

# Traffic and Road Safety Advisory Panel AGENDA

**DATE:** Thursday 23 June 2011

**TIME:** 7.30 pm

**VENUE:** Committee Rooms 1 & 2,  
Harrow Civic Centre

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**MEMBERSHIP** (Quorum 3)

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**Chairman:** Councillor Nizam Ismail

**Councillors:**

Ajay Maru  
Jerry Miles  
David Perry

Susan Hall  
Mrs Vina Mithani  
John Nickolay

**Advisers:**

Mr A Blann  
Mr E Diamond

Mr L Gray  
Mr A Wood

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**Reserve Members:**

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

**Contact:** Manize Talukdar, Acting Democratic Services Officer  
Tel: 020 8424 1323 E-mail: [manize.talukdar@harrow.gov.uk](mailto: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. APPOINTMENT OF VICE-CHAIRMAN**

To appoint a Vice-Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2011/12.

## **4. APPOINTMENT OF ADVISERS (Pages 1 - 4)**

Report of the Director of Legal and Governance Services.

## **5. MINUTES (Pages 5 - 16)**

That the minutes of the meeting held on 2 February 2011 be taken as read and signed as a correct record.

## **6. 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).

## **7. 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).

## **8. DEPUTATIONS**

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

**9. REFERENCE FROM CABINET (Pages 17 - 24)**

To receive the following reference from the Cabinet meeting held on 19 May 2011:

(a) Petition relating to parking problems on Elgin Avenue.

**10. INFORMATION REPORT: PETITIONS RELATING TO (1) GREEN LANE, STANMORE (2) UXBRIDGE ROAD, HARROW (3) MARLBOROUGH HILL, HARROW (4) HARLEY ROAD/HARLEY CRESCENT, HARROW (5) ELGIN AVENUE/KENMORE AVENUE, HARROW (Pages 25 - 40)**

Report of the Corporate Director Community and Environment.

**11. ALLOCATION OF LOCAL TRANSPORT FUND SCHEMES (TRANSPORT FOR LONDON FUNDING) 2011/12 (Pages 41 - 50)**

Report of the Corporate Director Community and Environment.

**12. MOLLISON WAY, STREETS FOR PEOPLE SCHEME: PUBLIC CONSULTATION (Pages 51 - 68)**

Report of the Corporate Director Community and Environment.

**13. PROPOSED PROCEDURE FOR FILMING ON THE HIGHWAY (Pages 69 - 94)**

Report of the Corporate Director Community and Environment.

**14. OFF-ROAD SHARED CYCLE FACILITIES (Pages 95 - 118)**

Report of the Corporate Director Community and Environment.

**15. PARKING SCHEMES PROGRAMME 2011/12 (Pages 119 - 128)**

Report of the Corporate Director Community and Environment.

**16. CONTROLLED PARKING ZONE: RAYNERS LANE CONTROLLED PARKING ZONE - RESULTS OF STATUTORY CONSULTATION (Pages 129 - 282)**

Report of the Corporate Director Community and Environment.

**17. INFORMATION REPORT: CAPITAL PROGRAMME UPDATE - TRAFFIC AND PARKING SCHEMES (Pages 283 - 312)**

Report of the Corporate Director Community and Environment.

**18. ANY OTHER URGENT BUSINESS**

Which cannot otherwise be dealt with.

## **AGENDA - PART II - NIL**

**REPORT FOR: TRAFFIC AND ROAD  
SAFETY ADVISORY  
PANEL**

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<b>Date of Meeting:</b>	23 June 2011
<b>Subject:</b>	Appointment of Advisers to the Panel 2011/12
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Hugh Peart, Director of Legal and Governance Services
<b>Portfolio Holder:</b>	Councillor Phillip O'Dell, Deputy Leader and Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes (following consideration by the Portfolio Holder)
<b>Enclosures:</b>	None

## **Section 1 – Summary and Recommendations**

This report advises Members on the appointment of non-voting advisers to the Panel for the 2011/12 Municipal year. Members are requested to consider the appointment of advisers to the Panel for the 2011/12 Municipal Year.

### **Recommendations:**

That, in accordance with the Executive Procedure Rules (Part 4D of the Constitution - Rule 37.4), the Panel recommend to the Deputy Leader and Portfolio Holder for Environment and Community Safety that the advisers detailed in paragraph 2.4 of this report be appointed for the 2011/12 Municipal year.

### **Reason: (For recommendation)**

To appoint advisers to the Panel for the 2011/12 Municipal Year, to assist in the work of the Panel.

## **Section 2 – Report**

### **Brief History**

- 2.1 Rule 37.4 of the Executive Procedure Rules provides for a Panel or Forum to recommend to the Executive that advisers be appointed to assist in the work of the Panel or Forum either generally or on specific matters.
- 2.2 The Panel appointed advisers to assist with its work for the Municipal Year 2011/12 and this term has now expired.
- 2.3 All advisers to the Panel have been contacted and asked to confirm whether they wish to continue as advisers to the Panel for the 2011/12 Municipal Year.
- 2.4 The following have confirmed that they wish to stay on as advisers to the Panel for the 2011/12 Municipal year:
  - Mr A Blann (Representative of CTC Right to Ride)

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

2.5 If appointed, the advisers will be required to comply with the Protocol on Co-optees and Advisers.

### **Financial Implications**

2.6 Not applicable.

### **Risk Management Implications**

2.7 If not appointed, the Panel may not have access to external advice when conducting its business.

### **Equalities implications**

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

### **Corporate Priorities**

2.9 Contributes to building stronger communities by allowing representation from the voluntary and community sector on an advisory panel of the Executive.

## **Section 3 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 9 June 2011		
Name: Sarah Wilson	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26 May 2011		

## **Section 4 - Contact Details and Background Papers**

**Contact:** Manize Talukdar, Acting Democratic Services Officer,  
020 8424 1323

**Background Papers:** None



# TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

## 2 FEBRUARY 2011

- |   |   |  |
|---|---|--|
| <b>Chairman:</b>                        | * Councillor Nizam Ismail   |  |
| <b>Councillors:</b>                     | * Manji Kara (1)<br>* Ajay Maru<br>* Jerry Miles                            | * Mrs Vina Mithani<br>* John Nickolay<br>* David Perry   |
| <b>Advisers:</b>                        | † Mr A Blann<br>† Mr E Diamond  | * Mr L Gray<br>* Mr A Wood                               |
| <b>In attendance:<br/>(Councillors)</b> | Mrs Lurline Champagnie OBE<br>John Cowan<br>Janet Mote<br>Christopher Noyce | Minute 53, 54<br><br>Minute 53<br>Minute 54<br>Minute 51 |

- \* Denotes Member present
- (1) Denotes category of Reserve Members
- † Denotes apologies received

### 47. Attendance by Reserve Members

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

Ordinary Member

Reserve Member

Councillor Susan Hall

Councillor Manji Kara

#### 48. **Declarations of Interest**

**RESOLVED:** To note that the following interests were declared:

Agenda Item 7 & 8 – 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; Controlled Parking Zones And Parking Schemes - Annual Review

Councillor Lurline Champagnie, OBE, who was not a Member of the Panel, 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.

Agenda Item 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

Councillor Janet Mote, who was not a Member of the Panel, declared a personal interest in that she was Ward Councilor for Headstone North. She would remain in the room to listen to the discussion and backbench on this item.

Councillor Nizam Ismail declared a personal interest in that he was Ward Councillor for Queensbury. He would remain in the room to take part in the discussion and decision-making on this item.

#### 49. **Minutes**

**RESOLVED:** That the minutes of the meeting held on 24 November 2010, be taken as read and signed as a correct record, subject to the following amendment:

Minute 34: Declarations of interest

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

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.

#### 50. **Public Questions**

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

#### 51. **Petitions**

The following petitions were presented at the meeting:

- (1) The Chairman read out a petition, on behalf of Harrow residents, containing 849 signatures in response to recent public consultation in Hatch End. The terms of the petition were as follows:

“The most important point is that this scheme includes the removal of the traffic lights at the Pelican Crossing. Local residents will be affected if this scheme goes ahead for some of the following reasons:

1. Local traffic access to and from the Uxbridge Road will be seriously affected at Wellington Road, Grimsdyke Road and Cornwall Road because of the intention to remove the traffic lights which currently stems the traffic and allows a gap so that the vehicles on the above roads can enter or leave the Uxbridge Road.
2. The proposal is to replace the Pelican Light Crossing with a Zebra crossing with “half-way island” in the centre of the road. There would be no traffic lights. The proposal is probably unsuitable for the safety of children and elderly people on such a very busy road, with many heavy vehicles passing, at this the main crossing point for the principal shops such as the chemist, post office, restaurants, Tesco etc.

The undersigned hereby agree that it is essential to keep the Pelican Crossing and Traffic Lights.”

- (2) Councillor Manji Kara presented a petition on behalf of the Traders of Honeypot Lane Parade south of the junction with Wemborough Road. The terms of the petition were as follows:

“Parking in Honeypot Lane parade has been an issue over many years, as you may be aware of.

We as traders have lost over 50% trade due to commuters parking their cars and travelling to town from Canons Park station.

It would be a great help if the council could put some form of restriction that would prevent the commuters from parking in this parade, eg:

- \* Yellow lines
- \* Parking meters
- \* 1 hour restrictions

We as traders and general public who come to shop here would be much appreciative if something could be done.

We look forward to hearing from you.”

- (3) A resident of Central Avenue, Rayners Lane, presented a petition on behalf of residents of Central Avenue. The terms of the petition were as follows:

“In the light of the decision by neighbouring roads to adopt the CPZ scheme it has become clear that this road is likely to attract displaced parking to the detriment of our convenience and the access of emergency vehicles. As a result, and despite whatever vote we may

have cast before, we the undersigned now wish to adopt the Controlled Parking Zone scheme.”

- (4) A resident of Green Lane, Stanmore, presented a petition on behalf of residents of Green Lane and surrounding streets. The terms of the petition were as follows:

“As you know the officers of your traffic management and planning department have carried out two consultations with the residents of green lane recently.

Both of these have been rejected. This is the second petition signed by the residents of Green Lane.

The first petition was to strongly reject the second consultation, this was in response to information that the first consultation was statistically close.

This petition as you may see is widely signed by a majority of residents and houses in Green Lane, wherever those houses are located, literally from the top to the bottom of the road.

As you will understand, some houses are not signatories due to the fact they have had several visits, but we have been unable to find someone in, the houses are empty or recognisably on the rental market, however, by far the majority of residents have signed.

Here are our issues in brief, these have been discussed in detail with the officers of the Traffic management department.

1. We do not have a parking problem (particularly with residents and their vehicles).
2. We do have extreme problems with the road being a ‘rat run’ with more and larger Commercial vehicles using Green Lane more frequently.
3. We have a traffic standstill three times a day, with aggressive behaviour, shouting, horn blowing.
4. We believe we have put forward the best solution for Green Lane and Stanmore Broadway.

We have had wide-ranging discussions with the officers of the traffic management department. They are well aware of all the issues, this issue simply comes down to whose rights are more important, the residents? Or non-residents who use the road as a shortcut.”

With regard to the Petition from residents of Central Avenue, Rayners Lane, a Member stated that a similar request had been made by the residents of Ovesden Avenue, whereby it had been possible to give Ovesden Avenue a further opportunity to respond to whether residents wished to be in a

Controlled Parking Zone (CPZ) scheme due to the initial results. He suggested that a request for the inclusion of Central Avenue in the Rayners Lane CPZ, be forwarded to the Portfolio Holder for Environment and Community Safety, for approval.

A Member who was not a Member of the Panel stated that Central Avenue was a relatively quiet street and would be subject to increased displaced parking from surrounding streets which were included in the Rayners Lane CPZ and requested that it be included in the CPZ for this reason.

An officer explained that it would prove extremely difficult to include Central Avenue in the impending statutory consultation on extension of the Rayners Lane CPZ, for the following reasons:

1. Central Avenue could not be included in the CPZ on the basis of the petition alone, as there was a statutory requirement for officers to re-consult these residents and that this process could take up to three months. The recommendations of the Panel required ratification by the Portfolio Holder for Community and Environment before they could be enacted.
2. traffic orders relating to the Rayners Lane CPZ had already been drafted and were shortly due to go to press;
3. any amendment to the CPZ would mean delay for the entire scheme and many residents in Rayners Lane were anxious for its speedy implementation.

The officer stated that Central Avenue could be included as a separate scheme at a later date.

With regard to the petition relating to Green Lane, an officer stated that Traffic officers had had wide-ranging discussions with the residents of Green Lane and had gathered background information and data from traffic surveys which they would be evaluating. They would look into the proposals set out in the petition and report back to the next meeting of the Panel.

**RESOLVED:** That

- (1) the residents of Central Avenue in Rayners Lane be re-consulted and the street be included in a separate CPZ scheme to be progressed as soon as practical;
- (2) the petitions be received and noted.

## **52. Deputations**

The Panel received the following deputation:

A resident of Streatfield Road, Harrow, requested that restrictions be placed on the size and weight of lorries using Streatfield Road. The depute made the following points:

- the number of heavy goods vehicles (HGVs) using Streatfield Road had been a frequent cause for complaint by local residents over a number of years;
- requested that traffic officers investigate the feasibility of introducing width restrictions on Streatfield Road;
- requested that traffic officers use cameras located on smart cars to identify those drivers who regularly contravened the weight and size restrictions on HGVs;
- that these restrictions be enforced more robustly by the Enforcement team.

Following questions from Members of the Panel, the depute responded that:

- lorries used Streatfield Road throughout the day, particularly at the following times: lunchtimes, late afternoon, between 12.00-1.00 am and 4.00-7.00 am;
- the flow of HGV traffic along Streatfield Road was in both directions.

An officer stated that:

- enforcement of the ban had previously been the responsibility of the Police, but was now the council's responsibility;
- the investigation being carried out by traffic officers was not yet complete;
- there were two separate areas of restriction, weight and vehicle emissions, and it was important not to confuse the two;
- weight restrictions were difficult to enforce, as it was difficult to differentiate between those vehicles with legitimate business in the area (access) and those without.

**RESOLVED:** That the deputation be noted.

## **RECOMMENDED ITEMS**

### **53. Controlled Parking Zones and Parking Schemes - Annual Review**

The Panel considered a report of the Corporate Director Community and Environment which provided information about the general principle of developing and implementing controlled parking zones and parking schemes in Harrow. The report reviewed progress made in 2010/11, and provided details of requests and representations received and assessed and recommended priorities for new schemes and review in 2011/12.

An officer stated that funding for Controlled Parking Zones (CPZs) came from Harrow's Capital Programme, which was due to be finalised shortly. He added that the recent introduction of quality assurance measures had made the process of developing and implementing CPZs more robust. He drew Panel Members' attention to the proposed list of schemes detailed in Appendix D of the report. He explained that following the initial informal consultation stage, all CPZ proposals went to statutory consultation. Generally after 6-12 months the scheme was referred back to residents and businesses for further comment as part of a review. He stated that:

- the Rayners Lane and South Harrow Phase 2 Review were shortly due to go to statutory consultation;
- implementation of any changes as part of the West Harrow Station Zone W Review had been delayed and that the local Residents' Group was due to report back to officers at the end of February 2011; this will be followed by general public consultation.
- Hatch End - plans for introducing charging at the Grimsdyke Car Park and service roads were on hold as part of a comprehensive parking review across the borough and would be consulted on shortly;
- Canons Park – officers had received the highest number of letters and requests for controls from local residents and the review had been delayed because of prioritisation of other schemes;
- Stanmore – officers were looking at the possibility of implementing changes in the vicinity of the underground station to help alleviate the increased volume of parking especially on Wembley stadium event days;
- Burnt Oak Broadway – this scheme had been brought forward as Barnet Council were due to implement a CPZ on adjacent streets in Barnet; implementation is imminent;
- there was Section 106 money available for the introduction of parking controls in the vicinity of Krishna-Avanti school;
- the Uxbridge Road traffic and congestion relief scheme was funded separately by Transport for London (TfL);
- the Rayners Lane scheme would, following statutory consultation, be implemented in April/May 2011.

A Member, who was not a Member of the Panel, stated that Hitchin Lane was a private road in a new development off Whitchurch Lane. Cars pulling out of Hitchin Lane had obstructed views due to vehicles parked on Whitchurch Lane and that this had led to a number of near accidents recently. He stated that although this street was included in the works programme for 2011/12, it should be brought forward to 2011 for reasons of health and safety and requested the implementation of parking restrictions after 6.30 pm.

A Member of the Panel agreed that sightlines were obscured by the bus stop and parked vehicles on Whitchurch Lane and suggested that changing the single yellow lines to double yellow lines would be a solution. An officer responded that Hitchin Lane was considered for the Problem Streets Programme as this was a localised parking issue and it was necessary to prioritise schemes due to funding constraints and had not met the necessary criteria. He added that this street would be included as part of the Canons Park Area Review and section 106 funds could be used for this purpose. This would be a cost effective measure as the review was funded jointly by Section 106 and Harrow's Capital programme.

A Member of the Panel put forward a proposal, which was seconded, proposing that

"I propose that Marlborough Hill be also included when the Controlled Parking Review of Rosslyn Crescent was carried out in the programme for 2011/12."

He stated that charging for parking at the Civic Centre car park had a knock-on effect on residents' parking in surrounding streets. He added that the introduction of one-hour parking restrictions would help to alleviate the problem, adding that the close proximity of Marlborough Hill and Rosslyn Crescent would allow the use of Section 106 monies for both streets.

An officer stated that traffic officers would be willing to review this situation. However, the Section 106 funds had been specifically allocated for Rosslyn Crescent and therefore Marlborough Hill would need to be funded from an alternative source. He added that officers would look into the feasibility of including both Whitchurch Lane and Marlborough Hill under future schemes and further information on this matter would be made available at the Panel meeting on 22 June 2011.

Following questions from Members, an officer reported that the proposal to remove Rees Drive/Partridge Close from the Stanmore CPZ would be going to statutory consultation, and officers would be meeting with a representative of residents to discuss the programme for changes in the next few days.

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

- (1) the priority list of schemes as shown at **Appendix C**, to the report of the Corporate Director Community and Environment, form the controlled parking zone programme for 2011/12, subject to confirmation of funding, be agreed;
- (2) officers be authorised to carry out scheme design and consultation on the schemes detailed in **Appendix C**, to the report of the Corporate Director Community and Environment;
- (3) officers be authorised to implement the schemes detailed in **Appendix C**, to the report of the Corporate Director Community and Environment.



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

**RESOLVED:** That officers investigate the feasibility of including Marlborough Hill and Whitchurch Lane in future parking schemes, and officers provide further information on this matter at the Panel meeting on 22 June 2011.

## **RESOLVED ITEMS**

**54. 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**

The Panel received a report of the Corporate Director Community and Environment which set out details of the petitions received since the last meeting of the Panel. The report provided details of the Council's consultations and investigations, where these had been undertaken.

### **North Harrow Signals – request for safe crossing point and changes to the phasing of the traffic lights**

This petition requested improvements to pedestrian facilities at the North Harrow traffic signals. An officer explained that all London traffic lights were controlled by Transport for London (TfL) and that any suggestions for changes to the timings of traffic lights had to be referred to them. Following receipt of a petition about this crossing in 2004, an independent study had been commissioned which stated that any change to the lights at this junction would cause delays to both pedestrians and drivers. This would have an adverse impact on the Network Management and displace traffic to surrounding areas, and TfL would not support any increased delays to the Network. He added that the accident rate at this crossing was deemed acceptable.

### **Streatfield Road – request to reduce the weight and size of lorries using the road**

An officer stated that Streatfield Road was a local distributor road. The ban on heavy goods vehicles (HGVs) was difficult to enforce as it was difficult to distinguish between those lorries that had legitimate business in the area and those using the road as a thoroughfare. London Councils had introduced an 18 tonne overnight lorry ban and carried out surveillance visits at night at different locations in the city. Officers were undertaking traffic surveys of Streatfield Road, which would help them to understand the HGV composition and pattern of traffic flows and allow London Councils to best direct enforcement activity. This would be followed by discussions with the Councils enforcement team and the practicality of using smart cars with cameras that could be used to observe HGVs in the area. He added that although it might be theoretically possible to introduce a width restriction which would allow access to buses and emergency vehicles, this measure may simply displace the problem to surrounding streets. Officers would be liaising with the residents of Streatfield Road to discuss possible ways forward.

### **Pinner Green Traffic Lights – request for safety improvement**

Officers had met on site with the petitioner. The main concern was with motorists speeding and queue jumping at the traffic lights. Police had been alerted to the high incidence of bad driver behaviour at these traffic lights. Officers were looking into the possibility of introducing arrows in the road to help drivers turning right and left, as part of the Uxbridge Road scheme, which would begin at the end of February 2011.

### **No 496-504 Northolt Road – objection to “No Entry” in service road**

Officers became alerted to the fact that No Entry signs had been installed on Northolt Road in error, following receipt of a petition protesting against their installation. The signs had since been removed.

