this will include discussions regarding the location of the CCTV cameras, vehicle crossovers and the outcome of the recent tree survey.
- 2.13 On 16th December TfL confirmed by letter a provisional allocation of £1,000,000 for this scheme in 2011/12 to complete the design and commence implementation. Provisional estimates suggest that the project will cost in the region of £1.6 - 1.8 million, although this will be refined throughout the design process and the final funding allocation will need to be agreed with TfL.

Forward Drive / Christchurch Avenue – Proposed mini roundabout

- 2.14 In order to improve congestion and traffic flow, an investigation into the traffic and pedestrian movements was undertaken on Forward Drive and at its junction with the road leading into the industrial area, which includes the council's amenity site.
- 2.15 The results of the survey confirmed the significant volume of vehicles (including large goods vehicles) visiting the amenity site and the depot via Forward Drive. As a result, the junction of Forward Drive and Forward Drive (leading to the amenity site) is often blocked with vehicles waiting to turn right causing delays on Christchurch Avenue.
- 2.16 The introduction of a mini roundabout will reduce vehicle speeds and assist drivers wanting to turn right into or out of Forward Drive thereby relieving congestion. The measures proposed will also have a

beneficial impact on road safety. A pedestrian refuge will also be provided on Forward Drive to assist pedestrians crossing this busy road. (A plan of the proposals can be found in **Appendix C** for your information).

- 2.17 The development of this scheme started quite late in the year as this project was initiated after the Green Lane scheme was held following an inconclusive public consultation. There is now not sufficient time in this year's programme left to deliver the scheme, so scheme implementation will be programmed for 2011/12.

Stafford Road Inset Parking bays Phase 2

- 2.18 Consultation has been carried out on a proposal to implement the second phase of additional inset parking bays. These bays are designed to improve access for large vehicles, especially those travelling to and from the nearby special needs school. Some modifications to the layout have been made following comments received.
- 2.19 A revised plan is shown at Appendix H and works are expected to be complete by the end of December 2010, subject to weather conditions.

Stanmore Hill / The Broadway / Elm Park / London Road, linking four sets of traffic signals in Stanmore

- 2.20 Discussions with TfL signals unit have been held to explore in more detail the feasibility of linking the four sets of traffic signals along the Stanmore Broadway corridor. Linking the traffic signals will have significant benefits by reducing congestion and smoothing traffic flow in the area. This will also allow us to consider the feasibility of introducing an all red pedestrian phase to help pedestrians crossing at the Stanmore Hill / The Broadway junction.
- 2.21 This proposal is currently in the design stage in 2010/11. The project will continue into 2011/12 when design work will be completed and linking of the traffic signals implemented.

Uxbridge Road – Hatch End

- 2.22 The main aims of this scheme are to reduce congestion on the main route through the area, reduce personal injury accidents, improve pedestrian facilities and provide better access for deliveries by local businesses.
- 2.23 A Stakeholders Meeting was held at Harrow Arts Centre in July where residents, businesses and other organisations expressed their various concerns and aspirations regarding traffic and parking issues in the Hatch End area. At that time a number of different initiatives were being considered holistically, including a controlled parking zone (CPZ) and car park improvements.

- 2.24 The current review of parking borough wide has not been concluded yet and a decision has been taken to defer the CPZ proposals for the moment and take forward the highway improvements only. A consultation is now being organised with residents and traders in Hatch End regarding the proposed scheme along the Uxbridge Road.
- 2.25 The scheme proposals include:
- A 24-hour Bus & Cycle lane between the Morrisons roundabout and the junction with Dove Park;
 - Uncontrolled parking to provide extra capacity for shoppers or Station commuters to the west of the existing westbound bus stop at Dove Park;
 - Replace the existing Pelican crossing close to the Grimsdyke Road junction with a Zebra crossing with a central island;
 - Provide an additional Zebra crossing immediately to the west of Anselm Road;
 - Restore the right-turning facility at the junction of Uxbridge Road and Grimsdyke Road and direct westbound cyclists to use the service road;
 - Make all traffic enter the existing off street car park via Woodridings Close, and exit-only onto Grimsdyke Road;
 - In order to provide safer, easier and less obstructive loading facilities for the shops, three inset bay areas will be created: two on the northern side of Uxbridge Road, and one on the southern side;
 - Introduce waiting and loading restrictions at junctions along Uxbridge Road to ensure access by large vehicles including fire appliances can be accommodated at all times.
- 2.26 Subject to the outcome of the consultation it is intended to implement the scheme by the end of the financial year. (March 2011).

Section 3 – Further Information

- 3.1 A regular update is provided at every meeting on progress with the annual programme of traffic and parking schemes. Future reports will provide information to members about any consultations, statutory consultations, portfolio holder decisions and implementation issues since the previous meeting.

Section 4 – Financial Implications

- 4.1 Any schemes and works programmes mentioned in this report are being taken forward using identified resources and funding from TfL Capital and Harrow Capital in 2010/11.