### **Cornwall Road – request for Residents’ Parking**

This road was due to be considered as part of the Pinner Road CPZ Review. Officers would be meeting with the relevant Ward Councillors and issuing consultation documents to residents.

**RESOLVED:** That

- (1) officers liaise with the residents of Streatfield Road;
- (2) the report be noted.

## **55. INFORMATION REPORT: Capital Programme Update: Traffic and Parking Schemes**

The Panel considered a report of the Corporate Director Community and Environment, which provided an update on progress on delivery in 2010/11 of transport schemes and initiatives on the Capital Programme. This included schemes funded by Transport for London and those schemes included in Harrow’s Capital Programme. Officers particularly drew Panel members’ attention to Appendix A of the report which set out Harrow’s own programme of parking and traffic schemes.

Following questions from Panel members, an officer reported that:

- the Northolt Road local safety scheme had received favourable responses from residents and works orders had been issued;
- members of the Hatch End Residents’ Association had stated that they felt that the Consultation area had not been wide enough. An officer would be meeting with Ward councillors for further discussions and advised that the funding available needed to be used before the end of March 2011.

The following amendments to the report were agreed:

- Page 67, line 6, under the heading of 'Details: Bus stop accessibility works' – the words Belmont Road, Peel Road be deleted;
- Pages 68-69, under the heading of 'Programmed Completion', 2010 be amended to 2011 throughout.
- Page 69 under the heading 'The Ridgeway' the bus service H22 should be replaced by H11.

**RESOLVED:** That the report be noted.

## **56. Any Other Urgent Business**

### (i) Dual use Cycle/Pedestrian paths

In accordance with the Local Government (Access to Information) Act 1985, the following item was submitted late to the agenda to provide clarification on the consultation process regarding proposals to designate certain footways in Harrow as dual use, for both pedestrians and cyclists. An adviser to the Panel was concerned that this proposal would be implemented without adequate consultation.

Officers confirmed that this scheme was being funded by TfL and that all relevant stakeholders would be consulted, and the matter surrounding the general principle of dual use of pedestrian paths would be reported and discussed at a future meeting of the Panel.

### (ii) Vote of Thanks

The Chairman stated that this was the last meeting of the Panel for the Municipal Year 2010/11 and he expressed his appreciation to Members, Advisers and officers for their hard work.

The Representative of the Harrow Public Transport Users' Association offered his thanks to the Chairman and members of the Panel.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.50 pm).

(Signed) COUNCILLOR NIZAM ISMAIL  
Chairman

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**LONDON BOROUGH OF HARROW**

**TRAFFIC AND ROAD SAFETY ADVISORY PANEL**

**23 JUNE 2011**

**Reference from Cabinet meeting held on 19 May 2011: Petition relating to parking problems in Elgin Avenue**

Councillor Ajay Maru presented a petition from approximately 84 residents of Elgin Avenue, Kenton. The terms of the petition were as follows:

“We the undersigned residents of Elgin Avenue, Kenton, call upon Harrow Council to take action to resolve the parking problems in our road, particularly at the junction of Elgin Avenue and Kenmore Avenue.”

**RESOLVED:** That the petition be received and referred to the Traffic and Road Safety Advisory Panel for consideration.

**FOR CONSIDERATION**

**Background Documents:**

Minutes of Cabinet – 19 May 2011  
Petition

**Contact:**

Daksha Ghelani, Senior Democratic Services Officer  
Tel: 020 8424 1881  
daksha.ghelani@harrow.gov.uk

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**We the undersigned residents  
of Elgin Avenue, Kenton call  
upon Harrow Council to take  
action to resolve the parking  
problems in our road  
particularly at the junction of  
Elgin Avenue and Kenmore  
Avenue**

*copy*

[Redacted]

[Redacted]

Councillor Ajay Maru  
Room 102, Labour Group Office  
PO Box 2  
Civic Centre, Station Road  
HARROW  
HA1 2UH

31<sup>st</sup> August 2010

Dear Mr Maru,

As a Neighbourhood Watch Coordinator and Neighbourhood Champion for Elgin Avenue Harrow, I have learnt that many of the Avenue's residents are concerned about the parking around the top end of the road at the junction with Kenmore Avenue. Many have asked me whether yellow lines can be painted to prevent parking on the 90° bend, at the end of Elgin Avenue and along both sides for several metres at the junction with Kenmore Avenue.

Parking on these stretches of both roads prevents drivers from seeing around the corner, which in turn presents a hazard. Often there are larger vehicles such as vans and 4x4's, which pose a greater problem as visibility around the corner is reduced to nil.

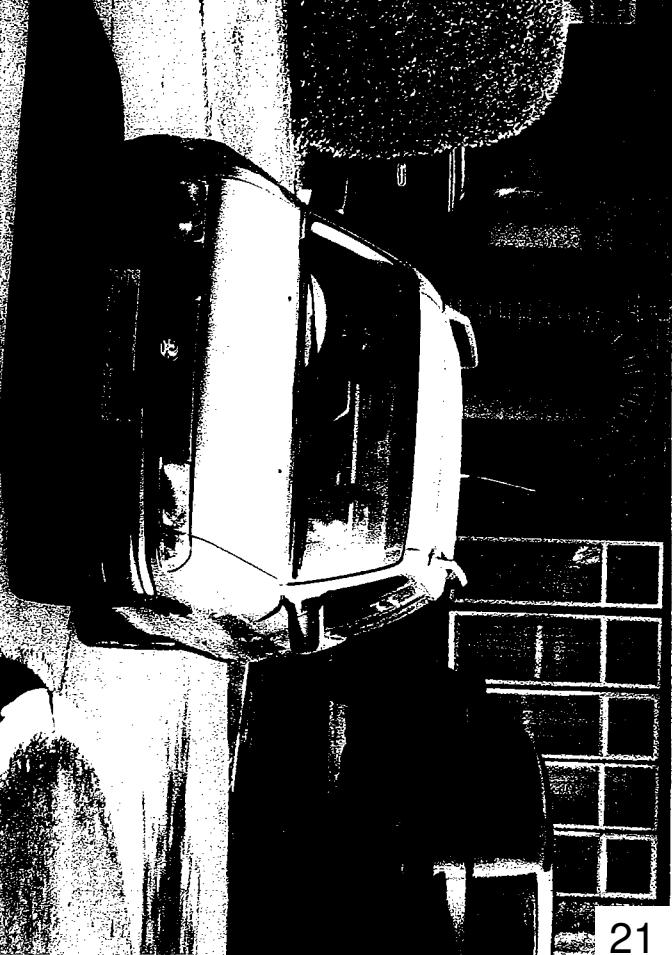
I have spoken to some of the drivers who park on the corners and have been told they don't care and will continue to park there as there is nowhere else to park. The introduction of yellow lines to this stretch of the road would force them to park elsewhere and reduce the risk of crashes and visual obstructions.

Yours Sincerely,

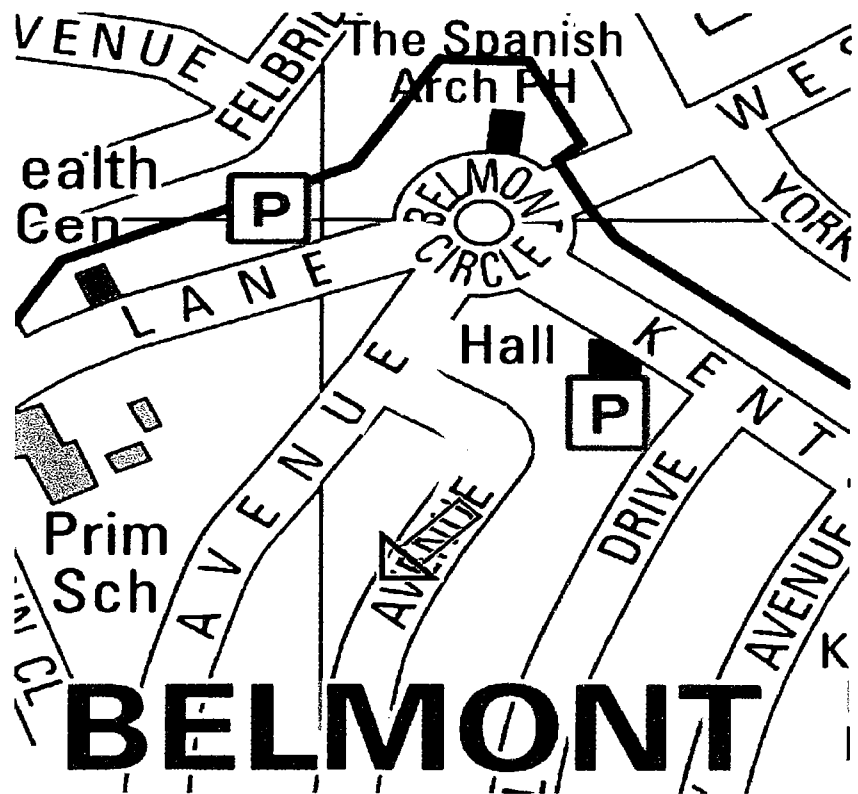
[Redacted Signature]

cc: Councillor Vina Mithani  
Councillor Yogesh Teli









This map shows the junction of Kenmore Avenue and Elgin Avenue and the bend in Elgin Avenue which we believe requires Yellow Lines.

<u>Name</u>	<u>Address</u> <u>(optional)</u>	<u>Signature</u>	<u>Comments</u>

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

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**Date of Meeting:** 23rd June 2011

**Subject:** **INFORMATION REPORT**  
Petitions relating to:

1. Green Lane – Request for road closure.
2. Uxbridge Road- Road scheme request to keep pelican crossing
3. Marlborough Hill- Request to review CPZ
4. Harley Road/Harley Crescent- Request to review parking
5. Elgin Avenue/Kenmore Avenue- Request for parking controls

**Responsible Officer:** Brendon Hills - Corporate Director  
Community and Environment

**Exempt:** No

**Enclosures:** **Appendix A** – Results of video survey at Green Lane/ Stanmore Hill junction

**Appendix B** – Results of traffic flows in the Green Lane area

**Appendix C**- Proposed consultation area Marlborough Hill

**Section 1 – Summary and Recommendations**

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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

### Green Lane – Request for a permanent road closure

- 2.1 A petition was presented to the TARSAP in February 2011 by local residents of Green Lane. The petition contained 106 signatures from local residents in the Green Lane, Stanmore area.

The petition was titled Petition for closure of top end of Green Lane, Stanmore. It was stated in the following terms:-

*“Thank you for the opportunity to log this petition of residents views with your Committee.*

*As you know the Officers of your traffic management and Planning Department have carried out two consultations with the residents of Green Lane recently.*

*Both of these were rejected. This is the second petition signed by residents of Green Lane.*

*The first petition was to strongly reject the second consultation; this was in response to information that the first petition was statistically close.*

*This petition as you may see is widely signed by the majority of residents and houses in Green Lane, where ever those houses are located, literally from the top to the bottom of the road. As you will understand, some houses are not signatories due to the fact that they have had several visits, but we have been unable to find someone in, the houses are empty or recognisably on the rental market, however by far the majority of residents have signed.*

*Here are our issues in brief; these have been discussed in detail with the officers of the traffic management department*

- 1. We do not have a parking problem (Particularly with residents and their vehicles)*
- 2. We do have extreme problems with the road being a “rat run “with more and larger commercial vehicles using Green Lane more frequently.*
- 3. We have a traffic standstill three times a day, with aggressive behaviour, shouting, and horn blowing.*
- 4. We believe we have put forward the best solution for Green Lane and Stanmore Broadway.*

*We have had a wide range of discussions with officers of the traffic management department, they are well aware of all the issues, this issue simply comes down to who's rights are more important, the residents? Or non residents who use the road as a short cut.*

- 2.2 Officers from the Traffic and Road Safety team met with the two lead petitioners on 3<sup>rd</sup> March 2011 in Green Lane to discuss the content of the petition and to listen to their concerns and suggestions.
- 2.3 Officers appreciated why some residents would like a road closure because the obvious advantages are the lack of through traffic and a quieter environment. It was mentioned to the petitioners that a permanent road closure can be an effective, self-enforcing, means of stopping all through traffic movements, however, there are a number of disadvantages.
- 2.4 A permanent road closure would displace traffic to the surrounding streets and would be likely to increase queues and delays at signalised junctions on the main road network which would have an undesirable effect on the wider network, especially as the council has received complaints about congestion and traffic delays in the past.
- 2.5 A road closure will be inconvenient for some residents and also the emergency services because they restrict access and therefore increase journey times and delay. This is particularly relevant to the emergency services as it will affect their statutory emergency response times. In some cases a road closure access point for the emergency services is provided but this is generally dependant on there being sufficient road space available. In this instance space is limited and an access point cannot be provided.
- 2.6 Traffic surveys have indicated that a road closure would displace around 620 vehicles in the morning peak hour and around 350 vehicles in the afternoon peak hour. Approximately 3,250 vehicles will be displaced over a 24 hour period during a typical week day. The resulting queues and delays at The Broadway / Stanmore Hill junction and the Alpine junction, which already operate close to or at capacity, would therefore not be appropriate. It is worth noting that in this area there are already frequent complaints about congestion and delays and so any resultant increase in congestion is unlikely to be accepted by the wider community.
- 2.7 During May 2011 there was a planned closure of Green Lane at the Stanmore Hill end to facilitate temporary repairs to a water main. Observations to traffic flows were arranged to assess the impact of the closure traffic patterns and key junctions in the area during the closure. Officers commissioned independent traffic surveys at key locations in the area prior to and during the road closure so the results could be compared.
- 2.8 We explained to residents that the funds available to the council for traffic management schemes are limited and therefore we carefully

assess requests so that roads with the worst accident and traffic problems are prioritised first. An analysis of the traffic accidents statistics is used to determine priorities and a three-year period of study is the standard nationally, by which transport professionals assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.

- 2.9 The most up to date personal injury accident data for Green Lane has been reviewed and indicated that there were no personal injury accidents within the last three years.
- 2.10 The lead petitioners mentioned at the meeting that they felt that an alternative way of dealing with the problem would be to ban the northbound left turn into Green Lane from Stanmore Hill. They felt that this would reduce the amount of traffic entering Green Lane significantly and would help to ease congestion. It was therefore agreed that officers would arrange for an independent survey of traffic flows in the area and a video survey of the junction with Green Lane / Stanmore Hill to investigate the impact of a left turn ban.
- 2.11 Officer's pointed out that a banned movement would require effective enforcement and that from experience this was difficult to enforce without physically preventing this movement.
- 2.12 The results of both the area traffic surveys and the video survey at the junction of Green Lane / Stanmore Hill are shown in **Appendix A and B** respectively for information.
- 2.13 It is important to consider that the expected transfer of traffic to the surrounding streets from either solution will be significant and also that there are no personal injury accidents in Green Lane making this a low priority in terms of safety. On that basis it is not recommended that a permanent closure of Green Lane at the junction of Stanmore Hill or the alternative left turn ban suggestion put forward by the petitioners be progressed at this time.
- 2.14 It may be possible to revisit this issue in the future once the linking of the traffic signals along the Stanmore Broadway corridor is complete as it is possible that traffic patterns and the levels of capacity may change as a consequence.

**Uxbridge Road, traffic scheme - objection to the removal of the pelican crossing near the Grimsdyke Road junction.**

- 2.15 A 880 signature petition was presented to the TARSAP in February by a local resident of Hatch End.

The petitions states;

*"We the undersigned hereby agree that it is essential to keep the pelican crossing and traffic lights."*



- 2.16 With strong local support for the retention of the existing Pelican crossing west of Grimsdyke Road, officers agreed with the Portfolio Holder that the existing pelican crossing be retained and the proposed conversion to zebra crossing be omitted from the final scheme.
- 2.17 In addition to this the proposed additional zebra crossing west of Anselm road will not now proceed and will be replaced by a pedestrian refuge to act as an additional informal crossing facility.
- 2.18 To help reduce delay and congestion, officers recommend that the Pelican crossing should have the signal timings amended to provide a minimum of 30 seconds green for traffic in between pedestrian stages, an increase from the existing 20 seconds. This will help to ease congestion along this corridor.
- 2.19 Officers advise that monitoring of the crossings will be undertaken once the scheme is implemented to review operational performance. The impact on pedestrians will be carefully assessed bearing in mind that requests for additional crossings were made elsewhere along the Uxbridge Road (near Wellington Road and near Dove Park).

#### **Marlborough Hill - request to review existing CPZ**

- 2.20 A petition was received in January 2011 from residents of Marlborough Hill which was forwarded by Councillor Perry. The petition states:

*“We the undersigned Residents of Marlborough Hill urge Harrow Council to take forward a formal review of the parking situation in Marlborough Hill. The parking at the Civic Centre end of Marlborough Hill has deteriorated in recent years.”*

The reasons that residents have requested the review is because they feel:

- The afternoon commuter parking has increased
- The afternoon parking from Civic Centre workers and visitors has increased
- The above leaves minimal parking space for residents in our Street

- 2.21 The petition was signed by 12 residents together with 13 people who were visitors, carers or tradesman who were attending the properties at the eastern section of Marlborough Hill.
- 2.22 Marlborough Hill forms part of Zone C Controlled Parking Zone which covers the area south of Headstone Drive and is bounded by the railway line. The current control times are Monday to Friday 10am-11am. The area was the subject of a review in 2005.
- 2.23 This area was not included in the priority programme for 2011/12 presented to the Panel in February 2011, however, the subject was raised by a panel member and it was agreed that officers would try to locate funding for the road to be included. A separate Panel report on

this agenda seeks approval for £10k to be allocated to reviewing parking in Marlborough Hill.

- 2.24 An initial assessment of the problem suggests that the most practical way of addressing the problems would be for Marlborough Hill to be included in the adjacent Zone K which would operate from Monday to Saturday 8.30am to 6.30pm. Initial discussions with the lead petitioner have indicated support for this approach but a request has been made to include the adjacent length of Baron Mead (Marlborough Hill to Sandridge Close/Kings Way). This in itself would not appear to be problematic but there is the risk that residents in the adjoining roads would wish to similarly have their roads reviewed with the potential for a much larger number of streets to be included. Such a review and implementation would be outside the scope that the present resources would allow. Any such request would need to be placed on the priority list and considered by TARSAP at the next review in February 2012.
- 2.25 At the time of writing this report it is intended that statutory consultation will commence in mid June on proposals as indicated above and as set out on the plan shown at Appendix C. A verbal update will be given at the meeting.
- 2.26 It is intended to report the consultation results to the September meeting of the Panel.

#### **Harley Road / Harley Crescent - request to review parking**

- 2.27 A petition was received in January 2011 from residents of Harley Road and Harley Crescent which was forwarded by Councillor Perry. The petition states:

*"We the undersigned Residents of Harley Road and Harley Crescent urge Harrow Council to take a formal review of the parking situation in our Roads. The parking in Harley Road and Harley Crescent has deteriorated in recent years."*

The reasons that residents have requested the review is because they feel:

- The commuter parking has increased
- Since the implementation of a Controlled Parking Zone in nearby roads displaced parking has significantly increased
- The above leaves minimal parking space for residents in our Roads

- 2.28 The petition was signed by 5 residents in the roads.
- 2.29 The above roads lie immediately to the west of the CPZ Zone C which has parking controls operating Monday to Friday 10am to 11am.
- 2.30 Officers are aware from resident contacts and personal observations that there is probably parking displacement taking place as well as influences from the nearby school.

- 2.31 There is no funding allocated to reviewing parking in these roads. It is explained in 2.24 that there is a risk of the scale of the review escalating in the area. In addition there is the potential effect of the re-development of the nearby Kodak site which could change parking patterns in the whole area. The re-development of this site is being carefully reviewed by the Council who will seek to obtain S106 developer contributions to mitigate any potentially significant parking effects in the area.
- 2.32 It is therefore proposed that the area be considered as part of the next annual prioritisation of parking schemes reported to the February 2012 Panel meeting and that the petitioners be informed appropriately.

**Elgin Avenue/Kenmore Avenue- request for parking controls.**

- 2.33 A petition was reported by Councillor Maru to the Cabinet meeting on 19<sup>th</sup> May 2011 on behalf of local residents. It was agreed that the petition be referred to the panel for consideration.

- 2.34 The petition states:

*“We the undersigned residents of Elgin Avenue, Kenton call upon Harrow Council to take action to resolve the parking in our road particularly at the junction of Elgin Avenue and Kenmore Avenue”*

- 2.35 The petition was signed by 83 residents of Elgin Avenue representing 80 properties. The lead petitioner explains in the petition, supported by a number of photographs :

*“I have learnt that many of the Avenue’s residents are concerned about the parking around the top end of the road at the junction with Kenmore Avenue. Many have asked me whether yellow lines can be painted to prevent parking on the 90<sup>o</sup> bend, at the end of Elgin Avenue and along both sides for several metres at the junction with Kenmore Avenue.*

*Parking on these stretches of both roads prevents drivers from seeing around the corner, which in turn presents a hazard. Often there are larger vehicles such as vans and 4X4’s, which pose a greater problem as visibility around the corner is reduced to nil*

*I have spoken to some of the drivers who park on the corners and have been told they don’t care and will continue to park there as there is nowhere else to park. The introduction of yellow lines to this stretch of road would force them to park elsewhere and reduce the risk of crashes and visual obstructions”*

- 2.36 It is unfortunately the case that drivers are ignoring the well established rules set out in the Highway Code that drivers should amongst other criteria NOT PARK:

- Opposite or within 10 m of a junction
- On a bend
- Anywhere that would obstruct emergency vehicle access

- Anywhere that would obstruct access to a property
- 2.37 Only the police have the powers to deal with obstruction on unrestricted roads and for them it is a low priority. It inevitably becomes the responsibility of the council to install parking restrictions which involves considerable time and cost involved with consultation and drafting and advertising the necessary traffic orders.
- 2.38 One of the problems of treating parking problems at a specific location is the effect of displacing the parked vehicles onto other roads. I note that the lead petitioner states that yellow lines will force them (drivers) to park elsewhere but there is a risk that the new location could have more significant negative effects than that experienced at the present location.
- 2.39 Officers are also aware of parking problems in Kenmore Avenue on the approach to Belmont Circle. These are exacerbated by the presence of vehicles displaying a blue badge who can use the national concession to park on single and double yellow lines for up to 3 hours.
- 2.40 The location will be examined under the Local Safety Parking Schemes Programme (LSPS), previously known as the Problem Streets programme. The evaluation process is set out in a separate report at this meeting of the Panel. Once this process has been carried out the lead petitioner and ward councilors will be contacted.
- 2.41 If the scope of the parking problems is outside the scope of the LSPS because of the impact of displacement and other effects then the issue will be placed on the priority list and considered by TARSAP at the next annual review in February 2012.

### **Section 3 – Further Information**

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. 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 corporate priorities:
- 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
- Supporting our Town Centre, our local shopping centres and businesses

## **Section 6 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		

## **Section 7 - Contact Details and Background Papers**

### **Contact:**

Barry Philips, Team Leader - Traffic and Road Safety

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Paul Newman, Team Leader - Parking & Sustainable Transport

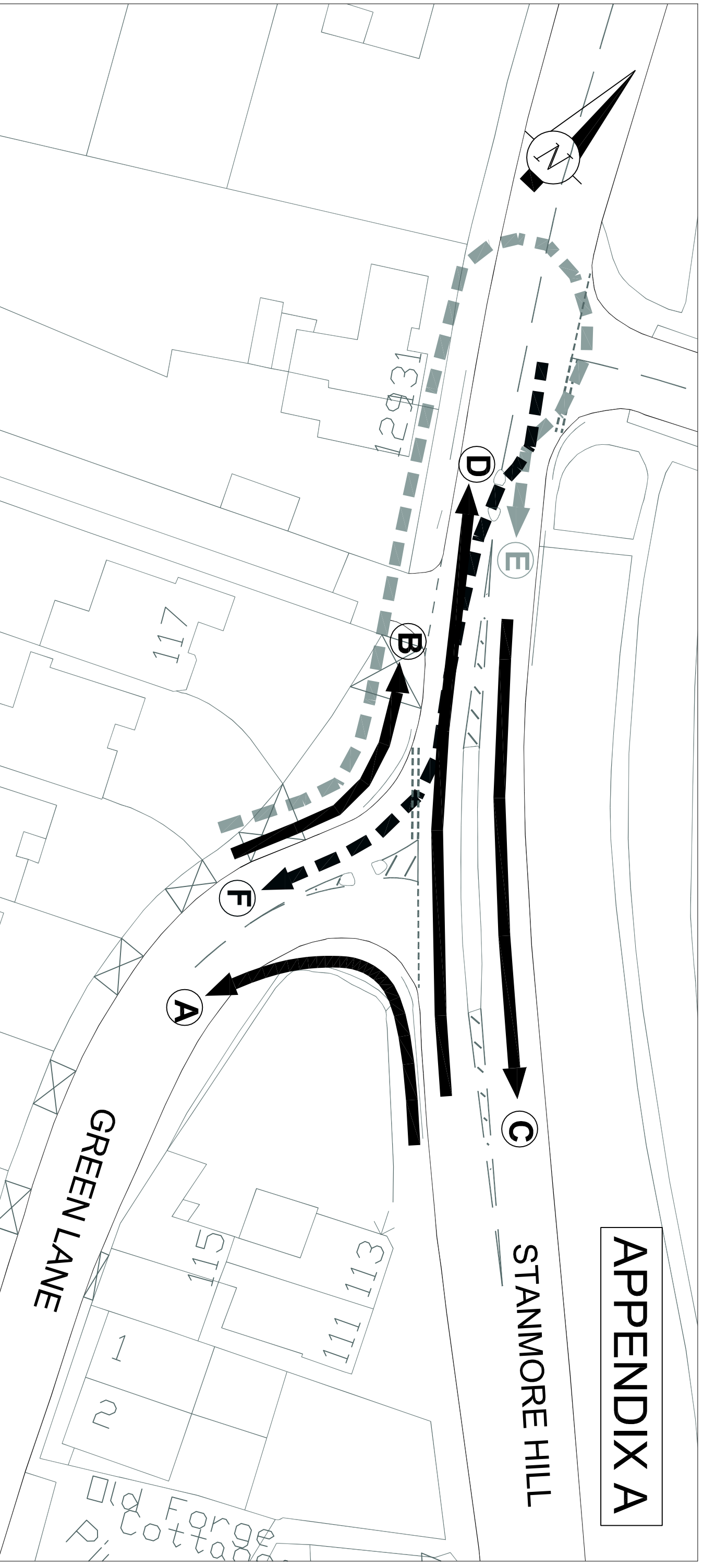
Tel: 020 8424 1650, Fax: 020 8424 7662, E-mail: paul.newman@harrow.gov.uk

### **Background Papers:**

TfL - London Road Safety Unit

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# APPENDIX A



MOVEMENT	TRAFFIC VOLUME (7AM - 7PM)
A	509
B	2611
C	4117
D	2494
E (U-TURNING)	5
F (ILLEGAL RIGHT TURN)	9

NOTES:

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**Harrow Council**  
 LONDON

URBAN LIVING - AREA SERVICES  
 PUBLIC REALM INFRASTRUCTURE

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 Harrow, Middlesex, HA1 2XA  
 Tel: 020 8865 3611  
 Fax: 020 8420 9611

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Designation	Details of Revision	Date	Sign

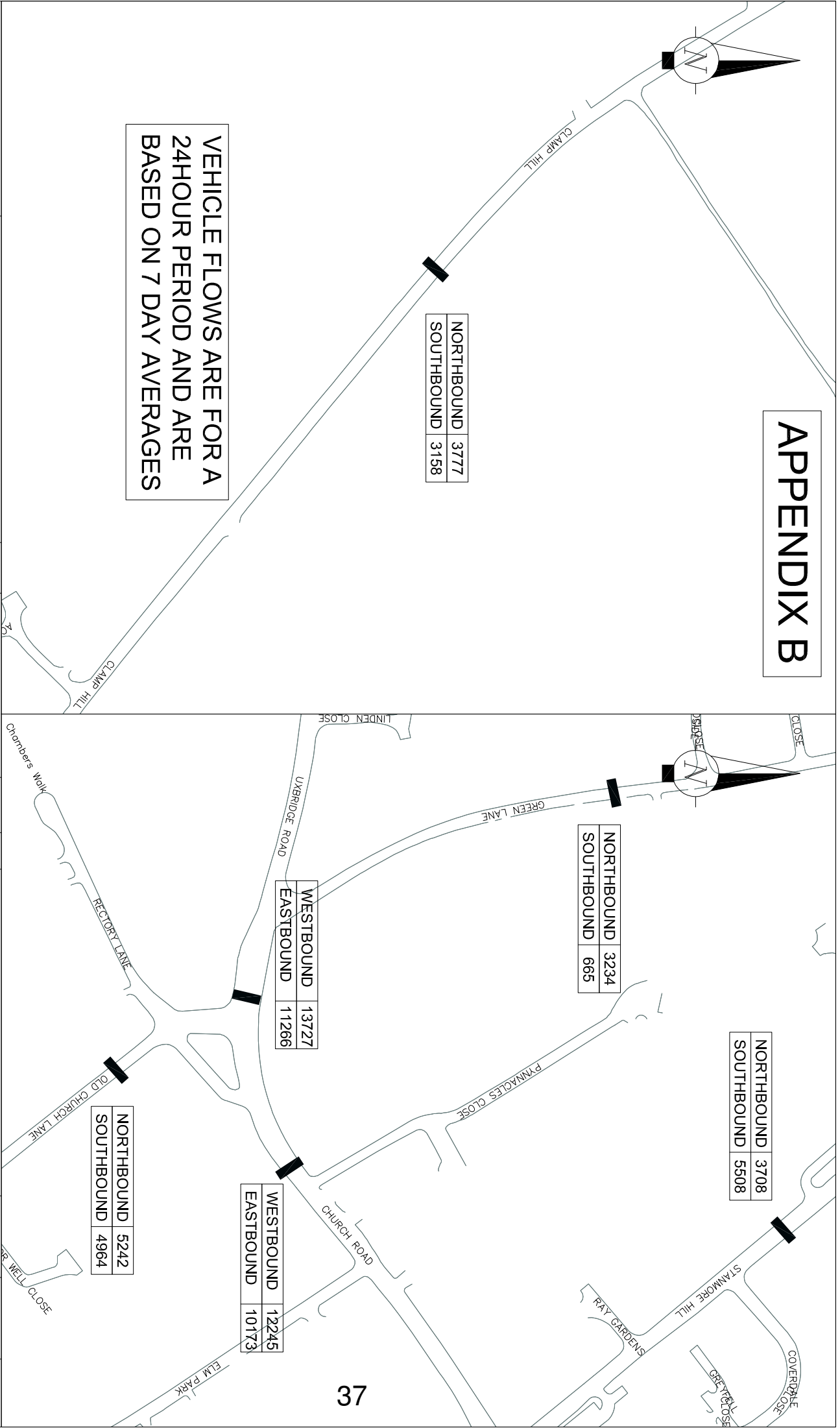
Project <b>GREEN LANE / STANMORE HILL (STANMORE)</b>	Title <b>VIDEO SURVEY</b>
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# APPENDIX B



NOTES:  
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**Harrow Council**  
 LONDON  
 COMMUNITY & ENVIRONMENT  
 TRANSPORTATION

P.O. Box 39, Civic Centre,  
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 Tel: 020 8863 5611  
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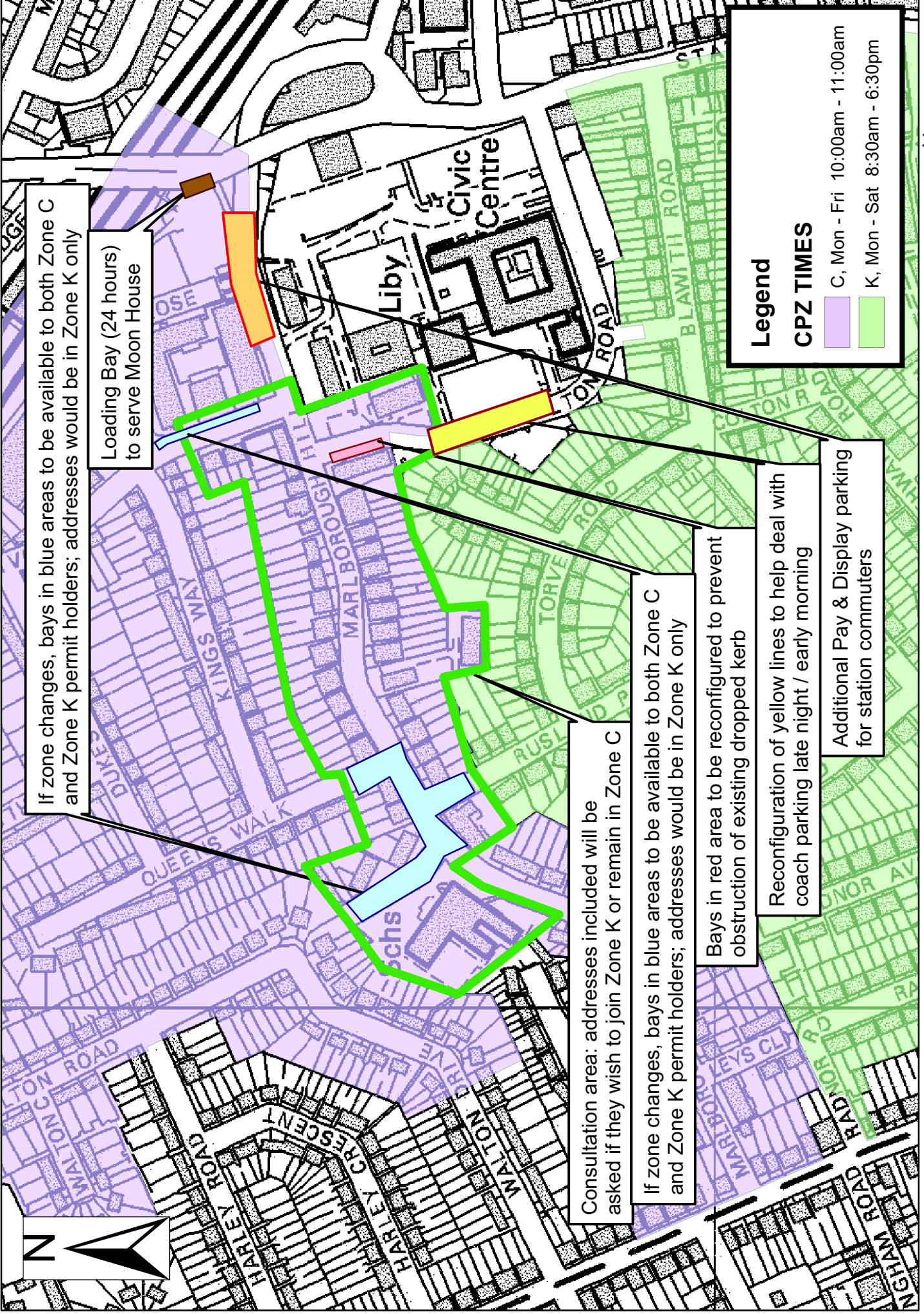
Designation	Details of Revision	Date	Sign
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Project  
**GREEN LANE PETITION**  
**ATC SURVEYS**

Scale	Drawn	Checked
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@ A3	Date	
	08/02/11	
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# APPENDIX C: Marlborough Hill - parking consultation area



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

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<b>Date of Meeting:</b>	23rd June 2011
<b>Subject:</b>	Allocation of Local Transport Fund schemes (TFL funding) 2011/12
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Brendon Hills – Corporate Director Community and Environment
<b>Portfolio Holder:</b>	Councillor Philip O'Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A:</b> Proposed schemes

## **Section 1 – Summary and Recommendations**

This report outlines the proposed programme of schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2011/12.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the proposed programme of local transport schemes be approved.

### **Reason: (For recommendation)**

In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2011/12 financial year.

## **Section 2 – Report**

### **Background**

- 2.1 The Transport for London (TfL) award for funding in 2011/12 included an allocation of £100,000 for each borough identified as a local transport funding allocation. This money is allocated to boroughs through the Local Implementation Plan (LIP) funding process and is the second and final year that separate funding will be allocated to boroughs by TfL. In the future all funding will be provided through the LIP formula-based funding mechanism.
- 2.2 The local transport fund is to be used by the borough for any local transport schemes they wish to implement. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy and the borough's LIP but no other criteria apply to this allocation. The purpose of this freedom is to give greater independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funding.

### **Options considered**

- 2.3 The option to use funding to support other LIP projects was not supported because the fund is too small to have a significant impact on the LIP programmes of work and it would be difficult to see these elements as clearly identifiable pieces of work that support local initiatives. The proposed programme therefore focuses on a small number of specific individual projects that address issues not included in the current 3 year LIP programme of investment.

2.4 A proposed programme of local schemes which officers consider to be of transport benefit to Harrow has been prepared for consideration by the panel. This involved a review of local issues of interest to members, public and other key stakeholders where the schemes will contribute to the Mayoral objectives and Harrow's LIP objectives. The evaluation of the issues involved consideration of the following factors:

- Cost
- Corporate priorities
- Equalities
- Indices of multiple deprivation – This combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score
- Public support
- Timeframe for completing work (within 2011/12)
- Impact
- Available resources – staff time

2.5 The proposed programme developed has been discussed with the Portfolio Holder for Environment and Community Safety who has agreed that this programme be presented to TARSAP for consideration.

#### **Proposed programme of schemes 2011/12**

2.6 The proposed programme of local transport schemes can be seen summarised in the table below.

Cycle Parking	To increase cycle usage/uptake it is vital that secure cycle parking is provided at key strategic locations throughout the borough	£15,000
College Road contra flow cycle scheme	A low cost interim measure to eliminate the barrier for cyclists along College Road as well as to link up with completed cycle routes to the east and west of the town centre.	£15,000
Kingshill Avenue area – traffic management scheme	Traffic management scheme to mitigate the impact of through traffic in the area and reduce personal injury accidents.	£60,000
Aylward School, Harrow on the Hill, Kenmore Park School– 20 mph zones	Amendments to the existing traffic calming in the zones identified to reduce traffic speeds to comply with national guidelines.	£10,000

2.7 **Appendix A** to this report contains three tables giving additional information regarding the schemes for consideration by members.

- Table 1 provides a description of proposed schemes, reasons for their inclusion and their associated costs.
- Table 2 provides a list of proposed schemes with their link to corporate priorities, equalities, Indices of Multiple Deprivation (IMD) score and their environmental impact
- Table 3 shows a list of proposed schemes with their link to Harrow's transport objectives

2.8 The panel are requested to recommend to the Portfolio Holder that the programme be approved.

### **Financial Implications**

2.9 TfL has allocated 100k for the delivery of the chosen schemes and therefore there is no cost implication to the Council for this work. The funding is an opportunity to deliver local transport schemes which could not have been delivered from the Council's existing resources. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation. The local transport funding allocation has received approval for inclusion in the 2011/12 Capital Programme.

### **Risk management Implications**

2.10 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

### **Equalities Implications**

2.11 An equality impact assessment (EqIA) has been undertaken and indicated this of low relevance at the screening stage. No adverse impact or illegal discrimination on any of the specified equality groups were identified. There will be some positive impacts of the works on all equalities groups, particularly children and people with mobility difficulties.