Section 5 – Corporate Priorities

- 5.1 The capital funds received from TfL and Harrow will help achieve the corporate priorities as follows:

Deliver cleaner and safer streets

This will be supported by the following programmes of work:

- 20mph zones
- Principal Road renewal
- Electric vehicle charging points
- Car clubs
- Freight loading bays

Improve support for vulnerable people

This will be supported by the following programmes of work:

- Shopmobility
- Bus stop accessibility schemes
- Principal Road renewal
- Bus priority schemes
- Pedestrian crossings

Building stronger communities.

This will be supported by the following programmes of work:

- School travel plans and associated works
- Cycle training
- Bike Week, Walking Works
- Car clubs
- Sustainable travel promotions, road safety educational activities and environmental promotions

Section 6 - Statutory Officer Clearance

Name: Anthony Lineker



on behalf of the
Chief Financial Officer

Date: 6th January 2011

Section 7 - Contact Details and Background Papers

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Background Papers:

2010/11 Capital Programme
Harrow Council – section 106 Highways / Infrastructure Report

Appendix A – Capital programme update - Traffic and parking schemes 2010/11

Harrow Capital – Parking and traffic schemes programme

This is Harrow's own programme of traffic and parking scheme initiatives. In 2010/11 this comprises of allocations of £290K for controlled parking schemes, £20K for problem streets (parking) and £45K for minor traffic management schemes.

Scheme	Details	£ K	Status	Programmed completion
CPZ - Wealdstone - Stage 2	Zone CA - Scheme to remove CPZ in northern section of Spencer Road, remove permit bays in Oxford Road and introduce yellow lines at bend in The Broadway.	15	Statutory Consultation commenced 9 th December 2010. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
CPZ - Stanmore - Phase 2	Review of zones B and H	30	Statutory consultation to commence January 2011. Completion being funded from S106 monies.	Mar 2011
CPZ – Burnt Oak Broadway	Proposed new zone	60	Following decision by Portfolio Holder in October 2010 residents advised that scheme would be implemented and go live from 1 st Feb 2011. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
CPZ - Pinner Road area	Review of zone U	15	Scheme became operational from 1 st May 2010. Review commenced and meeting of ward councillors arranged for January 11.	Mar 2011
CPZ - Hatch End	Proposed parking controls in Shopping centre service roads and off-street car park	50	Progress on hold pending outcome of parking Review. Scheme contained in separate annual report to this Panel meeting.	2011/12

Scheme	Details	£ K	Status	Programmed completion
CPZ – Harrow, Bessborough Road area	Review of zone V	20	Scheme became operational on 1 st April 2010. Parking Survey carried out Sep 2010. Meeting with Ward Councillors and West Harrow Residents Group held in October 2010. WHRG considering information provided and we are awaiting their comments. Statutory consultation on 3 locations where reductions in double yellow lines have been agreed commenced 16 th December.	Mar 2011
CPZ - West Harrow Station	Review of zone W	20	Scheme became operational on 1 st April 2010. Parking Survey carried out Sep 2010. Meeting with Ward Councillors and West Harrow Residents Group held in October 10. WHRG considering information provided and we are awaiting their comments. Statutory consultation on 3 locations where reductions in double yellow lines have been agreed commenced 16 th December.	Mar 2011
CPZ - Rayners Lane	Review of zone L	50	Statutory Consultation programmed to commence in January 2011. Progress was on hold due to stop on capital programme but released on 21 st December	Mar 2011
CPZ - South Harrow	Review of zone M	30	Statutory Consultation programmed to commence in January 2011. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
CPZ – Rosslyn Crescent	Review of the existing zone P (15K section 106 budget)		Scheme progress subject to planning agreement. No further progress from Planning Dept on S106 agreement.	Included in CPZ Annual Report on the agenda
Problem Streets programme (Parking schemes)	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	20	The proposed schemes have progressed to statutory consultation which finished on 29 th December. Progress was on hold due to stop on capital programme but released on 21 st December.	Mar 2011
Traffic management minor schemes programme	A programme of minor localised traffic schemes	45	A new scheme for a mini roundabout at Christchurch Avenue / Forward Drive has been developed. Implementation will be undertaken in 2011/12.	2011/12

TfL Capital – Corridors

This TfL LIP programme is for holistic schemes along key corridors that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling, shared space and removal of clutter. There is an allocation of £1109K in 2010/11.