### **Corporate priorities**

2.12 The delivery of the local transport fund schemes will contribute to achieving all of the council's corporate priorities:



- 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
- Supporting our Town Centre, our local shopping centres and businesses

### **Section 3 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 03/06/11		

### **Section 4 - Contact Details and Background Papers**

Contact:

Barry Philips, Team Leader - Traffic and Road Safety 0208 424 1649

Paul Newman, Team Leader - Parking and Sustainable 0208 424 1065

#### **Background Papers:**

Department for Transport -Traffic Advisory Leaflets  
Cycle guidance

## Appendix A: Proposed schemes

Table 1: Description of proposed schemes, background and costs

Scheme	Cost	Reason
<b>Cycle Parking</b>	£15,000	<p>The provision of secure, well located cycle parking is essential if people are to be encouraged to use a bicycle as a means of transport.</p> <p>The provision of cycle parking facilities promotes and encourages this mode of transport as a viable alternative and indicates to the public that cyclists are welcome. It also reinforces the message to motorists that cycling is an alternative and the uptake/usage acts as a quick visual indicator as to whether cycle usage is on the increase.</p>
<b>College Road - contra flow cycle scheme</b>	£15,000	<p>College Road forms a key part of the local cycle network. The current one way operation of the road prevents cyclists from travelling eastbound to link up with cycle routes east of the town centre. Cyclists therefore have to use a longer and less desirable route instead via Bessborough Road underpass and Lowlands Road which forms part of the Strategic Road Network (SRN) and has higher volumes of traffic and is more hazardous for cyclists to negotiate.</p> <p>In the past cycle facilities here were not taken forward because there were plans to redevelop the area around the bus station, however, the council has now decided that interim measures for cyclists should be introduced to facilitate and promote cycling into the town centre linking them with the newly implemented two way cycle route along Station Road (Appendix A).</p> <p>The main elements of the scheme are as follows:</p>

Scheme	Cost	Reason
		<ul style="list-style-type: none"> <li>• off road one way contra flow cycle track (eastbound)</li> <li>• signs mounted on Manchester bollards</li> <li>• tactile paving</li> <li>• white lining/logos to demarcate cycle track</li> <li>• drop kerb onto College Road opposite the bus station.</li> </ul> <p>The scheme cost is expected to be in the region of approximate £15k.</p>
<b>Aylward School, Harrow on the Hill, Kenmore Park school – 20 mph zone enhancements</b>	£ 10,000	<p>Following a recent analysis of 20 mph zones in the borough officers have indentified some roads where speeds are still higher than desirable and where personal injury accident levels are on the increase. Surveys have identified Dalkeith Grove and Charlton Road as particular areas of concern.</p> <p>Both the Aylward School and Kenmore School 20 mph zones were introduced utilising traffic calming measures such as narrow speed cushions which have failed to reduce vehicle speeds sufficiently. As a result officers are proposing to widen the existing speed cushions to reduce vehicle speeds in order to comply with Department for Transport guidance and make the 20 mph zone more self enforcing.</p>
<b>Kingshill Avenue area – traffic management scheme</b>	£60,000	<p>The Kingshill Avenue area has suffered the effects of increased traffic levels which have led to concerns from local residents regarding road safety and congestion.</p> <p>Traffic surveys have confirmed that this area is used as a cut through from Kenton to Harrow and Wealdstone. Local people have also told us that it s a major concern to them. In order to address these issues officers recommend that a traffic management scheme be implemented to make the area safer for local residents, particularly young children, and also around the access to Kenton recreational ground.</p>

**Table 2: Schemes link to corporate priorities, equalities, Indices of Multiple Deprivation (IMD) score and their environmental impact**

<b>Scheme</b>	<b>Cost</b>	<b>Corporate priorities</b>	<b>Equalities<sup>1</sup></b>	<b>IMD score (3 least deprived, 43 most deprived)</b>	<b>Environmental Impact</b>
<b>Cycle Parking</b>	£15,000	Keep Neighbourhoods green	✓ Positive but low impact benefit	Cross borough benefit	Positive as will reduce separate car journeys
<b>College Road - contra flow cycle scheme</b>	£15,000	Keep Neighbourhoods green	✓✓ School children to benefit most	Cross borough benefit	Positive Reduces congestion
<b>Aylward School, Harrow on the Hill School and Charlton Road – 20 mph zone enhancements</b>	£10,000	Keep Neighbourhoods safe	✓ School children and those to benefit most	15.43	Positive Improves road safety and encourages walking and cycling
<b>Kingshill Avenue area – traffic management scheme</b>	£60,000	Keep Neighbourhoods safe	✓✓ All road users to benefit	12.52	Positive Reduces congestion and improves road safety and accessibility

<sup>1</sup> ✓ Positive but low impact benefit, ✓✓ Positive but medium impact benefit, ✓✓✓ Positive but high impact benefit

**Table 3: Schemes link to the LIP objectives in accordance with the MTS**

<b>Harrow transport objective (abbr)</b>	<b>Cycle Parking</b>	<b>College Road – contra flow cycle lane</b>	<b>20 mph zone amendments to speed cushions</b>	<b>Kingshill Avenue-Traffic calming</b>
Promote healthy and safe travel particularly for pedestrians and cyclists	✓✓✓	✓✓✓	✓✓	✓✓
Reduce CO <sub>2</sub> emissions in Harrow, increase environmental sustainability, improve air quality and deliver a better quality of life through the use of travel planning and appropriate traffic engineering including providing improved facilities for pedestrians and cyclists	✓✓✓	✓✓✓	✓✓✓	✓✓
Regenerate Harrow Town Centre and new Area of Intensification and ensure that the transport delivery needs of the Area of Intensification are prioritised	✓	✓		
Reduce the number of motorcycle casualties across the borough			✓✓	✓✓
Improve the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus Station and improve the accessibility, efficiency and attractiveness of all transport including public transport borough wide and in particular Transport for London stations	✓✓	✓		
Improve transport connectivity between Harrow-on-the-Hill station/Harrow bus station and Harrow & Wealdstone station		✓		✓
Increase the number of people cycling in the borough in order to improve public health, improve air quality, reduce congestion and to reduce the impact of climate change	✓✓✓	✓✓✓	✓✓	✓✓
Improve the efficiency of servicing and delivery, reduce congestion and make essential car journeys easier			✓✓	✓✓
Improve pedestrian walkways that use and link existing parks and open spaces with town centres and public transport provision			✓✓	✓✓✓

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

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<b>Date of Meeting:</b>	23rd June 2011
<b>Subject:</b>	Mollison Way, streets for people scheme – public consultation
<b>Key Decision:</b>	Yes
<b>Responsible Officer:</b>	Brendon Hills – Corporate Director – Community and Environment
<b>Portfolio Holder:</b>	Councillor Philip O’Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by Cabinet
<b>Enclosures:</b>	<b>Appendix A-</b> Mollison Way Consultation leaflet  <b>Appendix B -</b> Mollison Way Improvement Scheme Risk Register

## Section 1 – Summary and Recommendations

This report provides members with an update on progress with the development of the Mollison Way, streets for people scheme and provides details of the public consultation exercise being undertaken with the local community and other key stakeholders and businesses. Details of the consultation results will be reported at the meeting.

### **Recommendations:**

The Panel is requested to recommend to Cabinet that the scheme proceed to statutory consultation and implementation.

### **Reason: (For recommendation)**

To implement the Mollison Way, streets for people scheme as identified in the Local Implementation Plan for the benefit of the local community.

## Section 2 – Report

### Introduction

2.1 The Mollison Way – Streets for People scheme was initiated in partnership with Transport for London (TfL) in 2009 and has involved developing a comprehensive package of local transport measures which aim to:

- improve the street environment;
- increase the attractiveness of public transport, walking and cycling;
- improve road safety and safe access to the bus stops;
- improve opportunities for local social interaction; and
- reduce the fear of crime in the area.

There is a large community in the area directly affected with over 14,000 people within a 15 minute walk of the central shopping parade. The scheme will therefore have a significant impact.

2.2 The type of location and demographics met the strict requirements set by TfL for a major scheme which is identified in Harrow's Transport Local Implementation Plan. Funding for this scheme has been fully secured from TfL in this financial year.

### Options Considered

2.3 The scheme priorities and objectives were developed through extensive local engagement via stakeholder meetings set up at the start of the project and through a working group formed of local councillors, businesses, residents,



London Buses, TARSAP Advisors, the Safer Neighbourhood Team, local residents associations, Stag Lane School and local church groups.

- 2.4 The highly productive working group meetings facilitated the development and review of a wide range of options and resulted in a highly innovative final scheme which now has a broad level of community support.
- 2.5 All of the options considered have been subject to a rigorous safety auditing process which has reviewed safety issues at the feasibility and design stages and will continue at the post construction stage.

### **Background**

- 2.6 Mollison Way is situated in Edgware ward which is an area of relative deprivation and also an area with high density residences. These issues both make it a suitable candidate for a TfL funded streets for people major scheme.
- 2.7 Mollison Way and the surrounding roads were constructed on the former Stag Lane Aerodrome shortly after its closure in 1934. Mollison Way was built wide enough to allow for the last few planes to take off from the De Havilland factory on the site.
- 2.8 The legacy of this design is a wide central road area dominated by traffic and parking with poor sight lines, indiscriminate parking and no facilities to allow pedestrians to cross between the North and South shopping parades. In addition the bus stops do not have easy access and some of the footways are extremely narrow. This severely restricts access to the local shops particularly for vulnerable road users such as the elderly, disabled and children.
- 2.9 The Mollison Way – Streets for People bid was initially developed and agreed with Transport for London (TfL) in 2009. Funding of £100,000 was provided by TfL to undertake initial feasibility work in 2010/11 and scheme options were developed. Further funding of £1,000,000 was secured for 2011/12 to implement the scheme
- 2.10 As part of the local engagement, a stakeholders meeting with local representatives, councillors, residents and businesses was set up in May 2010 to identify priorities and develop initial ideas. A working group comprising of key stakeholders was set up following the stakeholders meeting to develop proposals with guidance from representatives of the traffic and road safety team. The priorities identified included:-
- Addressing pedestrian crossing and parking problems around the shopping parade area in Mollison Way
  - Improving road safety
  - Improving access to public transport and bus stops
  - Improving access to parking for local people especially those with disabilities

- The provision of CCTV
- The creation of community areas
- Local parking controls to increase turn over of spaces outside the shops

- 2.11 The main focus of the scheme development was to create an area where pedestrians and cyclists have precedence over motorists and to create an environment that is safe, inviting and improves the public realm. A key feature of the scheme design is to use available space to create community areas and to install public art features in order to encourage an improved sense of local identity and to encourage greater social interaction.
- 2.12 The scheme subsequently developed is expected to provide significant benefits for pedestrians by using a design that improves both their safety and their perception of safety. In particular the scheme will offer considerable safety benefits to children from Stag Lane First and Middle schools. The school is a key supporter of the current scheme design.
- 2.13 The benefits of the scheme will also include improvements to public transport by improving the flow of traffic for buses through the area and improving access to bus stops. A concise description of the proposals is provided in the consultation leaflet shown in **Appendix A**.

### **Public consultation**

- 2.14 Public consultation for the scheme is scheduled to run during May and June 2011. Approximately 1,300 consultation leaflets and questionnaires in total were delivered to households and businesses in the vicinity. Posters were placed on street and information leaflets distributed to shopkeepers providing details about the scheme and asking for comments.
- 2.15 In addition to the delivery of the consultation leaflets three manned traffic exhibitions were held at the Bob Lawrence Library and the Harness Harrow Medical Centre both located in Mollison Way. Details of the scheme are also included in the council's website.
- 2.16 At the time of writing this report the consultation exercise was nearly complete and a favourable response to the consultation had been received. A summary of the full consultation results will be provided at the meeting for the panel to consider.

### **Implementation**

- 2.17 Implementation of the scheme requires approval from Cabinet because the budget exceeds £500,000. The Panel are asked to recommend to Cabinet that the scheme proceed to statutory consultation and implementation.
- 2.18 Minor refinements may be made to the final scheme design to accommodate the comments and suggestion made during the consultation and these will be carefully considered via the steering group. No significant deviations from the scheme proposed would be agreed.

- 2.19 In order to introduce certain aspects of the scheme it will be necessary to undertake statutory consultation. Changes to parking controls and the introduction of pedestrian crossings will require statutory orders, notices and adverts inviting formal comments.
- 2.20 The works are programmed to start on site in the autumn subject to securing all the necessary approvals and resolving any objections or representations from statutory consultation.

### **Financial Implications**

- 2.21 The Mollison Way Improvement Scheme is being funded entirely by Transport for London (TfL) via their Major Schemes programme and there is therefore no cost implication to the Council for this work. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation. The scheme has received approval for inclusion in the 2011/12 Capital Programme.
- 2.22 The Mollison Way scheme is identified as a major scheme in Harrow's Transport Local Implementation Plan and therefore implementing this scheme is part of Harrow's statutory duty. Funding is provided by TfL to discharge this responsibility.

### **Risk management Implications**

- 2.23 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the Mollison Way scheme. The risk register is included in the Community & Environment Directorate Risk Register.
- 2.24 A separate project - specific register exists, and is provided in Appendix B.

### **Equalities Implications**

- 2.25 An equality impact assessment (EqIA) has been undertaken and indicated this of low relevance at the screening stage. No adverse impact or illegal discrimination on any of the specified equality groups were identified. There are positive impacts of the works on all equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Women and vulnerable people	Safer environment
Mobility impaired	improve the access of this area by improving the footway surfaces and creating shared surfaces and dropped kerbs
Children	Safer routes to Stag Lane schools
Others	Improved public realm, accessibility

### Corporate priorities

- 2.26 This scheme provides opportunities for a wide range of activities and benefits relating to many different areas of life, social; economic; environmental; physical and to mental health. This project encompasses the vision of Harrow's community strategy and accords with the council's new corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	Implementation of road safety measures and CCTV cameras, additional trees and an improved public realm
United and involved communities: A Council that listens and leads.	The scheme was developed and designed through local community engagement and involvement from the start of the project
Supporting and protecting people who are most in need	New improved pedestrian and disabled facilities including dropped kerbs and tactile crossing facilities
Supporting our town centre, our local shopping centres and businesses.	Improving access to the area and better, providing safer parking arrangements with a faster turnover of spaces that will support the local economy. Also improved facilities for service vehicles and deliveries.

## Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		

Name: Matthew Adams



on behalf of the  
Monitoring Officer

Date: 03/06/11

## **Section 4 - Contact Details and Background Papers**

### **Contact:**

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

### **Background Papers:**

Local Implementataion Plan 2

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APPENDIX A

# Mollison Way Improvement Scheme



**YOUR OPPORTUNITY TO IMPROVE YOUR AREA**

### Introduction

Harrow council has received funding from Transport for London for improvements to your area centred on the shopping parades in Mollison Way. This will help to:

- Make it easier and safer to cross Mollison Way and other nearby streets
- Create a modern less cluttered and more attractive shopping area, where people feel comfortable to walk, live, work and visit the shops
- Provide community areas with the potential for local art
- Improve personal security and reduce fear of crime

Representatives from the local community have been working with us to establish the priorities important to local people, getting local ideas and develop the proposals with the funding available.

We are now seeking your views on the proposals to help finalise the scheme. This can easily be done by returning the enclosed questionnaire or completing it online.

### Improvements for Pedestrians, Cyclists and Disabled People

- New crossing points including two zebras, central islands and raised platforms
- Crossing points arranged with clear visibility and reduced crossing distances
- Crossing points across side roads at either end of the Parades mostly on raised tables
- More direct pedestrian access along Mollison Way to the shops
- Altered kerb lines to deter straight through traffic
- Pavement areas repaved with quality materials improving walking conditions
- Improving footpaths especially for wheelchairs and prams by reorganising obstructions like bollards
- Reorganised parking away from junctions and crossing points improving safety for pedestrians and cyclists
- New cycle stands

### Improvements for Public Transport Users

- Better located bus stops with larger waiting areas to improve accessibility
- Specific crossing points to access bus stops
- Parking places reorganised to reduce delays to bus services

### Improvements for Drivers

- Main carriageway kept clearer for moving traffic and avoiding delays but keeping speeds low
- Clear provision for loading, disabled parking and general parking so it is safe and unobstructive
- Junction and crossing safety improved by keeping them clear

We aim to introduce crossing points along the rest of Mollison Way where pedestrians will be visible to drivers, have shorter crossing distances and find it easier and safer to cross. We will progress this once these proposals are finalised.

### Disadvantages

As well as the benefits already mentioned all such schemes do have certain disadvantages, these include:

- Overall slightly less parking can be provided in the Parades area because parking will be arranged in safe, non obstructive locations.
- A number of other options were investigated but proved to be too expensive as they would have required the relocation of underground services like gas pipes
- Less parking may be available elsewhere due to waiting restrictions to address obstructive parking at junctions or improving crossing visibility and road safety
- Road humps may cause vibrations affecting people located nearby, discomfort to vehicle occupants and can impact on emergency service response times, however this has been minimized by reducing the hump height.
- Although larger delivery vehicles will benefit from improved accessibility they may find it more difficult to turn around



# APPENDIX A

## New linked community areas to replace roundabouts

- Pedestrians have clearer more direct access to shopping parades from along Mollison Way crossing side roads on raised platforms which will also reduce traffic speeds
- New opportunity for people to meet. Possibility of feature to reflect history of area and local art for which local community representatives have secured funding
- Junctions with side roads realigned and raised entry platforms to discourage through traffic.
- Roadway taken one side of old roundabouts to keep traffic speeds down
- New quality paving throughout the Parades area

## Improvements to personal safety, security and addressing fear of crime

- New CCTV cameras linked to central control room with close working with the Police Safer Neighbourhoods teams to ensure security and protect against antisocial behaviour
- Traffic speeds reduced by self enforcing means like bends, raised platforms and central islands
- Poor parking behaviour can be monitored and necessary action taken

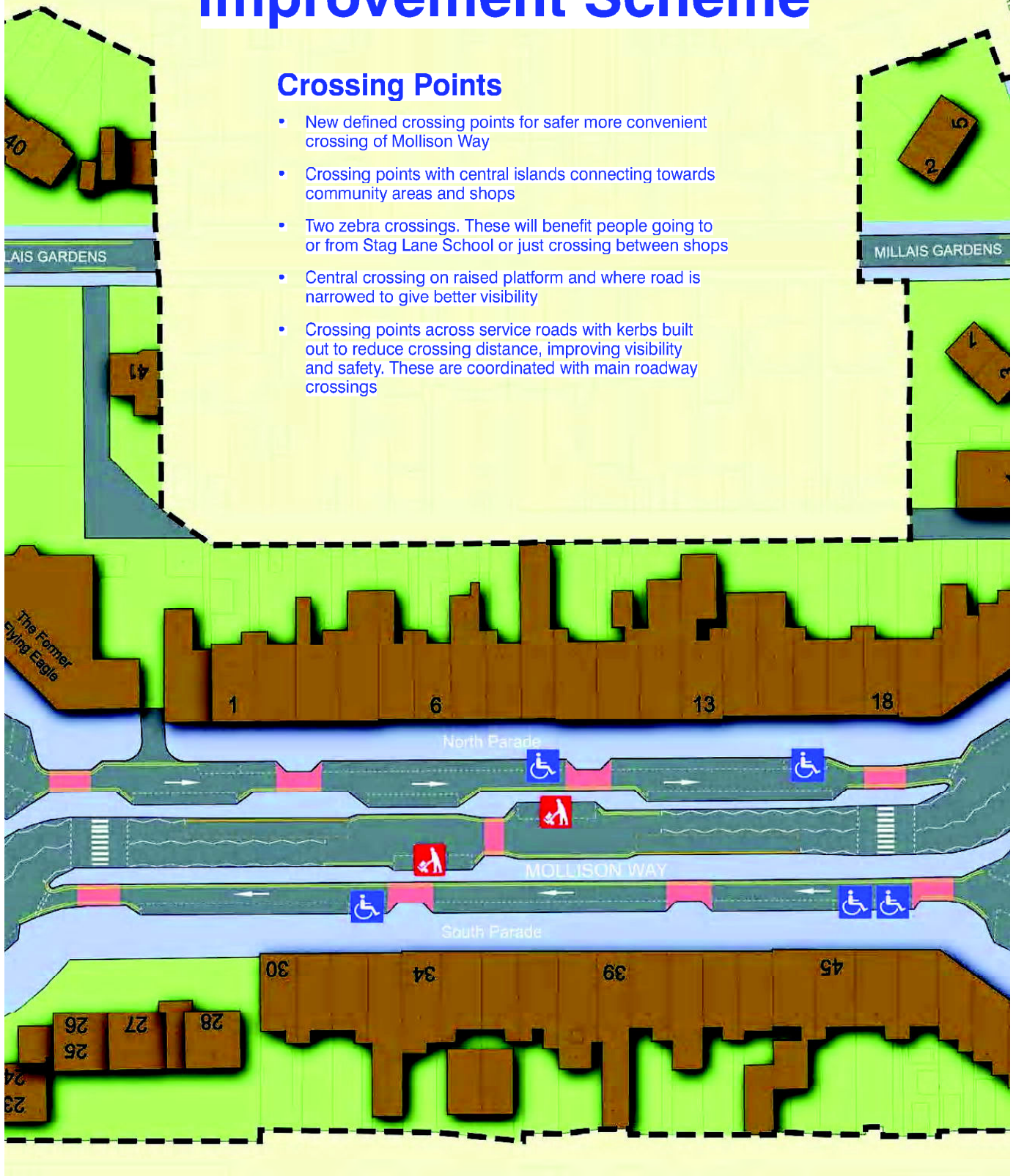


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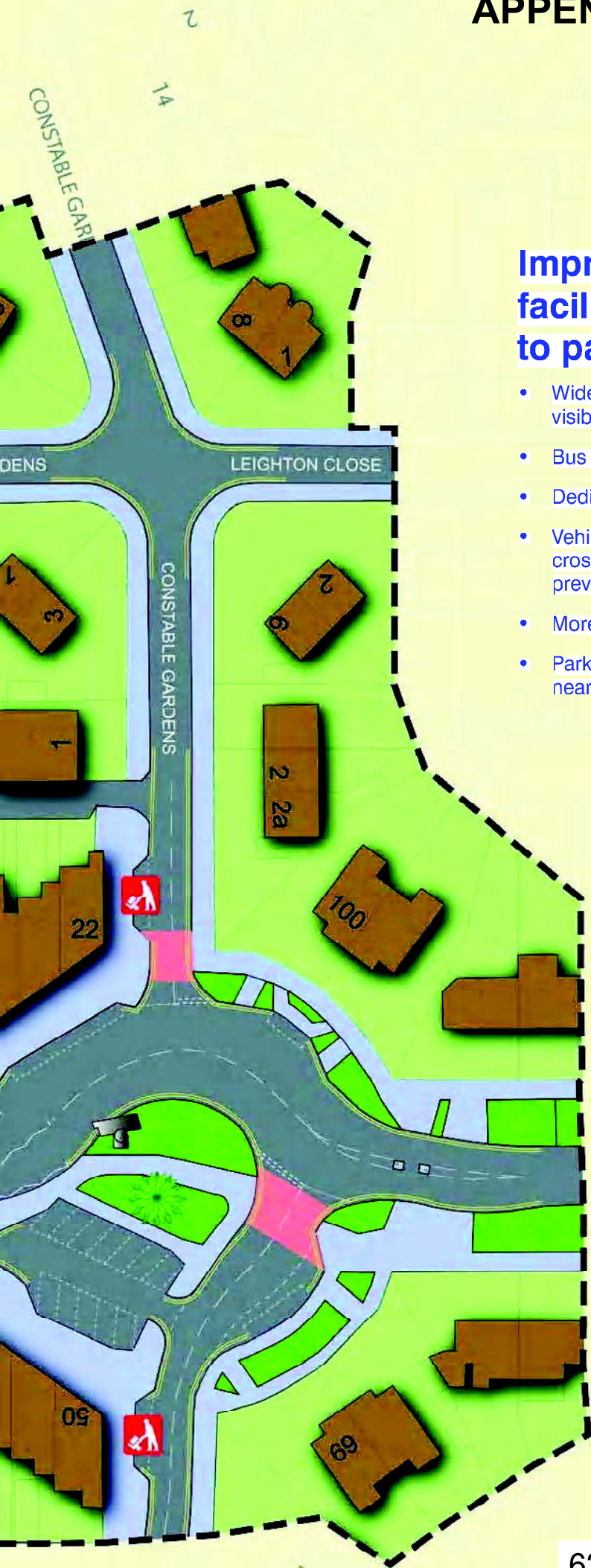
# APPENDIX A Mollison Way Improvement Scheme

## Crossing Points

- New defined crossing points for safer more convenient crossing of Mollison Way
- Crossing points with central islands connecting towards community areas and shops
- Two zebra crossings. These will benefit people going to or from Stag Lane School or just crossing between shops
- Central crossing on raised platform and where road is narrowed to give better visibility
- Crossing points across service roads with kerbs built out to reduce crossing distance, improving visibility and safety. These are coordinated with main roadway crossings



# APPENDIX A








## Improved bus stops, loading facilities and clear safe places to park

- Wider bus stop waiting areas relocated to improve visibility for pedestrians crossing
- Bus stops accessible via new crossing points
- Dedicated accessible loading facilities
- Vehicle parking in clearly defined bays so visibility for crossing is improved and obstructive parking avoided preventing people getting blocked in or delays to traffic
- More strategically located disabled bays
- Parking banned in other unsuitable locations within or near Parades area



**KEY**

-  Proposed disabled bay
-  Proposed loading bay
-  Proposed raised crossing platform
-  Proposed CCTV Location
-  Proposed pedestrian refuge location

# Mollison Way Improvement Scheme

## APPENDIX A

### More Information

This leaflet shows outline plans and artistic impressions of how the proposals would look. If you require further information larger more detailed plans will be on display at :

Bob Lawrence Library  
6-8 North Parade  
Mollison Way  
Edgware  
HA8 5QH

and

Harness Harrow Medical Centre  
46 South Parade  
Mollison Way  
Edgware  
HA8 5QL

between 14th May and 6th June.

If you wish to discuss any part of this scheme we will be available in the Bob Lawrence Library on:

Saturday 21st May	-	10:00am	to	2:00pm
Tuesday 24th May	-	1:00pm	to	4:30pm
Thursday 26th May	-	3:30pm	to	7:30pm

If you can't attend any of these sessions then you can contact us by telephone on **020 8424 1988** or by email on [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)

Detailed plans can also be seen on the council's website at: [www.harrow.gov.uk/mollisonway](http://www.harrow.gov.uk/mollisonway)

## Working together we can improve your area We need your views to finalise the plans

Please let us know your views by completing the enclosed response form and returning it to us in the reply paid envelope to arrive by 6th June 2011. You can also write to us about the scheme using the reply paid envelope or email us on: [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)

We look at all the comments we receive and will make changes wherever possible. We will not be able to respond individually to your completed questionnaires due to the large amounts of information generated and tight deadlines. Please ensure you provide your address as we can only effectively use your comments with this information.

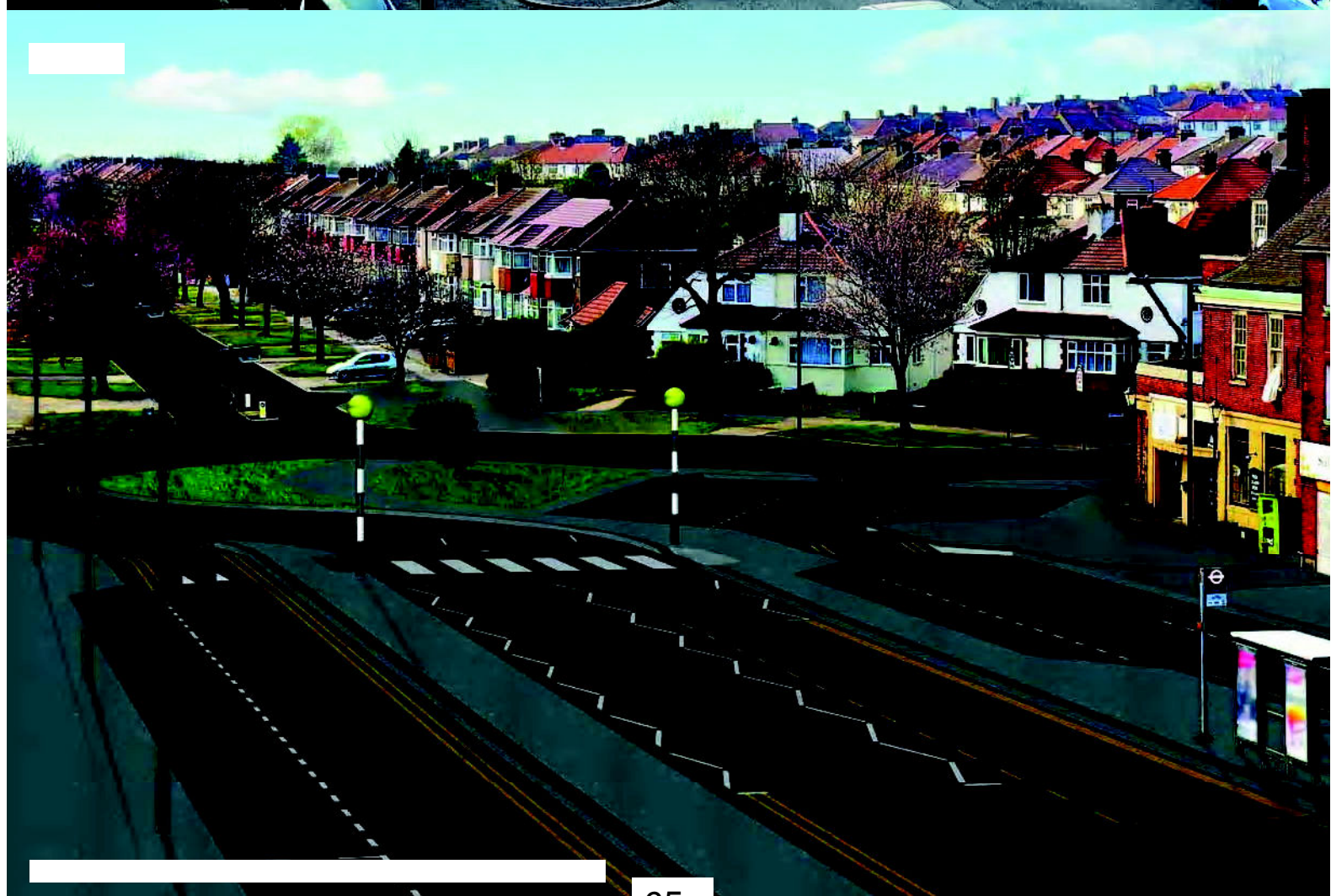
### What happens next?

We will make adjustments to the scheme where we can and agree these with councillors and TfL. We hope to start some construction work during the school summer holidays. We will send out further information to you to let you know the outcome. If your address is next to where works will be carried out you will receive further information from the contractor.

Some parts of the proposals like the yellow lines require us to advertise legal orders. We will place notices in the local paper and on street (lamp columns) and write to people located closest.

If you have any questions about the scheme proposals please contact us on **020 8424 1988** or by email on [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)

# APPENDIX A



# APPENDIX A

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

- Albanian** Nëqoftëse gjuha Angleze nuk është ghuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
- Arabic** إذا كانت الانجليزية ليست لغتك الأولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
- Bengali** যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।
- Chinese** 如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
- Farsi** اگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید
- Gujarati** જો ઈલિલશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
- Hindi** यदि आपको अंग्रेज़ी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
- Panjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- Urdu** اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دئے گئے نمبر پر رابطہ کریں۔

**020 8424 1988**

## APPENDIX B

Risk Assessment Pro-Forma	Copy and paste this	▼	into the relevant Assessment column
Risk	Assessment	Potential Mitigation Measures	
<u>Financial</u>	H	M	L
Risk to Funding from TfL	▼		Government spending review has squeezed TfL budgets but priorities protected so at present assume funding for programme secure. £1m funding for 11/12 confirmed on portal 16 Feb 11. Harrow have still to pass through gateways 6 and 7 to release funding for implementation
Risk that costs will escalate as design develops and exposes new costs	▼		TfL have indicated available budget for implementation restricted to £1 million. Revised scheme maintaining more existing kerblines developed. Scheme for shopping parades area only estimated as all that can be done within budget. Outline scheme for limited laybys & crossing points for rest of Mollison Way is available should actual costs permit. Based on current estimate no prospect of further works.
a) CCTV estimate 5 cameras (not in original plan)	▼		Security emerged as major local concern. Second option of CCTV estimated at £125k but has additional ducting costs. Basic scheme with just 2 cameras also being considered as a potential saving.
b) Cost of diverting/protecting buried services	▼		Revised layout largely avoids changes to buried services however small contingency allowed
Risk that scheme not be seen to be meeting objectives	▼		Improved crossing facilities and parking layout. Some other priorities and some parking problems remain. Although alternative would better meet objectives probably too expensive and seen as too radical
<u>Statutory</u>			Engage with local community through stakeholders & working group in developing proposals establishing the justification. Carry out local consultations May 2011, ahead of statutory stage (July). Review feedback and modify proposals as appropriate.
<u>Third Party</u>			Borough-wide review of P&D prevents controls on parking spaces being introduced at this stage. Possible future controls to encourage some short term customer parking.
Risk of divergent parking needs making consultation outcome unclear	▼		Proposals largely sympathetic to tree officer advice on trees to be maintained. Scheme likely to be confined to Parades area and immediate surrounding roads with few trees involved. If scheme affordable beyond shopping area this will minimise tree removal
Risk that widening carriageway widths will increase traffic speeds and collisions	▼		Scheme unlikely to extend much beyond shopping area. If it does, some traffic calming features including pinch points, offsetting traffic lanes from straight and speed cushions expected to be necessary to restrain traffic speeds and ensure visibility for pedestrians at crossing points is satisfactory.
<u>Public/Political</u>			Parking needs survey indicated need for balance of short term / longer term parking. Borough-wide review likely to preclude free period and no P&D in initial scheme. What flexibility will exist on tariff levels for future P&D unclear at present.
Risk of opposition of businesses to any parking controls	▼		Parking associated with the Parades already does overspill into surrounding streets which is a problem for local residents. Parking controls possibly permit parking in nearest residential streets might help but beyond the remit of scheme and limited budget. Displaced parking along Mollison Way may create more problems for buses necessitating more waiting restrictions. CCTV enforcement should address obstructive parking on main carriageway in Parades section.

# APPENDIX B

Risk that reduced parking spaces will lead to obstruction of service roads for short term parking and loading	▼		Loading and very short term parking obstruction already occurs. Loading bays provided but may be too far from some businesses for convenience. Double yellow lines and no loading proposed which can theoretically be enforced by proposed CCTV.
Risk of opposition to parking controls from residents		▼	Only double yellow line protection at specific point for access and visibility proposed at this stage. Reynolds Drive footway parking scheme as marked not sustainable. Can offer alternative under current regs but this itself has drawbacks.
Risk of opposition to traffic calming from buses, emergency services etc	▼		Some form of calming necessary to restrain traffic speeds. As much as practical will be by horizontal rather than vertical deflections. There will however need to be some road humps but they will be either sets of cushions or if tables with shallow ramps. Buses and emergency services habitually object to vertical deflections but should be able to show time improvements elsewhere.
<b>Programme</b>			
Development of design takes longer than expected due to unforeseen constraints		▼	Regular project officer meetings with clear mile stones set
Development of new design takes longer due to waiting for Harrow Engineering and utility companies		▼	Utility involvement minimised by keeping within same areas. Uncertainty on civils estimate has led to widening proposals elsewhere currently being dropped.



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

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<b>Date of Meeting:</b>	23rd June 2011
<b>Subject:</b>	Proposed procedure for filming on the highway
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Brendon Hills – Corporate Director Community and Environment
<b>Portfolio Holder:</b>	Councillor Philip O’Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A</b> - Film London Guidance - Filming on The Highway  <b>Appendix B</b> - Code of Practice for Location Filming in London

## Section 1 – Summary and Recommendations

This report sets out a procedure for discharging the council's network management duty in respect of filming on the highway and regulating such activity in accordance with current legislation.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the procedure regarding Filming on the Highway contained in this report is adopted and kept under review.

### **Reason: (For recommendation)**

In order that the Council fulfils its responsibilities under the Traffic Management Act and to mitigate inconvenience to local residents and businesses.

## Section 2 – Report

### **Background**

- 2.1 Filming is an important activity within London and it is recognized that filming can bring many benefits to the borough in both financial terms and in promoting the virtues of the area. In this respect officers will cooperate to facilitate filming wherever practical.
- 2.2 Filming within Harrow can be split into two separate categories. The first is where a building owner makes their property available for filming but the filming does not take place on the highway. These situations could be at a residential or commercial property and the use of the highway is restricted to parking at that location for vehicles and catering. It is not intended that the proposed procedure set out in this report should affect these situations. The effects of such activity are generally localised and the film company has been effectively invited by the building owner to make use of the facilities.
- 2.3 The second filming category is the use of one or more streets where the impact on the local community and traffic /parking is generally much wider. In these cases the council will liaise with Film London in order to agree suitable arrangements. Film London was established in 2004 and is supported by The Mayor of London whose aim is “ *to ensure London has a thriving film sector that enriches the capital's businesses and its people*”
- 2.4 Prior to 2008 a road could only be closed for events using powers under section 16 of the Road Traffic Regulation Act which allowed a road closure by Order for a period of no more than 3 days and once per calendar year per road section. This legislation did not cater very well for filming on the highway as it did not accommodate the frequency of requests or the short time scales involved in arranging filming events. This had a moderating influence on the

number of cases that went ahead. In October 2008 the London Local Authorities and Transport for London Act was introduced which gave wider ranging powers to local authorities specifically to close roads for filming under the Act. The New legislation which is set out in **Appendix A** allows local authorities under section 16 to close a road for filming under two different options and it is up to the local authority as to which route it chooses.

- 2.5 The first option is to close a road by order. The new legislation allows a road to be closed for up to 7 days duration on up to six occasions per year. This is in addition to the one closure per year allowed for other activities like street parties (as set out in 2.4). This approach is expensive and requires 6-8 weeks prior notice and consequently is not so conducive to the normal type of time scales the film industry is accustomed to.
- 2.6 The second option is to close the road using a notice for a period of up to 24 hours which does not require any advance notification to be advertised in a local newspaper. The procedure follows a process similar to that of an emergency road closure for maintenance or statutory authority work. Unlike the use of an order there is no limit as to how many times a road can be closed in any one year by notice.
- 2.7 Clearly the council has two other factors to take into account when considering a request for a road closure. The first is that the council has a Network Management Duty under the Traffic Management Act to ensure the expeditious movement of traffic both on Harrow's highway network and other highway networks. This is relatively easy to consider as this is a day to day function undertaken by the Council's network management team. The second is the negative impact on local residents and businesses which can involve temporary loss of vehicular access to premises and can have an impact on visitors and deliveries. As explained previously whilst closing a road by notice has the benefit of being a swift and efficient method of doing this the disbenefit is that it involves a minimum of notice as a consequence and can be more disruptive.
- 2.8 In all cases officers work with Film London representatives and the filming company to make sure everyone directly affected is informed and suitable arrangements are made where practical to provide alternative access or parking. This is explained in a Code of Practice which (see **Appendix B**) which sets out various aspects associated with filming in a public place as well as the statutory obligations and associated legislation. Filming can also involve suspending parking regulations near the road to be closed although the additional impact on residents and businesses in that area requires careful consideration. The council does derive income from facilitating filming and making the necessary arrangements which assist in recovering costs.
- 2.9 Recently two requests were received in quick succession to close a road in Harrow on The Hill for filming two separate advertisements. It is clear that despite working very closely with Film London and the filming company to mitigate problems there is the potential for some residents to feel upset by

the inconvenience. The impact would likely be especially felt by the elderly, disabled and others with mobility issues and this needs to be considered.

2.10 In the light of the new legislation which effectively removes the previously self regulating effects on frequency of filming it is considered that there should be a clear procedure that strikes a balance between supporting filming in the interest of the borough and the impact on local residents and businesses.

2.11 The proposed procedure would be as follows:

- officers will consider applications for the closure of the same road or section of road for filming by the notice procedure for up to 2 events in any year.
- For any additional requests the proposed method would be to only consider a request to close the road by Order. This would ensure that sufficient lead in time is given to consult and notify local residents and businesses. This would have a self enforcing effect similar to that which existed before the 2008 legislative changes.
- In all cases officers would actively work to minimise the impact on the local community and where possible to seek alternative locations for filming, particularly in respect of vulnerable road users such as children, the elderly and visually / mobility impaired,

### **Options considered**

2.12 Only one option for a procedure has been considered necessary. This option is simply to limit the number of events by notice in order to retain sufficient control over filming activities and thereby look after the interests of residents and businesses.

2.13 As good practice it is recommended that this procedure is kept under review to consider its operational impact and that any future resulting changes proposed are reported to the panel.

### **Financial Implications**

2.14 The council does receive an income from making the necessary arrangements to facilitate filming events but the amount is dependant on the number of filming opportunities available. The income supports the costs of the council in undertaking this function.

### **Risk Management Implications**

2.15 There are no additional risks associated with the introduction of this procedure. The health and safety impacts of applications for activities on the highway will continue to be assessed using current procedures.

### **Equalities Implications**

- 2.16 An equality impact assessment (EqIA) has been undertaken and indicated this of low relevance at the screening stage. No adverse impact or illegal discrimination on any of the specified equality groups were identified. There will be some positive impacts of the works on all equalities groups, particularly people with mobility difficulties.

### **Corporate Priorities**

- 2.17 The procedure on filming will support the council's corporate priorities:
- 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
  - Supporting our Town Centre, our local shopping centres and businesses

## **Section 3 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 03/06/11		

## **Section 4 - Contact Details and Background Papers**

### **Contact:**

Paul Newman – Team Leader - Parking & Sustainable Transport,  
Tel: 020 8424 1065, Fax: 020 8424 7662,  
E-mail: paul.newman@harrow.gov.uk

### **Background Papers:**

Further information can be found on the Film London Website at  
<http://filmlondon.org.uk/>

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# APPENDIX A



On 22 September 2008 the **London Local Authorities (LLA) and Transport for London (TfL) Act 2008** became law. This Act provides new legislation which means that road closures can be granted by the Traffic Authority specifically for the purpose of filming on London's streets and highways.

This is fantastic news for London and will do much to enhance the capital's status as a globally competitive production centre. Previous legislation was neither clear nor satisfactory and was considered restrictive when compared to other cities worldwide. The 2008 Act therefore provides much needed clarity to those servicing the road closure and those affected by it. It will also considerably strengthen London's reputation as a world class location in which to film.

The following information, which has been developed in consultation with the London Boroughs, provides guidance to film-makers about what they need to consider if they want to use the legislation.

## **What is the legal bit?**

Clauses 12 and 13 of the London Local Authorities & Transport for London Act 2008 amends Section 16A to Section 16C of the Road Traffic Regulations Act 1984 and Part II of the Road Traffic Regulations Act 1984, enabling Traffic Authorities to close roads for filming purposes. This long awaited piece of legislation enables London Local Authorities to assist filming in the Capital.

## **What benefits does the new legislation bring to filming in London?**

The legislation allows closures either by an Order or a Notice. The previous legislation only allowed a road closure by Order for a period of no more than 3 days and only once per road section in a calendar year. The amendment to Section 16A through the LLA/TfL Act 2008 now allows closures by Order for the making of a film, and, in addition to the one Order permitted for events it allows for a further six per road for filming - each of these may potentially be used for up to a maximum of 7 days in duration, provided that this is agreed by the Traffic Authority. The new amendment to Section 16A also allows the restriction or prohibition of traffic on a road by Notice for the making of a film where the Traffic Authority believes that it will be expedient and that it should come into force without delay. These Notices are restricted to a maximum 24 hour period. There is no restriction on the amount of Notices that can be issued per street.