Scheme	Details	£ k	Status	Programmed completion
Northolt Road local safety scheme	Scheme is to reduce the number of personal injury accidents along this corridor. A new pedestrian refuge close to Stanley Avenue - de-cluttering street furniture on central islands and new "Give Way" markings at four junctions are planned. Modelling of a mini roundabout at the junction of Eastcote Lane has been completed. The modelling shows that turning movements and congestion could be reduced if the mini roundabout was implemented. Plans to pursue this option are currently underway.	75	Scheme designed due for implementation shortly.	Mar 2011
Courtney Avenue / Harrow View local safety scheme	Scheme to reduce the number of personal injury accidents particularly those involving pedestrians and motorcycles.	75	Scheme designed due for implementation shortly.	Feb 2011
Mass action - wet roads	To address accident hotspots where accidents involving wet surfaces are more prevalent.	50	A list of sites is currently being developed across the borough where there is a history of killed or seriously injured (KSIs) personal injury accidents in wet road conditions. This list will be prioritised into a programme of works to address problems at these locations using treatments to improve the road surface or texture and improve the layout of road markings and signing so that	Mar 2011

Scheme	Details	£ k	Status	Programmed completion
			collisions in the wet are reduced.	
Mass action - failed to give way	To address accident hotspots where accidents involving non compliance with give way signs are more prevalent.	20	Streatfield Road – service road scheme has been developed to reduce high number of pedestrian accidents and is due for construction shortly.	Dec 2010
Long Elmes, Harrow Weald High Rd / Long Elmes junction improvement	Completion of Long Elmes bus priority scheme to introduce waiting restrictions and inset parking bays on the approach to the High Road.	90	A delegated officer decision was made to progress with the inset bays but not the waiting restrictions. Works are expected to substantially complete by end of March 2011.	March 2011
Bus stop Accessibility Works	Bus stop accessibility works along the following corridors: Kenton Lane/Dryden Rd junction south along Kenton Lane and Grasmere Gdns; then south west along Belmont Road, Peel Road, Headstone Drive, Headstone Gdns, Parkside Way, Station Road, Imperial Drive, Alexandra Avenue and along Eastcote Lane to borough boundary Uxbridge Road corridor from Oxhey Lane to Pinner Green Shaftesbury Ave roundabout along the Ridgeway, Suffolk Road, Whittington Way and Lyncroft Avenue	101	A programme of works has been developed and works instructions issued. The works are in progress.	Mar 2011

Scheme	Details	£ k	Status	Programmed completion
Remove the 'no entry' sign at the bus stop north of the Love Lane roundabout (included in Uxbridge Road corridor)	Removal of sign	1	Works instruction has been issued.	Oct 2010
Rayners Lane/Village Way East, Rayners Lane	Completion of bus priority & traffic management improvements to reduce delays to buses and general traffic as identified during the H9/H10 Study. Includes modification to existing parking bays and creation of new parking bays on Rayners Lane. A scheme has been designed for inset parking bays in footways and revisions to the on-street echelon parking bays.	115	The inset loading bays on the east side of Alexandra Avenue between Rayners Lane and the Warden Avenue/Rayners Lane junction have been implemented. P&D machines are being installed. Further funds have been secured to continue with implementation of inset parking bays on the west side of Alexandra Avenue as well as the replacement of echelon parking bays with parallel parking bays on Rayners Lane between Imperial Drive and Village Way. Statutory Consultation on the proposed traffic restrictions will commence in November 2010. Works instructions have been issued. Budget has been increased by reallocating under spends within the programme.	Mar 2011
High Road, Harrow Weald Northbound Bus Lane	Modifications to bus lane and bus stop to improve traffic flow and road safety.	10	Project completed.	Aug 2010
Suffolk Rd improvement (near junction with Rayners Lane)	Removal of island or introduction of waiting restrictions on Suffolk Road near junction with Rayners Lane	3	This proposal is in the design stage and incorporated into the Rayners Lane CPZ Review	Feb 2010

Scheme	Details	£ k	Status	Programmed completion
The Ridgeway, North Harrow	<p>Bus stop accessibility work along the entire corridor and construction of a lay-by to remove delays to buses (H22 northbound) and other traffic</p> <p>Completion of the Ridgeway pedestrian crossing.</p>	25	<p>Pedestrian crossing works complete.</p> <p>Waiting restrictions to go in as part of the Rayners Lane CPZ.</p>	Feb 2010
Cycling route corridor scheme	<p>A scheme to provide additional upgraded cycle facilities to link the existing facilities along Alexandra Avenue via Imperial Drive, Station Road, Parkside Way and Headstone Gardens. This is a part of the London Cycle Network plus (LCN+) network that did not receive funding from TfL when the programme was terminated at the end of March 2010.</p> <p>The scheme will include entry treatments/raised platforms along the route, cycle lanes/markings, upgrading of existing lanes, addressing conflicts with parked vehicles, upgrading zebra to shared facility at Alexandra Ave / Rayners Lane, signing of whole route.</p>	180	<p>The proposals are being developed in conjunction with the Rayners Lane scheme (between Imperial Drive and village Way East). Interim parking proposals at the Goodwill for all junction are being progressed together with advance stop lines at the signalised junction of Pinner Road/Station Road incorporating other markings as safety improvement measures.</p> <p>Scheme programmed to commence in January 2011.</p>	Mar 2011
Various Waiting Restrictions to facilitate bus movement	This is a borough wide programme and will be prioritised at the most urgent sites.	10	Project completed.	Jan 2011