It is important to note that Traffic Authorities may not offer both application methods. Please refer to our 'Borough Road Closures and Traffic Management' document for more detailed information. All information contained within this document is indicative only and will not necessarily reflect the exact cost or lead in time required for your filming. Each application has to be considered on a case-by-case basis.

How does a Closure by Order work?

The new legislation allows the film and television industries to apply to the Traffic Authority (in most cases the 'Highway Authority' and the 'Local Authority' is the same as the 'Traffic Authority') to close a road by Order for up to 7 days. The Traffic Authority may close a road by Order a total of 6 times per year on each road for filming.

There will be a fee involved which will either be a set rate or a rate per application. There will also be a lead in time. This may vary on application but is likely to be longer in central areas and on busy roads. Please see our 'Borough Road Closures and Traffic Management' document for more detailed information.

As closures by Order are usually in the region of £1,000 - £2,000 and most Traffic Authorities require a minimum lead in time of 8 weeks, with some requiring 24 weeks notice, they may be an unsuitable option for many smaller productions.

## **How does a Closure by Notice work?**

The new legislation allows the film and television industries to apply to the Traffic Authority to close a road by Notice for up to 24 hours. Traffic Authorities can use this power to enable the prohibition or restriction of traffic at relatively short notice. However, many Traffic Authorities do not currently use closures by Notice under any section of the Road Traffic Regulation Act for anything other than emergency closures on their road network. In these boroughs it is unlikely that they will allow Notices to be used for filming.

As with closures by Order, boroughs that do allow closures for filming by Notice will have an associated fee which could either be a set rate or on application. Notices will also be subject to a lead in time that may vary on application. Please see our 'Borough Road Closures and Traffic Management' document for more detailed information.

## **What is involved in the application process?**

Where an application to close a road is made, the application should include information on how traffic is to be directed and managed (a 'Traffic Management Plan') for example:

- use of appropriate signage
- using agreed diversion routes
- use of appropriately trained individuals or companies



The Traffic Authority (and the Local Authority if a different agency) will assess whether the planned activity and control measures meet all legal obligations, in conjunction with the local Metropolitan Police office or the Metropolitan Police Service Film Unit.

### **Who is responsible for giving us the decision?**

Initial enquiries should continue to go through the Borough Film Services. However, road closures are the responsibility of the Traffic Authority (in most cases the 'Highway Authority' and the 'Local Authority' is the same as the 'Traffic Authority'). It is the Traffic Authority that is required to assess the impact of the filming event on traffic flow and the local community before accepting or rejecting applications for closure. Traffic Authorities will make this assessment on a case – by - case basis – the LLA and TfL Act 2008 provides Traffic Authorities with the power to close roads for filming but does not dictate that this power must or should be used.

### **What criteria will be taken into account?**

In permitting this use of the highway, the Traffic Authority will be required to take regard of all proposed filming activities and agree robust contingencies with the film makers and production companies to ensure that all legal obligations are met by both parties. All Traffic Authorities have a Network Management Duty – a duty to manage their road network to secure movement of traffic on that network and the network of others. This, and many other factors, needs to be taken into consideration by the Traffic Authority before agreeing to the closure.

### **What if my application is rejected?**

Where the application is rejected, the Traffic Authority (and the Local Authority if a different agency) will advise the Production Company on how they may meet their obligations in conjunction with the local Metropolitan Police office or the Metropolitan Police Service Film Unit.

### **How much will it cost to close a road?**

Production companies or film-makers will be charged for the cost of implementing an Order or Notice. The production companies will also be responsible for the cost of the necessary traffic management plans, stewarding, policing and security plans, the provision, maintenance and removal of all advance signing, traffic management signs, cones and barriers as agreed with the Traffic Authority

Production companies or film-makers will also have to cover the cost of any parking suspensions, any crane licenses and any other licenses that are necessary as a result of the closure or the filming

Charges for the making of the Order or Notice could include officer time for drafting it, the cost of advertisement in a local paper, the erection and maintenance of Public Notice signage on lamp columns in the vicinity (some boroughs ask the film company to

## APPENDIX A

place notices), or any costs associated with the Order over and above that published for other Orders.

For closures by Order or by Notice, costs vary between Local Authorities. The reason for this is that costs vary by location within London and the costs associated with advertising the Order or Notice can vary considerably. Hourly costs per officer also vary according to location, as does the seniority employed to give permissions, approvals or raise 'no objection'.

For more indications on cost please see our 'Borough Road Closures and Traffic Management' document.

### **Will I need qualified personnel to assist with a closure?**

There are companies that can assist with traffic management. They will hold relevant qualifications and will know which signs are appropriate to inform drivers and pedestrians of the closure and will know where these need to go.

The majority of boroughs have stated that they will only agree to closures or short holds if those carrying out the traffic management are trained to Supervisor level in the Street Works Qualification which is in accordance with the New Roads and Street Works Act, and work in accordance to Chapter 8 of the Traffic Signs Manual 2006. The majority of the boroughs would also be happy for Police to assist where there is a closure by Order or by Notice in place. Please see our 'Borough Road Closures and Traffic Management' document for more information.

### **Who else do I need to consult if I want to close a road?**

Production companies and film-makers will be expected to consult with local transport providers at the early stage of discussions (such as London Underground and London Buses). The reasons for this are that any disruption 'above ground' affects below, and any diversions needed for traffic management purposes may involve a 'disruption to business' fees to be paid to London Buses, who may incur additional identifiable costs.

The London Ambulance Service and London Fire and Emergency Planning Authority will also need to be notified as both their statutory response times and the access to buildings may be blocked or modified.

The Local Authority's film officer will assist in co-ordinating these meetings to ensure that they can satisfy all their statutory obligations in balance with your proposed activities and road closure.

During the preparation of an Order or Notice, production companies will be expected to consult, advise and warn local communities, which may be a letter drop to all those affected, or a group meeting, or via other activities otherwise agreed by the Local Authority (as represented by the Borough Film Service).

## **Can I expect police assistance when closing a road?**

# APPENDIX A

Until Film London is advised otherwise, in the majority of boroughs police officers will be able to continue holding traffic on health and safety grounds (on a case by case basis – the Metropolitan Police Service Film Unit (MPSFU) does advise that alternative options should be pursued in the first instance). The MPS can assist with traffic holds where there is a road closure by Order or by Notice in place and will charge for these services.

## **Can I film on the highway without closing a road by Order or by Notice?**

You may be able to complete your filming without having a road closure in place. The Borough Film Services should be able to advise you on what can be done outside the LLA/TfL Act 2008.

Film London has consulted with the boroughs of London on what other methods of traffic control may be available for use. Please see our 'Borough Road Closures and Traffic Management' document for more detailed information.

**Please note: all information contained within the document is indicative only. Each application has to be considered on a case-by-case basis and initial enquiries should be made directly to the Borough Film Service.**

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# APPENDIX B

May 2009

## Location Filming in London Code of Practice



**FILM  
LONDON**

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This Code of Practice represents a major step forward for the London Filming Partnership. For the first time, everyone involved in filming in the capital – the industry, those who represent the citizens of London and public and private organisations – has come together to agree a comprehensive and practical tool which will govern the practice of filming in London.

Although the Code itself is voluntary, it provides details of the statutory obligations to which all those engaged in filming must adhere. Everyone who has signed up to the London Filming Partnership has agreed that they will follow the Code.

The Code embodies the spirit of the Partnership, which is to make London a more film-friendly city. It will be of immense assistance both to experienced professionals and new talent alike by providing a clear, simple checklist of practical issues which may arise in relation to filming in London. It will also help to ensure that the process of filming does not create difficulties for local residents or businesses.

The Code has been agreed after consultation with leading professionals involved in production across the entire span of the moving image industry, with representatives of the London boroughs and with private and public organisations across the city.

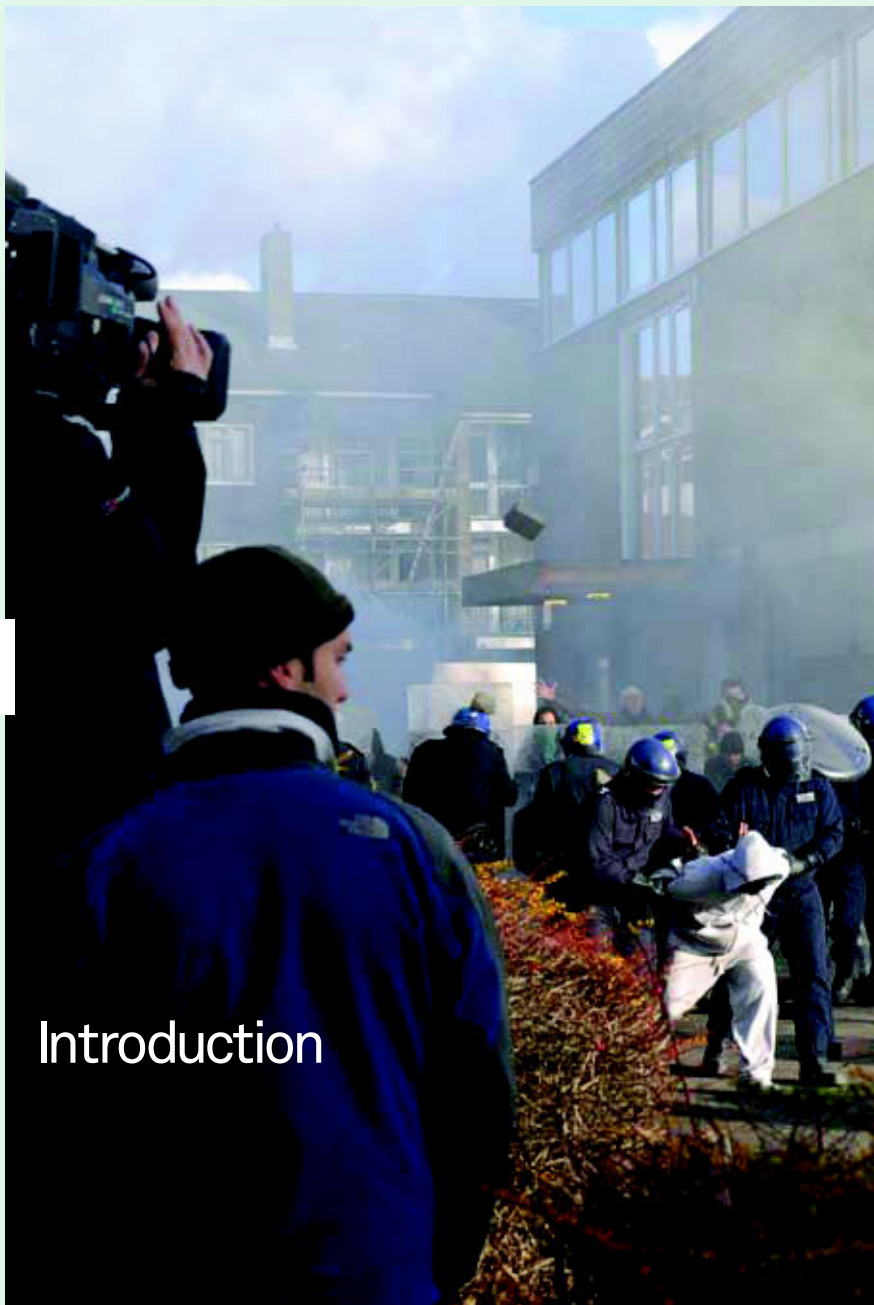
The Code is reviewed annually to reflect the day-to-day practice and experience of filming on the ground.

I believe that we should all welcome this Code and collectively put our shoulders to the wheel to ensure that it delivers its objectives – making filming in London a smooth, efficient and positive experience for all.

**Lord Puttnam, CBE**  
Chair, London Filming Partnership

## Foreword

# Introduction



**This Code of Practice applies to all forms of production (including feature films, television, commercials, drama documentaries, music videos, idents, stills shoots, student and short film crews) shot on location in public places in London which are likely to, or have the potential to, cause disruption to normal activity.**

**In practice small on-street location shoots (three people or less) may not need to adhere to all aspects of the Code at all times and it is not intended for news crews.**

The aims of the Code are to ensure that:

- The industry can film effectively, efficiently and flexibly in London
- All involved in location filming act responsibly, professionally and considerately at all times
- The practical impact of filming on people and businesses within London is minimised.

Through a combination of all the above, the long-term sustainability of filming in London is secured. This Code complements the production guidelines of the UK broadcasters which will in any event prevail.

This Code details the principles of best practice to which the signatories agree to adhere. It has been developed by film industry professionals in consultation with Borough Film Services and representatives of key organisations to help to promote filming in London.

By joining the Partnership, signatories agree to support their production team to help them to work within the guidelines, to comply with all statutory regulations and to use methods that conform to best practice.

Filming procedures which involve statutory obligations are indicated with a †.

Details of the main relevant statutory obligations are set out separately in the Annexe.

Productions are urged to read the Code and relevant obligations closely to ensure that they operate within the law. The Code shall be reviewed and updated annually by Film London. This current draft was updated and approved in May 2009.

**Please Note:** Although this Code is comprehensive, it cannot cover every eventuality and each production should consult their legal counsel or other advisors in relation to individual concerns.

Any queries regarding this Code should be addressed to: [locations@filmlondon.org.uk](mailto:locations@filmlondon.org.uk)

There is an additional document entitled **Green Screen London** which complements this Code of Practice. This document can be found at [www.filmlondon.org.uk/greenscreen](http://www.filmlondon.org.uk/greenscreen)

# Definitions

'Production' refers to the Producer or Production Company, Production Manager, Location Manager or any other authorised officer or supervising worker of the audio-visual project being made.

'Local Authority' defines the administrative body of a local council responsible for an area or district of London. There are 33 Local Authorities in London.

'Borough Film Service' is the service provided for film-makers by each London Local Authority.

'Film Contact' is the service provided for film-makers by either a Local Authority or an Organisation or Agency.

'Transport for London' (TfL) is the integrated body responsible for the Capital's transport system.

'Highways Authority' defines the body responsible for managing and maintaining the highway. This includes Local Authorities' Highways Departments and Transport for London, the traffic and highway authority for the main road "Red Route" network (Transport for London Road Network) in London.

'Traffic Authority' defines the body responsible for assessing the impact of any proposed activity on traffic flow and the local community. This includes Local Authorities' Highways Departments and Transport for London.

'Security Industry Authority' (SIA) defines the body responsible for regulating the private security industry. They are responsible for the compulsory licensing of individuals working in specific sectors of the private security industry.

# General Location Filming Procedures

All producers undertake to inform Film London of any complex shoots well in advance of the start of shooting to ensure effective liaison with all parties affected by the shoot. Film London undertakes to facilitate such liaison in a timely and efficient manner.

Productions undertake that they shall inform the relevant Film Contact of a shoot that is taking place in a private location where such shooting may have an impact on the relevant Local Authority or Organisation.

All individuals working on location must take responsibility for their own health and safety and that of their colleagues. The producer has the overall responsibility for ensuring that adequate Health and Safety Policy and Management procedures are in place.





# Location Filming

## – The Application Process

Do you know which borough your film location is in?\*

Yes

No  
Call Film London for advice  
020 7613 7676

Is your location privately-owned, Council-owned or public highway?

**Private Property**

Approach owner directly.  
\*\*See FL Organisations and Agencies list for help

**Council-Owned Property**

Contact relevant Borough Film Service (BFS).  
\*\*\*See FL BFS list for details

**Public Highway**

Contact relevant Highways Authority, either via Borough Film Service (BFS) or TL.  
\*\*\*See FL lists for details

Will you require on-street parking?

No

Inform BFS of filming.

Yes

\*\*\*Arrange via BFS.

**Send formal application to BFS**

Inc. dates, crew size, parking requirements, stunts (with risk assessment). Include public liability insurance cover sheet.

**Reece**

Attend 'reece' (site meeting) if necessary with BFS (police officers and Local Authority officials may also need to be present).

**Inform Police**

Inform Borough Police Contact, and where necessary the Metropolitan Police Service Film Unit of all filming details.  
\*\*See FL Police List

**Distribute Residents Letter**

To any residents/businesses affected by filming – with sufficient notice, detailing dates, times, measures taken to minimise any disturbances that may arise, production contact details and BFS details – also send a copy to BFS.

**Shoot is approved**

BFS may issue a filming licence for the location and/or a permit/written confirmation of no objection for street filming.

**During filming**

Contact BFS in advance if any formerly agreed details change, regarding location, times, crew size, vehicle presence, props and nature of filming. Refer to the Location Filming in London Code of Practice for guidelines of location filming conduct

**Public Property**

For filming on public property, you must be covered by a public liability/insurance policy

\* If you need help finding your locations, please contact Film London 020 7613 7676  
[www.filmlondon.org.uk](http://www.filmlondon.org.uk)

\*\* See FL lists for contact details

\*\*\* Please note that lead times vary from borough to borough. A list of lead times is available at [www.filmlondon.org.uk/listsandforms](http://www.filmlondon.org.uk/listsandforms)

FL = Film London  
BFS = Borough Film Service  
TL = Transport for London

# A—Z of Key Issues



## Aa

### 1. Animals †

The Production shall source animals that are trained to meet the Production requirements and this shall be from a known industry supplier/owner.

When filming with animals, the Production shall agree to follow either the RSPCA Guidelines for the Use of Animals in the Audio-Visual Industry or the PAWSI Code, Guidelines and Minimum Standards for the Welfare of Animals in the Audio Visual Industries.

The RSPCA Guidelines can be obtained by calling the Performing Animals Hotline (0300 123 8787) or you can visit the website ([www.rspca.org.uk/performinganimals](http://www.rspca.org.uk/performinganimals)) for full information.

Alternatively, for more information on PAWSI and for the PAWSI Code visit the website: [www.pawsi.org](http://www.pawsi.org)

Please also see HSE Entertainment Sheet 4 and HSE *Managing Health & Safety in Zoos*. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for link.

## Cc

### 2. Cabling †

The Production shall agree in advance with the Film Contact regarding the appropriate use of cables, the safe laying of agreed cabling and the suitability of attaching cables to street furniture, trees, historic properties and any other relevant items. This process includes all matting, ramping and flying of cables to avoid hazards.

Please also see HSE document *Preventing Slips and Trips at work* and HSE publication *Slips and Trips: Guidance for Employers on Identifying Hazards and Controlling Risks* HSG155 HSE Books. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

### 3. Camera Track (Dollies)

All matters relating to camera tracking shall be discussed and agreed with the Film Contact in advance of filming. Any obstructions or alternative footways planned must be cleared by the Film Contact. Tracking boards may be required in certain circumstances. The Production shall agree to ensure that any action involving tracking is risk assessed.

### 4. Catering †

Catering arrangements and the positioning of catering vehicles shall be agreed in advance with the Production and Film Contact.

The Production shall ensure that no dirty water or food waste be deposited in rainwater gullies and that caterers use a dirty water bowser where possible. Wherever possible the Production shall make use of environmentally friendly materials.

Wherever possible but subject always to the Production's own rules and/or those of its commissioner, which may specify approved caterers, catering is to be sourced from local businesses.

Also see Litter Removal and HSE Catering Information Sheets, available from [www.hse.gov.uk/catering](http://www.hse.gov.uk/catering).

## 5. Charges

All charges that Borough Film Services are entitled to levy are detailed on the Film London website at [www.filmlondon.org.uk/boroughs](http://www.filmlondon.org.uk/boroughs)

Most Local Authorities do not charge for filming in the street but some may charge an administration fee (either a flat fee or a fee for their time spent assisting filming or both), a fee for the use of council property and a fee for making parking spaces available.

## 6. Child Performers †

Child Performers under the age of 17 are likely to require a Child Performance Licence. The Production must apply for a Performance Licence for the child well in advance. 21 days is required to process an application.

Child Performance Licences are issued by the Local Authority in which the child resides, unless the child is at Boarding School.

Where the child is not from the United Kingdom, the child remains subject to the UK requirements when they arrive here. However, care should also be taken to identify and address any additional requirements that arise from the child's usual country of residence or when shooting outside of the UK.

The Production must check the permitted working hours with the relevant Education Welfare department.

More information on child licensing is available from the NNCee website: [www.bucksinfo.net/nncee/](http://www.bucksinfo.net/nncee/) and a list of contact details for all London Child Employment Departments can be found on the Film London website at [www.filmlondon.org.uk/employment](http://www.filmlondon.org.uk/employment)

## 7. Coning For Parking

The Production acknowledges that cones have no legal force to secure parking and their use shall be agreed in advance with the Film Contact.

## 8. Council Property

Whenever filming on Council-owned property e.g. in parks, schools, housing estates, town halls etc, the Production shall negotiate a license with the Borough Film Service.

## 9. Cranes/Jibs/Cherry Pickers †

### Camera cranes/jib arms

In advance of the shoot, the Production shall discuss and agree with the Film Contact, and any other relevant authorities, the specific camera crane or jib arm to be used, and the positioning of such equipment.