Scheme	Details	£ k	Status	Programmed completion
Kenton Lane Bus Improvements	Kenton Lane bus improvements involving road widening opposite no. 606.	5	This work is incorporated in the Bus Stop Accessibility Programme.	Feb 2011
Petts Hill	Repayment of loan.	333	Further loan repayments are required in 2011/12 and 2012/13.	Complete
Bus borough administration	Funds to support staff resources to assist with delivering the bus priority programme.	15	A part time project support officer is in post to assist with bus priority schemes and public transport related issues.	Mar 2011

TfL Capital – Neighbourhoods

This TfL LIP programme is for local area improvements including controlled parking zones, 20 mph zones, work on Legible London, shared space, reduction of street clutter, and an expansion of the number of electric charging points. There is an allocation of £576K in 2010/11.

Scheme	Details	£ K	Status	Programmed completion
Uxbridge Rd / Broadway	<p>Design and implement measures to reduce congestion including loading bays required by shops, introduce pedestrian crossing for the Broadway and investigate measures to improve congestion in Hatch End.</p> <p>Funds from West Trans (17K) in conjunction with 183K for scheme.</p>	200	<p>Implementation of loading bays in Hatch End to reduce traffic congestion and facilitate servicing of local businesses.</p> <p>Recent lane drop trial from Morrison roundabout to Anselm Road proved successful in that the time trial did not indicate an increase in journey times.</p> <p>Scheme designed to reduce congestion along this corridor consultation is due to take place in Dec/ Jan. Local members have been consulted along with the Hatch End residents association.</p> <p>Details of the scheme are referred to in the main body of this report.</p>	Mar 2011
Stag Lane school and Canons High school 20mph zone	<p>A 20mph zone is proposed in the area surrounding Stag Lane First and Middle School. There is existing traffic calming in some streets surrounding the school already and further traffic calming in the form of speed cushions is proposed in the roads surrounding the school to form the proposed 20 mph zone. Consultations will also take place with local residents regarding making Collier Drive one way to ease congestion outside the school and to improve vehicular access.</p>	140	<p>Following discussions with the Stag Lane School it has been agreed that the proposed one way section in Collier Drive will be implemented on an experimental basis to assess its impact on school traffic.</p> <p>The scheme is currently being implemented.</p>	Feb 2011

Scheme	Details	£ K	Status	Programmed completion
Earlsmead school 20mph zone	A 20 mph zone in the roads surrounding Earlsmead school is being designed. The area surrounding the school is bounded by Arundel Drive, Walton Avenue and Carlyon Avenue.	130	Statutory consultation has been completed. The scheme is currently being implemented.	Feb 2011
Disabled person's parking places	This will enable the council to provide those with disabilities dropped kerbs and disabled parking bays where appropriate.	30+20	Requests for disabled parking bays are received and processed on a continuous basis. Significant increase in applications over last few months. Additional TfL monies secured to meet demand.	Mar 2011
Mollison Way	(see area based schemes).	20	Funds supporting the area based scheme	Mar 2011
Environment	Develop and implement proposals for electric car charging points. Breathe in Harrow promotion.	41	Two electric vehicle charging points are being installed in the visitors' car park which will form part of the London wide TfL initiative Plugged In Places. This will operate as a pilot scheme to gauge demand before deciding if more spaces should be rolled out across the Borough. Electric vehicles will also be promoted through the It's Up to All of Us campaign and special initiatives once the charging point is in place. Breathe in Harrow website is being revamped to include updates on air quality monitoring data as well as interactive resources based on air quality and sustainable transport education. The website will tie in with the It's Up to All of Us campaign and also have stand alone resources including materials for school education.	Mar 2011

Scheme	Details	£ K	Status	Programmed completion
Shopmobility	A funding contribution to support the scheme	5	Ongoing support for local charity which provides powered vehicles to assist people with a mobility impairment to access town centre shopping areas	Mar 2011
Future schemes development	Funds for undertaking investigations to develop the 2011/12 programme of works	10	Investigation work is ongoing.	Mar 2011

TfL Capital - Area based schemes

This TfL LIP programme is for shared space projects and public realm improvements such as town centre, station access and streets for people initiatives. There is an allocation of £1205K in 2010/11.

Scheme	Details	£ K	Status	Programmed completion
Mollison Way, Queensbury	The Mollison Way scheme involves developing a comprehensive package of traffic measures aimed at improving the street environment to enhance the sense of community, increase priority for public transport, walking and cycling, and improve social interaction.	100	The scheme will be progressed through various TfL gateways within Step 2 which should allow funding for the implementation phase to be secured for 2011/12. Investigation work to develop the scheme (Step 2) is nearing completion. A workshop meeting was held on 16 th November 2010 to develop proposals with key stakeholders including residents and businesses. Scheme development surveys and traffic and parking data collection is underway and outline proposals are being prepared for next stakeholders meeting in November.	Mar 2011
Station Road, Harrow	Make the town centre more accessible by public transport, simplify the bus network and enhance the shopping environment on Station Road.	1,100	Project planned for substantial completion before mid November when work will stop for the Christmas trading period. The final phase of works at the Sheepcote Rd / Station Rd junction will start in Jan 2011 and be completed by Mar 2011.	Mar 2011
Rayners Lane Station Access	Enhance access routes to Rayners Lane station, particularly for pedestrians. This is a WestTrans initiative.	5	£5k spent on completing feasibility study, design and seeking approvals. TfL approval received for £260k funding to commence the scheme in January 2011 and carry out works over two financial years. Anticipated to complete in August 2011.	Mar 2011

TfL Capital – Local transport funding

This TfL programme is discretionary for Harrow to develop its own local transport schemes. Schemes need to accord with the objectives of the Mayor's transport strategy.

Scheme	Details	£ K	Status	Programmed completion
Stafford Road – phase 2 Inset parking Bays	Provision of additional inset parking bays to remove obstructive parking causing access difficulties for Special Needs Transport.	50	A scheme has been designed and a consultation undertaken. Minor revisions to the scheme design have been made and the works are programmed for completion in Dec 2010 subject to weather.	Dec 2010
Stanmore Hill / The Broadway / Elm Park	Initial work to investigate the feasibility of linking four sets of traffic signals along the Stanmore Broadway corridor.	30	A meeting with TfL signals unit has been held to discuss the feasibility of linking the four sets of traffic signals along Stanmore Broadway. This proposal is currently in the design stage in 2010/11. The project will continue into 2011/12 when design work will be completed and any improvements implemented.	2011/12
Marlborough Hill School – entry treatment	Entry treatment proposed to ease congestion in Badminton Close and encourage walking to the school in accordance with the school travel plan.	20	Scheme has been completed.	Oct 2010

TfL Capital - Smarter Travel

This TfL LIP programme is for modal shift initiatives and road safety education including travel plans for schools, hospitals and businesses and travel awareness promotions. There is an allocation of £311K in 2010/11.

Scheme	Details	£ K	Status	Programmed completion
Child cycle training	There has been a large increase in the numbers of children requiring cycle training at schools in year 6 following the completion of school travel plans. Subject to available funding, the borough will be offering level 2 training to all schools with a completed travel plan (currently over 90%) with a focus on year 6 pupils. A demand also exists for level 1 training for younger pupils, level 3 training to high school pupils, and the borough is working with Cycle Experience (the Council's training provider) to try and provide these additional demands from parents, pupils and schools.	77	<p>Cycle training continues at many schools across the Borough with 972 children trained at level 1 and 2 between September 2009 and November 2010. Schools continue to allow training to take place during core lesson time.</p> <p>The next holiday course will be booked for the February half term holiday where approximately 72 children will have the opportunity to take part in level 1 and 2 training.</p>	Mar 2011
Adult cycle training	Provision of cycle training for adults who live or work in the borough, via the Council's website, travel plans and sustainable travel events. Adult training is offered as either individual or group sessions, tailored to the ability of the rider and loan cycles can be provided to novice riders when required. Adult cycle training is also popular with many residents learning to cycle for the very first time.	25	<p>Recent advertising has attracted many new adult riders to courses offered by Cycle Experience. Beginner courses are now over subscribed with level 3 courses also proving to be very popular.</p> <p>This is an ongoing training programme through the year held at Elmgrove school every second Saturday.</p>	Mar 2011

Scheme	Details	£ K	Status	Programmed completion
Motorcycle safety campaign	This is a mass action initiative to address powered two wheeled vehicle (P2W) accidents along the Imperial Drive and Alexandra Ave corridor	20	The motorcycle campaign is nearing completion. The campaign utilised posters attached to lamp columns. A press release to promote the campaign was agreed with the Portfolio Holder and publicised in the local press. The campaign ran for three months along these corridors.	Mar 2011
Road safety and Theatre in Education	<p>The provision of road safety materials and presentations to all Infant Junior and High Schools in the borough.</p> <p>The organising of theatre shows in schools promoting the road safety message. Theatre performance plays a vital role in delivering live shows to young audiences and will continue to be used across the Borough in Road Safety Education.</p>	30	<p>Road Safety week in November saw extra schools visits by road safety staff giving interactive presentations based around the 'Be Bright Be Seen' message. A plan is underway to give all infant children in the Borough a reflective bag tag that will make them more visible during the dark and dangerous winter nights.</p> <p>Since the start of the school term in September 11,092 school children in Harrow have received an interactive road safety presentation helping to secure a safe road culture for the future.</p> <p>Theatre shows are planned for early March and the "Now you see me now you don't" performance will be rolled out to ten year six groups.</p>	Mar 2011
Road safety Teenage and young adult drink/drug awareness	To provide publicity and awareness of the dangers to teenagers and young adults of drink and drugs when travelling or riding/driving in motor vehicles	5	A hard-hitting campaign is still underway targeting sixth form students at all High Schools in Harrow. The campaign includes presentations poster delivery, assemblies to pupils using new DVD resources and the issue of 'First Car Magazine' to all sixth	Dec 2010