### Cherry pickers

In advance of the shoot, the Production shall discuss and agree with the Film Contact, and any other relevant authorities, the specific cherry picker to be used, and the positioning of such equipment. It may be necessary for the relevant authority to carry out a highway inspection both before and after a cherry picker is used.

Camera cranes, jib arms and cherry pickers must be tested and have proof of documentation and shall be operated by certified qualified technicians. Productions shall agree to consult codes and guidance from recognised bodies such as ASPEC's Guidance in the Provision and Safe Operation of Cranes, and shall carry out a risk assessment where using such equipment.

Camera cranes and cherry pickers, and in some cases, jib arms are likely to require a licence from the relevant Local Authority. Rigging and de-rigging shall be undertaken with respect for local residents and in accordance with the statutory obligations governing noise levels.

Please also see HSE *Simple Guide to the Lifting Operations and Lifting Equipment Regulations 1998*, *Approved Code of Practice and Guidance L113* HSE Books 1998 and HSE Entertainment Information Sheet No. 6: *Working at Heights in the Broadcasting and Entertainment Industries*. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

## Ee

## 10. Employment †

Production must implement all current UK legislation that informs and guides the employment of all workers. The Production must also observe their legal responsibilities and obligations with regard to the National Minimum Wage and the Working Time Regulations. Further detailed information on these can be found by following this link [www.direct.gov.uk/en/employment](http://www.direct.gov.uk/en/employment). For more information on rights at work, rates of pay etc. contact BECTU on 020 7346 0900 or go to [www.bectu.org.uk](http://www.bectu.org.uk).

Producers must obtain sufficient proof of 'Right to Work' for all those individuals directly engaged by the Production prior to commencement of their engagement, and keep copies of the documents in order to comply with UK Immigration legislation. Such 'proof' includes, but is not limited to, a valid passport, national identity

card, residence permit and, where required, a certificate of sponsorship (which as of December 2008 replaces the work permit).

If the Production is utilising any foreign nationals (excluding those from a country in the European Economic Area (EEA), but not Romania and Bulgaria, and Swiss nationals) – in front or behind the camera – it must demonstrate that these people are entitled to enter, remain and work in the UK. Under the UK Borders Agency's Points-Based System of Managed Migration, the Production or its parent company will be required to meet the criteria to register as a Sponsor and issue Certificates that will allow such individuals to work in the UK. In addition, visas to enter the UK may be required.

The Production should be aware that there are two Industry Codes of Practice for Performers and Workers that must be observed when it is considering issuing Certificates. These Codes can be viewed at [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop).

A guide to help Productions understand the issues surrounding work placements can be found on the Skillset website. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

The Production Guild will provide information on areas such as managed migration, available skilled senior production and accounting personnel by contacting them on 01753 651767 or [www.productionguild.com](http://www.productionguild.com).

# Guidance for scenes involving a weapon of any kind

(Including all imitation weapons)

You must consult and comply with the HSE information sheet 20 available at [www.film london.org.uk/cop](http://www.film london.org.uk/cop). A full and comprehensive risk assessment must be completed and supplied.

**By raising awareness of your activity to BFS/Police, the likelihood of an armed police deployment should be greatly reduced.**

**Firearms**  
(Including live and blank firing weapons)

Where it is a live firing weapon you will require a license holder for that weapon to be present, or a Registered Firearms Dealer (RFD) or a servant of the RFD.

Where it is a blank firing weapon it is advisable to have the above present.

**Imitation\*/Replica\*/ Deactivated Firearms\***  
(e.g. Wooden, painted, models & certified permanently disabled)

You should agree local control measures as per police and Borough Film Service guidance, to include the transporting of weapons.

**Other Weapons**  
(e.g. Swords, knives, flame gun etc)

**Is your weapon being used in a public or private location?**

**Public**  
(Includes locations which are open space and building interiors which are viewable/audible from a 3rd party/public location)

You should ensure that the police have been informed and that a point of contact is nominated (for example the RFD). You should inform the local BFS and complete an application (to include risk assessments, details of control measures and details, including contact name and number, of conversations with local police)

**Please note:** the BFS may require a police presence. The production will be required to cover the cost of this assistance.

**Private**  
(Includes locations which are film studios and buildings which fully enclose the filming i.e. viewable/audible from a public/3rd party location)

You should inform the owner of the property, the BFS and the Police of your intention to film, completing the application process where requested.

\* **Imitation**  
Anything which has the appearance of being a firearm (see S.57(4) *Firearms Act 1969*)

\* **Replica (Realistic Imitation firearm)** Where it is indistinguishable, for all practical purposes, from a real firearm and is neither deactivated or an antique (see S.38 *Violent Crime Reduction Act 2006*)

\* **Deactivated**  
Where the mechanisms to cause harm have been removed or permanently disabled and it has been certified as deactivated by a proof house (see S.8 *Firearms (Amendment) Act 1989*)

## Ff

**11. Filming From Vehicles †**

For the avoidance of doubt this section refers to, but is not limited to filming using low loaders, tracking vehicles and a-frames.

The Production shall agree to consult with the Police and relevant Highways and Traffic Authority (via the Borough Film Service where it is not a Highways Agency or Transport for London road) when filming from a moving vehicle on a public road. All Road Traffic Legislation must be complied with subject to the grant of any concessions by the Highways and/or Traffic Authority and the Police.

For further information see HSE Information Sheet No. 22: *Safe Filming and Recording Involving Vehicles*. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for link.

**12. Firearms & Weapons †**

No weapons or firearms of any kind, including prop or replica firearms, shall be used without agreement in advance between the Production and the Police and/or appropriate emergency service and the Film Contact. This includes when filming exteriors and/or interiors on public and private property.

Where it is a live firing weapon the Production must have a licence holder for that weapon present, or a Registered Firearms Dealer (RFD) or a servant of the RFD. Where it is a blank firing weapon, it is recommended to have the above present. Please refer to the firearms flowchart on page 14, and sections 34 and 36 for information on stunts, special effects and pyrotechnics.

Please also see HSE Entertainment Information Sheet No. 20. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for link.

## Hh

**13. Health & Safety †**

The Production is bound by law to take reasonable care and measures to ensure that a healthy and safe working environment is created and maintained for all. All relevant Health and Safety legislation must be abided by. Failure to follow appropriate Health & Safety procedures may invalidate any insurance.

**13.1 High Visibility Clothing & Personal Protection Equipment †**

The Production must ensure that the appropriate level of safety clothing is worn for the safety of the crew when filming on the public highway and in the public domain.

There is a new Act, entitled the Corporate Manslaughter and Corporate Homicide Act 2007, in force that affects Production. Please refer to the Statutory Obligations section to find a link to more information on this Act.

Please also see HSE Free Information Line 08701 545500, HSE Publications 01787 881165, HSE Website: [www.open.gov.uk/hse/](http://www.open.gov.uk/hse/) entertainment and HSE Information Booklet 360 *Health and Safety in Audio Visual Production – Your Legal Duties*.

**14. Highways/Traffic Management †**

The Production shall liaise with the relevant Film Contact when wanting to use public highways and footpaths for filming or for placing down equipment.

The London Local Authorities and Transport for London Act 2008 allows road closures for filming to be carried out by Order or by Notice by the relevant Traffic Authority/ies. There are conditions and lead in times to be considered for closures. Productions shall agree to refer to the Film London website ([www.filmlondon.org.uk/traffic](http://www.filmlondon.org.uk/traffic)) for more information and contact the Borough Film Service well in advance of the desired shoot date.

There is a low emission zone in operation in London. Please see [www.tfl.gov.uk/roadusers/lez](http://www.tfl.gov.uk/roadusers/lez) for further information.

Vehicles in central London must pay the congestion charge. Please see [www.tfl.gov.uk/roadusers/congestioncharging](http://www.tfl.gov.uk/roadusers/congestioncharging) for information on how to pay, and more details on the congestion charge zone. Also see, Police/Emergency Services

**15. Historic & Cultural Locations**

The Production shall adhere to any conservation regulations laid down by the respective Film Contact.

## Ii

**16. Indemnity & Insurance †**

The Production shall obtain and produce to the Borough Film Service, a copy of the relevant insurance needed before shooting commences.

The need for insurance is governed by statutory obligation. Also see, Public Liability Insurance

## Ll

**17. Lighting †**

The Production shall agree the positioning and safety of lighting in advance with the Film Contact and/or designated authority. An appropriate degree of flexibility may be agreed providing it is within the parameters of Health and Safety legislation.

Please also see HSE Guidance note *GS50 Electrical Safety for Places of Entertainment* and *HSE Electrical Safety for Entertainers*. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

**18. Litter Removal †**

The Production shall ensure that all litter is removed immediately at the end of the filming and that the location and environs are returned to the same condition in which they were found. The Production may ask the relevant Borough Film Service to remove litter; this service is to be provided according to local contract rates. Waste created on location should be recycled wherever possible.

## Nn

### 19. Night Filming †

The Production shall consider and consult with the Film Contact, local residents and businesses in the planning process.

### 20. Noise †

Use of audio playback and megaphones shall only be permitted following agreement between the Production and the Film Contact.

The parking position of generators shall be agreed in advance between the Film Contact and the Production and will depend on local sensitivities.

## Pp

### 21. Parking †

The Production shall submit detailed parking plans to be discussed and agreed with the Film Contact; in particular for on-street parking for technical vehicles, equipment and bays to be reserved for continuity.

The Production shall make every effort to find off street parking for all facilities vehicles.

The Production shall not obscure mandatory or warning traffic signs when parking vehicles on highways that are not closed.

Parking charges are detailed on each Borough Film Service's rate card, [www.filmlondon.org.uk/boroughs](http://www.filmlondon.org.uk/boroughs).

### 22. Police/Emergency Services †

The Production shall inform the Police and/or appropriate emergency service of all proposed filming on the street and/or in a public space in liaison with the Film Contact.

The staging of crimes and accidents, plus use of firearms (including prop/imitation/deactivated/replica firearms) and special effects shall be agreed, in advance of the shoot, with the Police and/or appropriate emergency service and the Film Contact.

The Production shall inform the police and/or appropriate emergency service when filming involves celebrities who may cause security or crowd control issues.

**22.1** The Metropolitan Police Service Film Unit (MPSFU) supports and encourages filming in London. They will endeavour to provide all reasonable assistance to film-makers.

There may be a legislative impact of scenes involving the following:

- Fake Police officers or vehicles
- Re-creating crimes
- Presence of weapons both prop/imitation and, in the case of firearms, deactivated/replica firearms
- Explosions or perceived explosives
- Special effects
- Scenes involving nudity
- Filming on the move e.g. Low loaders, 'A' frames and tracking

All enquiries regarding the above will be managed by the MPSFU, unless you are filming in the City of London. These enquiries will be dealt with by the City Police. A Police presence can be requested to assist with the above scenes. The Production shall cover any costs of providing this service.

Simple and straightforward shoots shall be dealt with by individual Borough Operational Command Units (BOCU's). See [www.filmlondon.org.uk/police](http://www.filmlondon.org.uk/police) for the BOCU contact list.

See [www.met.police.uk/filmunit](http://www.met.police.uk/filmunit) for up to date information on R remit, fees and contact details.

### 23. Problem Solving

In the event of a dispute arising between the Production and other parties on location, please contact Film London on 020 7613 7683.

### 24. Publicity

The Production (or in some cases, the Distributor or Broadcaster) shall provide the location/Borough Film Service with publicity material on release of the project wherever possible.

### 25. Public Liability Insurance

The Production shall provide a copy of Public Liability Insurance to the Borough Film Service or filming location, for all location filming and agree to indemnify the location owner or representative against any claims arising as a direct result of the activities of the Production. Also see, Indemnity & Insurance

### 26. Public Transport †

The Production must seek permission from the relevant Film Contact before filming on public transport.

*Please Note:* Drinking alcohol or being perceived to be drinking alcohol is now banned on the Tube, London Buses, Docklands Light Railway, tram services and at Transport for London stations throughout the city.

## Rr

### 27. Residents & Businesses

The Production shall consult with local residents and businesses that may be affected by their filming prior to and during the shoot.

The Production shall consider diversity and equality when consulting with residents and businesses. The Borough Film Service should be approached before residents and businesses are contacted as they should be able to provide the Production with relevant local information to aid a fair consultation process.

### 28. Risk Assessment †

Risk Assessments are required by the self-employed and by any company with employees to be able to satisfy their insurance provisions and statutory obligations to employees and those affected by their actions.

Additional location specific Risk Assessments are also required depending on the type and nature of filming. Guidance on writing risk assessments is available at [www.hse.gov.uk/entertainment](http://www.hse.gov.uk/entertainment).

Please also see HSE *A Guide to Risk Assessment Requirements* and HSE *5 Steps to Risk Assessment*: [www.hse.gov.uk/risk/fivesteps.htm](http://www.hse.gov.uk/risk/fivesteps.htm)

### 29. Rivers & Waterways

When planning to film on any waterway, the Production must liaise with the Film Contact from the relevant governing body as early as possible. Specific health and safety measures will apply.

### 30. Road Markings

The temporary painting-out or disguising of road markings, lines or other road signs is subject to agreement in advance with the Film Contact and, if necessary, Highways Authority. The Production shall also notify local Police in advance of any such undertaking.

The Production agrees to fully reinstate any alterations to road markings to the satisfaction of the Traffic or Highways Authority and when obliged to use official contractors shall pay cost price.

## Ss

### 31. Scaffolding/Lighting Towers †

All requests to erect scaffolding/lighting towers in a public area, highway or footway shall be agreed in advance with the Film Contact and/or designated authority. A temporary structure licence may be required.

Please also see HSE *Work at Height Regulations 2005: A Brief Guide* and HSE Entertainment Information Sheet No. 6: *Working at Heights in the Broadcasting and Entertainment Industries*. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

### 32. Security †

The Production must use SIA licenced Security for all licensable activity at all times: [www.the-sia.org.uk](http://www.the-sia.org.uk). Licensable activity includes, but is not limited to: manned guarding (guarding premises against unauthorised access; guarding property against destruction or damage and theft), close protection (guarding an individual) and guarding cash or valuables in transit.

A Door Supervisor licence is required if manned guarding activities are undertaken in relation to licenced premises that are open to the public (i.e. a public house, restaurant or bar).

The Production shall respect Security issues local to the borough or location in which the filming is taking place and shall take advice of local Police and the Film Contact when deciding upon the number of Security personnel required.

The Production may be asked to work alongside on-site Security officers. Such on-site Security are not employees of the Production.

### 33. Signage †

Unless approved by the relevant Traffic or Highways Authority, unit direction signage on the highway is illegal.

The Production shall consult the Film Contact before attaching all other non-public highways signage.

### 34. Special Effects/Pyrotechnics

For the avoidance of doubt this section refers to, but is not limited to, all sequences including physical, atmospheric and pyrotechnic effects.

In accordance with statutory Health and Safety obligations, the Production must provide a risk assessment and method statement.

The Production shall notify the relevant Film Contact or relevant third party whenever physical, or pyrotechnic effects are to be used, and shall consult the Police and Emergency Services in advance.

The Production shall inform local residents and businesses of such filming, in consultation with the Film Contact.

All special effects shall be under the direct supervision of a JIC graded TV Supervisor or Features Supervisor, or person of similar experience and all pyrotechnics shall be under the direct supervision of a JIC graded Pyrotechnics Supervisor or person of similar experience.

Atmospheric effects (e.g. wet downs, snow, mist and rain) may only be carried out with the approval of the Film Contact after a proper evaluation of the forecast weather conditions and with the proper signage and a clear up and safe disposal schedule.

Productions shall consider existing industry codes and guidance documents from recognised bodies such as HSE, BECTU Special FX branch, etc.

Please also see HSE document *Preventing Slips and Trips at work*, HSE publication: *Slips and Trips: Guidance for Employers on Identifying Hazards and Controlling Risks* HSG155 HSE Books, HSE Entertainment Information Sheet No. 3 [Smoke and Vapour Effects], HSE Entertainment Information Sheet No. 16 [Explosives and Pyrotechnics], and HSE Entertainment Information Sheet No. 22 [Filming Involving Vehicles]. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

### 35. Street Signs/Street Furniture/Street Lighting †

The removal of street furniture, including street signs, and the adjustment of street lighting shall be subject to agreement in advance between the Film Contact and, if necessary, the Traffic or Highways Authority.

All agreed work shall normally be carried out by the Traffic or Highways Authority and charged to the Production at cost. The Production shall agree to cover these costs and those of re-instatement.

### 36. Stunts †

In accordance with statutory Health and Safety obligations, the Production must provide a risk assessment.

The Production shall notify the relevant Film Contact or relevant third party whenever stunts are to be used, and shall consult the Police and Emergency Services in advance. A full method statement and risk assessment may be required by the Film Contact.

The Production shall inform local residents and businesses of such filming, in consultation with the Film Contact.

All stunts shall be under the direct supervision of a recognised JISC (Joint Industry Stunt Committee) Co-ordinator or a person of similar experience.

Please also see HSE document *Preventing Slips and Trips at work*, HSE publication: *Slips and Trips: Guidance for Employers on Identifying Hazards and Controlling Risks* HSG155 HSE Books, HSE Entertainment Information Sheet No. 17 [Stunts & Fight Scenes], and HSE Entertainment Information Sheet No. 22 [Filming Involving Vehicles]. Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop) for links.

# Annexe – Statutory Obligations

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## 1. Animals

Management of Health and Safety Regulations 1999  
Management of Health & Safety at Work (Amendment) Regulations 2006 (Amends 1999 Regulations)  
Animal Welfare Act 2006 (Repeals parts of 1911 Act, 1954 Act and 1988 Act)  
The Protection of Animals Act 1911 to 1988  
The Performing Animals (Regulation) Act 1925  
The Pet Animals Act 1951  
Pet Animals Act 1951 (Amendment) Act 1983  
The Dangerous Wild Animals Act 1976  
The Wildlife & Countryside Act 1981  
The Wildlife & Countryside (Amendment) Act 1985  
The Wildlife & Countryside (Amendment) Act 1991

## 2. Cabling

Health and Safety at Work Act  
Management Regulations 1999  
Electricity at Work Regulations 1989

## 4. Catering

Management of Health and Safety Regulations 1999

## 6. Child Performers

Children and Young Persons Act 1963  
Children and Young Persons Act 1969  
Children [Performances] Regulations 1968  
Protection of Children Act 1978  
Children [Performances] Regulations 2000  
Children [Protection at Work] Regulations 1998  
Children [Protection at work] Regulations 2000  
Children Act 2004

## 9. Cranes/Jibs/Cherry Pickers

Lifting Equipment and Lifting Regulations 1998  
The Provision and Use of Work Equipment Regulations 1998  
The Supply of Machinery [Safety] Regulations 1992  
The Supply of Machinery [Safety] (Amendment) Regulations 1994

## 10. Employment

Immigration Act 1971 (as amended by the Immigration and Asylum Act 1999 and the Nationality, Immigration and Asylum Act 2002)  
Immigration, Asylum and Nationality Act 2006  
National Minimum Wage Act 1998

## 11. Filming From Vehicles

Road Traffic Act 1988  
Road Vehicles [Construction and Use] Regulations 1986

## 12. Firearms And Weapons

Firearms Act 1968  
Criminal Justice Act 1988  
Public Order Act 1986  
Violent Crime Reduction Act 2006

## 13. Health & Safety

Health and Safety at Work Act 1974  
Management of Health and Safety at Work Regulations 1999  
Management of Health and Safety at Work (Amendment) Regulations 2006  
Fire Precautions [Workplace] Regulations 1999  
The Corporate Manslaughter and Corporate Homicide Act 2007  
Visit [www.filmlondon.org.uk/cop](http://www.filmlondon.org.uk/cop)

### 13.1 High Visibility Clothing

Personal Protective Equipment Regulations 1992  
Personal Protective Equipment Regulations 2002

## 14. Highways/Traffic Management

Management Regulations 1999  
Road Traffic Regulation Act 1984  
Highways Act 1980  
Highways (Amendment) Act 1986  
Road Traffic Act 1988  
Traffic Management Act 2004  
Roads Vehicles Lighting Regulations 1989  
Roads Vehicles [Construction & Use] Regulations 1986

## 16. Indemnity And Insurance

Employers' Liability Act 1969  
Employers' Liability Regulations 1988  
Employers' Liability [Compulsory Insurance] (Amendment) Regulations 2004

## 17. Lighting

Electricity at Work Regulations 1989  
BS 7909 Code of Practice for Temporary Electrical Systems for Entertainment Related Purposes

## 18. Rubbish Removal

Environmental Protection Act 1990

## 19. Night Filming

Management of Health and Safety at Work Regulations 1999  
Environmental Act 1990

## 20. Noise

Control of Noise at Work Regulations 2005  
Environmental Act 1990

## 21. Parking

Management of Health and Safety at Work Regulations 1999  
Road Traffic Regulation Act 1984  
Highways Act 1980  
Highways (Amendment) Act 1986  
Traffic Management Act 2004

## 22. Police/Emergency Vehicles

Metropolitan Police Service Film Unit – [www.met.police.uk/filmunit](http://www.met.police.uk/filmunit)  
For all London Borough Police Contacts see [www.filmlondon.org.uk/listsandforms](http://www.filmlondon.org.uk/listsandforms)

## 26. Public Transport

Transport for London Conditions of Carriage 2008

## 28. Risk Assessment

Health and Safety at Work Act 1974  
The Management of Health and Safety at Work Regulations 1999

## 31. Scaffolding/Lighting Towers

Management of Health and Safety at Work Regulations 1992  
The Workplace [Health, Safety and Welfare] Regulations 1992  
Construction [Design and Management] Regulations 1994

## 32. Security

The Private Security Industry Act 2001

## 33. Signage

Highways act 1980 Section 132(1)  
Criminal Justice Act 1982 (ss 35, 37, 38, 46)

## 34. Special Effects/Pyrotechnics

**Stunts:**  
Management Regulations 1999  
Explosives Act 1875  
Road Traffic Acts 1988, 1991

## Sfx:

Provision and Use of Work Equipment 1998  
Fire precautions [Workplace] Regulations 1999  
Dangerous Substances and Explosive Atmospheres Regulations 2002  
Storage of dangerous substances 2003  
Control of Substances Hazardous to Health Regulations 2002  
Control of Substances Hazardous to Health (Amendment) Regulations 2003  
Control of Substances Hazardous to Health (Amendment) Regulations 2004  
Control of Explosives Regulations 1991  
The Corporate Manslaughter and Corporate Homicide Act 2007

## 35. Street Signs/Street Furniture/ Street Lighting

Traffic Signs Regulations and General Directions 2002  
Highways Act 1980

## 36. Stunts

Please see Section 34.