Scheme	Details	£ K	Status	Programmed completion
			form students.	
School travel plan advisor	Funding to provide a support officer	22	A school travel plan officer is in post.	Mar 2011
School support Borough wide support of STP	Provision of workshops to aid the production of School Travel Plan documents. Ongoing development of new STPs and review of existing STPs	9	Review workshops have been booked for the 21 st , 26 th January and 2 nd February 2011. A rewrite workshop has been booked with schools for 12 th January 2011.	Mar 2011
School support STP grant for independent schools	Grants for capital items identified in independent school's travel plans	12	Support for 2 independent schools – Khalsa College and Red Balloon	Mar 2011
School support Walk to School Week	Provide resources and advice to promote and encourage this annual event	5	<p>Promotional work to support Walk to School Week on 17th – 21st May was provided. Resources were distributed to 35 schools, reaching over 10,000 pupils.</p> <p>Two promotional events were held in the borough as part of the pan London October 2010 walk to school month. 90 people attended the morning event including the mayor of Harrow and the deputy Mayor of Barnet. In the afternoon over 300 people attended including the Mayor of Harrow and the Portfolio Holder for Environment and Community Safety. Both events were covered by the local press.</p>	May 2010
School support Walk on Wednesday	Ongoing promotional work to encourage walking at least once a	20	Resources were provided in September, October, November and December.	Mar 2011

Scheme	Details	£ K	Status	Programmed completion
(WOW)	week. Provide resources and advice for this promotion such as wall charts and badges.		Resources are on order for January, February and March for delivery in January 2011. 34 schools currently taking part with over 9,000 pupils taking part on a weekly basis.	
School support Publicity and Promotion	Produce a newsletter for all schools encouraging school travel planning	1	Newsletters are produced quarterly. The Spring, Summer newsletters have been produced. Distributed to all head teachers in the borough and circulated to teachers.	Mar 2011
School support Small grant funding	Funding support for schools to carry out actions in their STPs	20	School requests for funding are assessed and approved on a priority basis. Small grants were provided for 9 schools in September 2010 to aid the delivery of school travel plan actions. A cycle network mapping audit has been carried out and maps are now in production for delivery in the new financial year. Cycle event being planned for June 2011 for launch of map.	Mar 2011
School support Theatre in education	Promoting the sustainable transport message through theatre	10	Theatre education has been organised for 20 schools from 31 st January to 11 th February 2011. The run of show is already fully booked.	Mar 2011
School support STP online	Development of a website for STPs to make updating them easier and reduce administration costs		A website has been created and will be rolled out via workshops in Jan 2011. Two trials with schools are currently taking place to test the tool with positive feedback to date.	Mar 2011
Promoting sustainability Workplace travel plan promotions	Focus on businesses travel planning in the borough alongside other initiatives such as Harrow Business Improvement District.	5	Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes. Work has been undertaken with NHS	Mar 2011

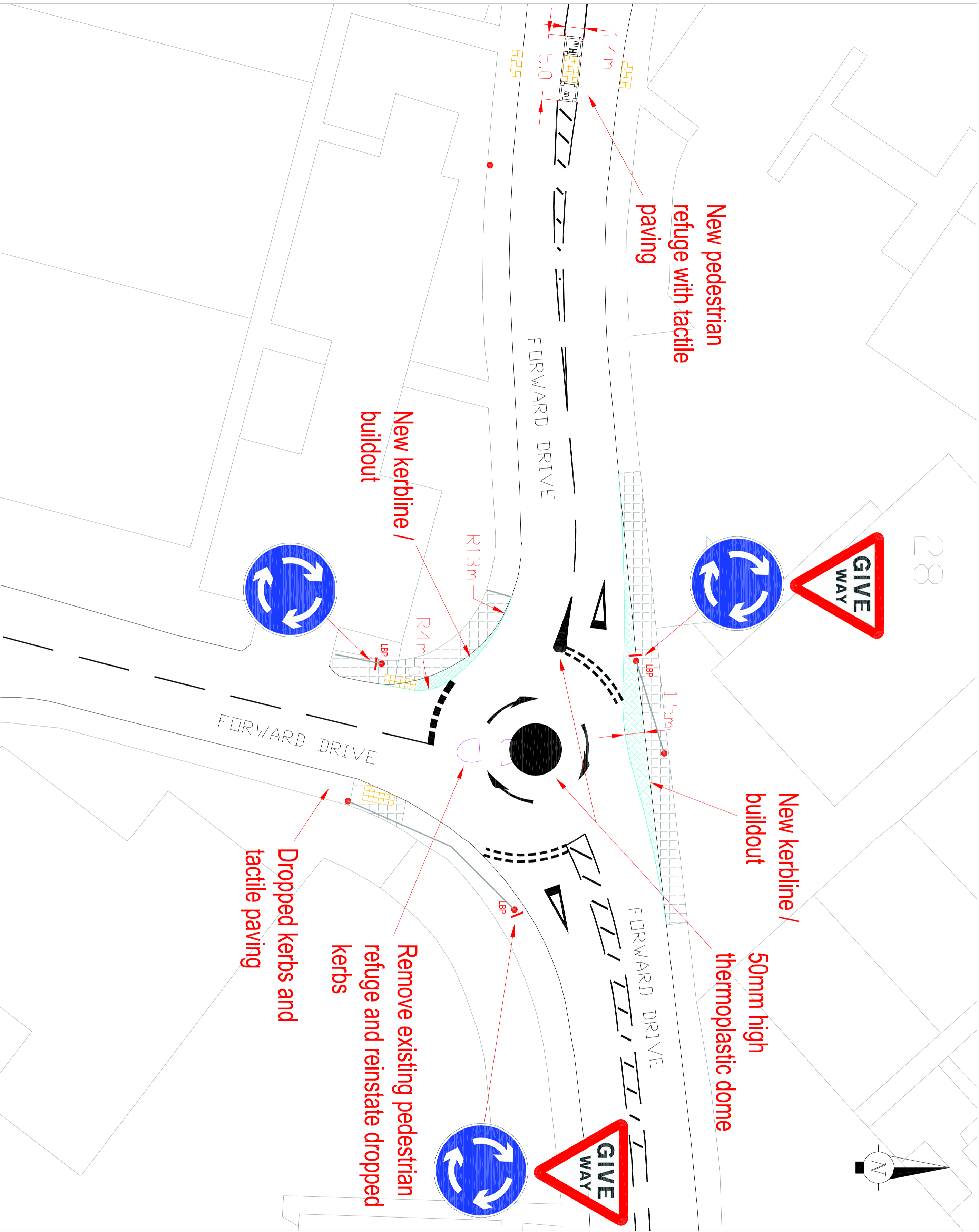
Scheme	Details	£ K	Status	Programmed completion
			Harrow to address issues with promoting walking and cycling to their main site at the Heights and also the Alexandra Avenue clinic. Work is ongoing in line with their travel plan development. Walking maps have been produced for the areas.	
Promoting sustainability Car clubs	Investigation and implementation of car club bays, suitable for controlled parking zones.	10	Ongoing promotion of private car clubs. Investigating the possibility of car clubs operating from Council car parks and using service providers to operate schemes. Some funding has been allocated to a cycle skills audit which will be used to promote cycling to local businesses. A "Try Cycling" promotion is also being planned for February through to April 2011.	Mar 2011
Promoting sustainability Bike week and cycling promotions	Support national promotion with all-year round publicity and events which promote the borough's cycle routes, cycle training programmes and encourage behaviour change.	10	Ongoing programme of promotions throughout the year Transport for London is running a London Cycle Challenge to encourage people to cycle during June and log their miles on a website at www.tfl.gov.uk/cyclechallenge . This will tie in with our cycle promotions. We held a large cycling road show at Under One Sky in June and also held Harrow's first Junior Trike Ride, aimed at promoting the benefits of cycling to new parents and their children before they reach school. This initiative has received much interest from TfL.	Mar 2011

Scheme	Details	£ K	Status	Programmed completion
Promoting sustainability Walking and walking works	Support national "Walking Works" events but also encourage walking in general as a healthy and reliable form of transport, as well as promote the boroughs walking routes. Health benefits to be promoted with tie-ups including Harrow PCT and others.	10	<p>Ongoing events and promotions under the It's Up to All of Us banner</p> <p>Winter Wanders - lunchtime special walks aimed at encouraging Harrow Council staff to walk more begin on October 27. These consist of five monthly walks each with a unique theme. We have two more left in Jan and Feb 2011.</p> <p>We have also piloted lunchtime 'Walkshops' for businesses which include networking opportunities and information on the benefits of walking, the difference it can make and how to fit it into your day – all during a lunchtime walk.</p> <p>We have held Cobblers Coffee walks in the town centre which are walks from Starbucks to Costa Coffee to Café Nero with a hot beverage at the end for those taking part regularly. Every month one walker gets discounted shoe repairs to encourage them to maintain their walking boots.</p> <p>We will be promoting our Walk In to Work Out initiative to gym users again to</p>	Mar 2011

Scheme	Details	£ K	Status	Programmed completion
			<p>encourage users to walk to the gym instead of drive, and gain a cardio workout on the way.</p> <p>We held a 'First Steps' walk in September which replaces Junior Walk – encouraging parents of playgroup and nursery children to take them out on nature walks and think about walking to school when they start instead of driving in. This is a new and unique way of targeting new parents of children who are about to start nursery and junior school. Educating parents at this pre-emptive stage so they can consider their travel options has a higher chance of behaviour change than when habits are formed. This is part of our new Junior It's Up to All of Us initiative which branches out the message of sustainable transport to a younger audience as well as their parents.</p>	
Promoting sustainability Campaigns	Ongoing promotions for sustainable transport initiatives including smarter driving.	20	<p>Ongoing five year campaign ending in 2012</p> <p>Harrow's It's Up to All of Us campaign won the Smarter Travel award 2010 for Innovative Project of the Year. Multimedia resources and social media are continuously used to promote sustainable transport uniquely and in a cost effective way. Tweetathon took place in October 2010. The It's Up to All of Us campaign is taken into the Active Travel phase as we approach the 2012 Olympics.</p>	Mar 2011

Scheme	Details	£ K	Status	Programmed completion
			<p>The campaign has currently become one of the council's most successful promotions, with knowledge of It's Up to All of Us spreading to other London boroughs and even countries. There is a calendar of promotions which is as follows:</p> <p>April May - Walking promotions June-July - Cycle promotions August - October - Walking, cycling, car sharing and public transport promotion (tied in with time change in October) November - January - active travel, safer travel at night, winter walks February - March - car sharing, smarter driving promotions</p> <p>The campaign includes public information events, Dr Bike support, a road show at Under One Sky, interactive experiences and multimedia spread across social media including You Tube cycling tips, walking promotions and personalized travel planning through twitter.</p>	

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Qty 2: Located approx 50m in advance of mini roundabout (to be taken down in 6 months)

Schema Ref: Forward Drive	1=height: 50.0
Sign Ref: IS01	SIGN FACE
after colour: WHITE	HEIGHT: 870mm
Background: RED	Width: 0.750m
Character: 100	Height: 0.250m
Material: CHIPS: S51 (12899-1:2007)	1450
Method: CHIPS: S51	0.250m

This plan is prepared from a limited set of information. It is the responsibility of the client to ensure that the information is correct and that the plan is used for the intended purpose.



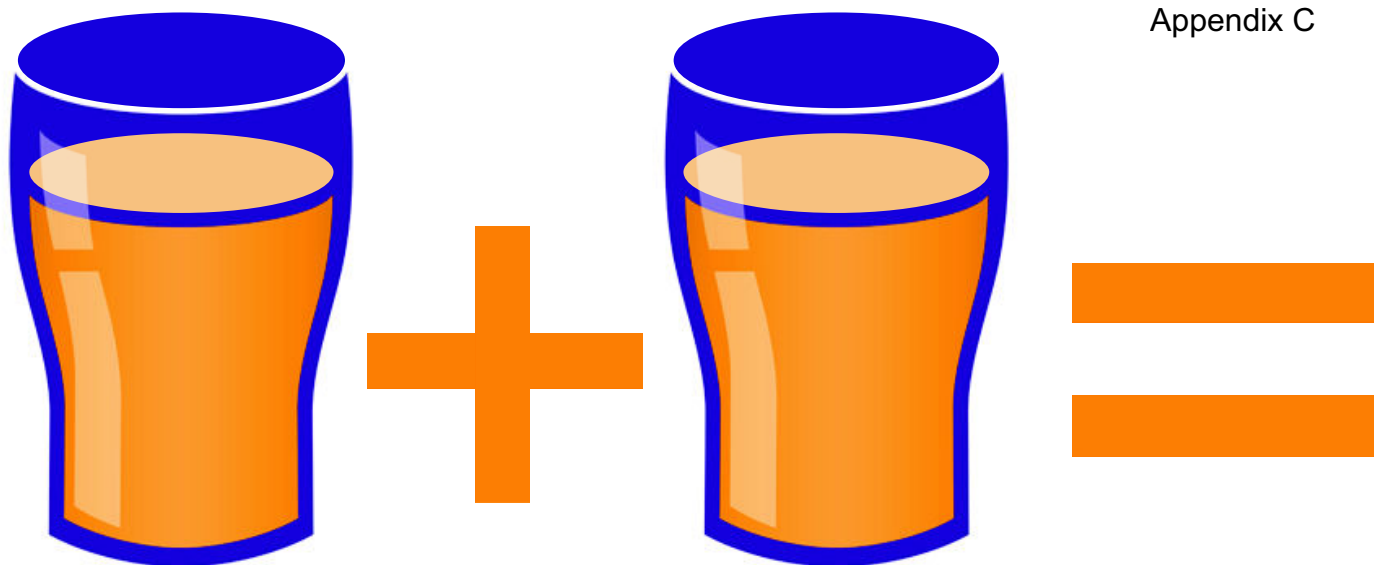
COMMUNITY & ENVIRONMENT
TRANSPORTATION
P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8420 9610
Fax: 020 8420 9611

A	New kerb buildout	01/10/10	JA
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Designation	Date	Sign
Project		
Destination Details of Revision	Date	Sign
Project		

Title			
PROPOSED MINI ROUNDABOUT			
Scale	Drawn	Checked	BP
1:200	JA		
@ A2	Date	21/09/10	Date
		--/--/08	
Drawing no	LBH/TM/JA/109 Rev A		
Autocad file			
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SIMPLE.

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