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

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<b>Date of Meeting:</b>	23rd June 2011
<b>Subject:</b>	Off Road Shared Cycle Facilities
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Brendon Hills – Corporate Director Community and Environment
<b>Portfolio Holder:</b>	Councillor Philip O’Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A-</b> Living Streets – Policy Briefing 03/09 – Pedestrian and Cyclists  <b>Appendix B -</b> LTN 2/04 Adjacent and Shared Use Facilities for Pedestrians and Cyclists – decision making flow chart

## Section 1 – Summary and Recommendations

This report sets out the methodology to be adopted to determine the suitability of off road shared pedestrian and cycle facilities, and outlines measures that can be taken to mitigate any conflict.

### Recommendations:

That the panel recommends to the Portfolio Holder for Environment and Community Safety that the procedure outlined in the report be used to assess the suitability of off road shared cycle / pedestrian facilities.

### Reason:

To enable the Council to deliver cycle schemes and take account of the needs of pedestrians and cyclists in order to benefit the wider community and to be able to meet the objectives set out in Harrow's Local Implementation Plan.

## Section 2 – Report

### Background

- 2.1 Cycle facilities on the footway can either be segregated or shared. A segregated route separates the pedestrians from the cyclists by the use of a physical demarcation such as a raised solid white line. A shared route however, has no demarcation and the full extent of the footway can be used by both the cyclists and the pedestrians. Both options would need to be clearly signed and marked using appropriate construction methods in accordance with relevant guidance minimise safety concerns.
- 2.2 Shared facilities are only to be considered as a last resort after all other available options have been considered. One benefit of their use enables the less confident cyclists to avoid sections of the route with vehicular traffic which are either too dangerous or physically impossible to use due to geographical constraints. However, experienced / confident cyclists generally prefer to remain on the road as this is a much quicker and direct option. A number of such facilities have been closely monitored in the past by the Department of Transport (DfT) which revealed little evidence of cycle/ pedestrian conflict.
- 2.3 There are genuine concerns about shared use facilities expressed by different users, notably pedestrians and in particular the more vulnerable road users such as the mobility and visually impaired and those with hearing impairments. Officers take into consideration the points raised in The Living Streets (organisation representing the interests of pedestrians) policy document which is shown in **Appendix A**. These users can feel intimidated by cyclists sharing space and as a result they can be put off from using such facilities. However, it is important also to recognize the positive benefits that promoting cycling brings in terms of infrastructure changes through traffic calming, improved access (crossing points, ramped access points, level surface etc) as well as modal shift leading to reduction in traffic pollution / congestion and the health benefits of lifestyle changes.

## Enforcement of illegal cycling on footways

- 2.4 There are many requests received by the Council from the public to address issues with cycling on footways where it is not permitted and it is worth explaining the current position on this issue.
- 2.5 On 1st August 1999, new legislation came into force to allow a fixed penalty notice to be served on anyone cycling illegally on the footway. However, guidelines were also issued indicating that they should only be used where a cyclist is riding in a manner that may endanger others. The fixed penalty is not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of traffic and who show consideration to other pavement users when doing so.
- 2.6 The police, who are responsible for the enforcement, acknowledge that cyclists, particularly children and young people, are afraid to cycle on the road, and considerable sensitivity and careful use of police discretion is required, which is in line with the advice issued by the Home Office with regards to fixed penalty notices. In Harrow this can be enforced by the police, police volunteer officers as well as the police community support officers, but it cannot be issued to anyone under the age of 16.

## Shared cycle / pedestrian facilities

- 2.7 The consideration of what cycle facilities may be required starts with the planning of cycle routes. In built up areas where pedestrians are more prevalent, it is rarely acceptable to increase cycling provision to the detriment of pedestrian space. Therefore when considering routes for cyclists the first priority should always be to develop on road solutions. The DfT, in conjunction with the Cycle Touring Club (CTC), has devised the following hierarchy of provision as shown in the table below..

<b>Consider first</b>	Traffic reduction
	Speed reduction
	Junction treatment, hazard site treatment, traffic management
	Reallocation of carriageway space (e.g. bus lanes, widen nearside lanes, cycle lanes)
<b>Consider last</b>	Cycle tracks away from roads
	Conversion of footways/footpaths to share use cycle tracks for pedestrians and cyclists

- 2.8 Following these principles the main objectives in route planning are summarised as follows.

- shared facilities to be considered only as a last option.
- consult, liaise and inform relevant key stakeholders as appropriate to facilitate a smooth transition (HAD, Pedestrian Groups, Cycling Groups etc).
- ensure appropriate Road Safety Audits are undertaken.

- provide appropriate signage and markings, priority given to pedestrians at crossing points.
- lengths of route should be kept to a minimum.

Any cycle schemes developed at the concept stage will follow these basic objectives.

- 2.9 Should the planning of cycle routes not be able to remove the need for shared use facilities then there is technical advice provided by the DfT for use by local authorities which provides guidance on how to implement suitable cycle schemes. Local Transport Note 2/04 sets out a decision-making flow chart which details the thought process to be taken into consideration when considering whether to use on carriageway or off carriageway (adjacent and shared use) facilities for pedestrians and cyclists. This can be seen in **Appendix B**.
- 2.10 It is recommended that this decision-making procedure be the basis for making decisions on the use of shared cycle facilities in Harrow.

#### **Financial Implications**

- 2.11 There are no funding implications associated with the procedure outlined in the report. Funding for cycle schemes will be secured from the annual LIP allocation and costs managed within the available budgets.

#### **Risk management Implications**

- 2.12 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include any cycle schemes. The risk register is included in the Community & Environment Directorate Risk Register.

#### **Equalities Implications**

- 2.13 An equality impact assessment (EqIA) has been undertaken and indicated this of low relevance at the screening stage. No adverse impact or illegal discrimination on any of the specified equality groups were identified. There are positive impacts of the procedure on all equalities groups, particularly, children and people with mobility difficulties.

#### **Corporate priorities**

- 2.14 The delivery of cycle schemes will contribute to achieving all of the council's corporate priorities:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	Cycling is relatively cheap and affordable by all and provides a viable alternative to the car for journeys of up to 5 miles. It improves general health and fitness, reduces pollution and emission of CO <sub>2</sub> , and helps tackle congestion. The council is actively promoting cycling by providing good safe infrastructure for cyclists in accordance with the London Cycling Design Standards.
United and involved communities: A Council that listens and leads.	The Council offers free cycle training/education for all adults and children within the borough so they can be aware of new infrastructure and how to negotiate various highway features.
Supporting and protecting people who are most in need	Early training is given to key stage 1 and 2 students, as well as training adults to take up cycling who have never cycled before.
Supporting our town centre, our local shopping centres and businesses.	Town centres and local shopping centres are being opened up to cyclists by introducing secure cycle parking and route provisions at key locations which will help to attract both leisure and commuter cyclists making journeys of 2-5 miles.

### Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 3/6/11		

### Section 4 - Contact Details and Background Papers

#### Contact:

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#### Background Papers:

- LTN 2/04 – Adjacent and Shared Use Facilities for Pedestrians and Cyclists
- Traffic Advisory Leaflet 9/93 (August 1993)
- Harrow Transport Local Implementation Plan 2011/12 – 2013/14

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# Living Streets

Policy Briefing 03/09

Pedestrians and Cyclists



**Living Streets** is the national charity that stands up for pedestrians. With our supporters we work to create safe, attractive and enjoyable streets, where people want to walk.



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## Executive Summary

Walking and cycling are healthy, environmentally friendly, and inexpensive modes of transport. Living Streets believes that getting more people walking and cycling is a solution to many of our urban transport problems. Additionally both can help to address other public policy concerns such as obesity, air pollution, quality of life, and climate change. However they are also highly vulnerable to, and restricted by, motor traffic.

We want to see more people cycling, and there is more that unites cyclists and pedestrians than divides them. However, we need to work towards a transport system and built environment that prioritises the needs of pedestrians over all other modes, including cyclists – a principle firmly established in *Manual for Streets*<sup>1</sup>.

The main points of this paper can be summarised as follows:

- Pedestrians and cyclists share many common objectives when it comes to urban planning – both forms of transport have been marginalised at the expense of motor vehicles;
- Pavement cycling is illegal and the law must be better enforced;
- Off-carriageway provision for cyclists must never come at the expense of pedestrian space, safety, or amenity.

## Recommendations & policy calls

### National action

- The approach to our transport system and built environment must be overhauled, taking inspiration from the *Manual for Streets* and *Designing Streets*, to prioritise the needs of (in this order): pedestrians, cyclists, public transport users, and motor vehicles;
- Extension of pavement cycling FPN powers to Community/Neighbourhood Wardens in Scotland;
- A default speed limit of 20 mph in built-up areas of the UK;
- National education campaign to address all anti-social behaviour (including cycling) on pavements;
- Shared use signage (figure 1) should be amended to emphasise pedestrian priority.

### Local action

- Greater enforcement by local police forces of cycling offences, particularly pavement cycling, including targeted crackdowns where appropriate;
- When designing off-road routes for cyclists, segregated, as long as sufficient width is available, is generally preferable to shared use;
- Our parks and canal towpaths should be safe, welcoming places for enjoyment and relaxation – for everybody.

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<sup>1</sup> Government guidance on street design, downloadable from <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

## Introduction

The post-war rise of motor traffic, coupled with an associated decline in cycling (which is now showing signs of reversing) has increased the pressure felt by cyclists on the streets of Britain. This has been worsened by approaches to street design focused disproportionately on the use of motor vehicles. Not only have cars now vastly outnumbered bicycles on most of our streets, but as motorists' familiarity with cyclists decreases, the likelihood of collisions and near-misses increases. This pressure has resulted in many cyclists feeling safer avoiding motor traffic altogether: a minority currently achieve this illegally by riding on the pavement, with potentially serious consequences for pedestrians.

Over the past thirty years, cycling away from the carriageway has been encouraged and legitimised all over the country by increased off-road provision for cyclists, often taking the form of cycle routes located on new 'greenways', former pavements, or other pedestrian paths.

Pedestrians and cyclists share many common objectives when it comes to urban planning. Slower motor traffic speed, driver liability, reallocation of road space (for example wider pavements and advanced stop lines), and greater enforcement of driving offences are key examples. However it must be recognised that they remain two very different modes: mixing them together inappropriately can cause fear, anxiety, insecurity and even serious injury or death. Therefore Living Streets believes that promoting modal shift to cycling through urban design should not be achieved at the expense of pedestrian space and amenity – but rather through the reallocation of space away from motorised traffic.

As the national charity that stands up for pedestrians, this paper explains Living Streets' policy position on pedestrians and cyclists. It begins with some definitions.

## Glossary

### Footway (commonly known as the pavement)

As opposed to a public footpath away from normal roads, a footway is:

“a pedestrian right of way within the boundary of an all-purpose highway”<sup>2</sup>

Under the 1835 Highways Act it is an offence to:

“wilfully ride upon any footpath or causeway by the side of any road made or set apart for the use or accommodation of foot-passengers or shall wilfully lead or drive any carriage of any description upon any such footpath or causeway.”

A bicycle is deemed a carriage for the purpose of this legislation.

### Shared use

There is some confusion about the various engineering terms prefixed with ‘shared’. This paper is concerned only with shared *use*. Shared use describes a route over which there is no segregation between cyclists and pedestrians. It differs fundamentally from shared *space*<sup>3</sup> in two respects:

- Firstly, motor vehicles are not involved. On shared use paths pedestrians, including wheelchair and mobility scooter users, are sharing only with cyclists.
- Secondly, shared use is about movement: that is, getting from A to B along defined linear routes. This is in contrast to shared space, which is generally implemented in specific ‘destinations’ – for example on high streets, public squares, or important town centre crossroads.



Figure 1

Prominent examples of shared use implementation include parts of the Bristol-Bath Railway path and the *Greenways* project in London. However, shared use can be found on a smaller scale in many local authorities throughout the UK.

<sup>2</sup> Department for Transport, *Draft LTN 2/04 - Adjacent and Shared Use Facilities for Pedestrians and Cyclists*. 2004

<sup>3</sup> For more information please see Living Streets policy paper 01/09, *Naked Streets*

## Adjacent, or segregated use

Adjacent, sometimes known as segregated, use refers to shared routes where a cycle track is located parallel to the pedestrian space. The amount of segregation can range from a white line to a traditional kerb, or even railings and bollards. In situations where a formerly pedestrian-only path has been converted to segregated use by means of a white line, pedestrians retain the right to walk on the “cycle track”.



Figure 2

# Government Policy

## Pavement cycling

Pavement cycling is illegal throughout the United Kingdom. The 1835 Highways Act, sections 72 (“wilfully ride on any footway or footpath”) and 78 (“hinder or obstruct the free passage of a footway or passage”) being the relevant legislation in England and Wales, the Roads (Scotland) Act 1984 section 129 (5)<sup>4</sup> applying in Scotland, and the Road Traffic Regulation (NI) Order 1997 (Article 3) applying in Northern Ireland.

However it is one thing to create an offence and another to enforce it effectively. Therefore in recognition of increasing evidence of the problem, cycling on the pavement was made a fixed penalty notice (FPN) offence in 1999 – currently £30.

As well as the police, Police Community Support Officers (PCSOs) in England and Wales now have the power to tackle pavement cycling via FPNs. Further Home Office clarification on FPNs stated:

*“...the issue is about inconsiderate cycling on the pavements. The new provisions are not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of the traffic, and who show consideration to other road users when doing so. Chief Officers recognise that the fixed penalty needs to be used with a considerable degree of discretion and it cannot be issued to anyone under the age of 16.”<sup>5</sup>*

In Scotland the equivalent to PCSOs are *Community* (sometimes *Neighbourhood Wardens*). They have powers for issuing FPNs for dog fouling and littering, but do not currently have the power to enforce pavement cycling laws. No equivalent role exists in the Police Service of Northern Ireland.

## Wanton or Furious?

This somewhat archaic phrase dates from the 1861 Offences Against the Person Act – a law usually only invoked when a cyclist causes serious injury or death by cycling (although the Act refers to it as ‘driving’, in this case it means cycling as well) irresponsibly. A recent case, from 2008, involved a pavement cyclist in Dorset colliding with a pedestrian on a blind bend. The pedestrian suffered major head injuries and died two weeks later in hospital. The death and resulting conviction of “wanton and furious driving causing bodily harm”<sup>6</sup> led to a jail sentence of seven months.

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<sup>4</sup> “Subject to section 64 of this Act, a person who, in a footway, footpath or cycle track, as the case may be drives, rides, leads or propels a vehicle or horse, or any swine or cattle, commits an offence:

Provided that the foregoing provisions of this subsection do not apply—

(b) in relation to a pedal cycle which is either not being ridden or is being ridden on a cycle track;”

<sup>5</sup> Letter to Mr H. Peel from John Crozier of The Home Office, reference T5080/4, 23 February 2004

<sup>6</sup> <http://news.bbc.co.uk/1/hi/england/dorset/8197430.stm>

The relevant text, S35 of the Offences Against the Person Act 1861 (as amended by the Criminal Justice Act 1948 (c. 58), s. 1(2)) is as follows:

*“35. Drivers of carriages injuring persons by furious driving whosoever, having the charge of any carriage or vehicle, shall by wanton or furious driving or racing, or other wilful misconduct, or by wilful neglect, do or cause to be done any bodily harm to any person whatsoever, shall be guilty of a misdemeanour, and being convicted thereof shall be liable, at the discretion of the court, to be imprisoned for any term not exceeding two years.”*



# Our Policy

## People-friendly streets

Our transport system and built environment must be overhauled, taking inspiration from the *Manual for Streets*<sup>7</sup>, to prioritise the needs of (in this order): pedestrians, cyclists, public transport users, and motor vehicles. A major cause of pavement cycling is the perceived risk to cyclists from fast-moving motor traffic. We believe that the best way to make all our streets safer for everyone is to introduce a default speed limit of 20 mph in built-up areas. A built-up area speed limit of 20 mph, at which the risk of collision is reduced drastically, and 97% of collisions that do happen result in survival<sup>8</sup>, should underpin all future transport planning. For more information about our 20 mph policy, please see Policy Briefing 02/09, *20 mph brings streets to life*.

## Addressing illegal and anti-social cycling

All road users, including cyclists, must obey current road traffic laws. As noted earlier, despite the similar vulnerability of cyclists and pedestrians, they do also have differing needs, and often the pedestrian experience can be spoilt by a significant minority of cyclists choosing to flout the law. This serves only to antagonise other road users, and does little to win respect from motorists or pedestrians. Pavement cycling, disregarding red lights at pedestrian crossings, and failing to stop at zebra crossings are of particular concern to Living Streets: we expect local police forces to clamp down in problem areas. For example the City of London Police regularly target illegal cycling specifically, and we applaud this approach to highlight the dangers, both to other road users and themselves, that illegal cycling poses.

## Pavement cycling

### In general

On our busier roads, pavements can be seen as representing a safe haven for cyclists from faster moving road users, but pavement cycling is illegal and must remain so. While we believe that “naked streets” ideas (see *Policy Briefing 01/09, Naked Streets*) have a large part to play in improving conditions for pedestrians in high streets, public squares, and residential streets, if a pavement exists it must do so for the sole use of pedestrians.

If cyclists are fearful of driving on the carriageway, it is wrong then to cause disruption or anxiety to pedestrians on the pavement. The anxiety that pavement cycling creates can deter people from using public space. Even if someone is not actually hit by a pavement cyclist, the surprise and shock of a silent approach, or fear of injury, can be sufficient to put some people off walking entirely.

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<sup>7</sup> Government guidance on street design, downloadable from:

<http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

<sup>8</sup> [http://www.rospa.com/roadsafety/advice/driving/speed\\_policy.htm](http://www.rospa.com/roadsafety/advice/driving/speed_policy.htm)

Therefore we want to see pavement cycling properly enforced and more FPNs issued. Throughout the United Kingdom, police forces must take the law more seriously and demonstrate that they are enforcing it. Additionally, in England and Wales properly trained PCSOs have an important role to play, and we want to see Community/Neighbourhood Wardens in Scotland given the same powers to enforce pavement cycling.

We would expect all police officers and PCSOs on routine patrol to stop pavement cyclists in built-up areas as a matter of course, whether or not they are considered to be showing “consideration to other road users”. Of course, if a cyclist takes flight to the pavement because they are in immediate danger, greater discretion could be shown. First offenders should be issued with a FPN, with arrest and prosecution under the 1835 Act for all subsequent offences. There should also be an option, in lieu of their first FPN, of sending errant cyclists on cycle training courses to improve confidence and ability to cycle safely on the road rather than resorting to pavements.

We want greater publicity given to the intimidation, particularly to vulnerable pedestrians, caused by pavement cycling, and we want improved cycle training to ensure cyclists understand better their rights and responsibilities. We want to see a national “pavement education” campaign, addressing all anti-social behaviour on pavements – which would cover pavement cycling as well as other behaviours such as dog fouling and pavement parking.

We think that the Home Office guidance above is not strong enough. A pavement cyclist, by definition, is not showing “consideration to other road users” through the very fact that they are invading the space of the most vulnerable. While intimidation is the biggest problem and serious collisions are extremely rare<sup>9</sup>, we do believe that the law needs to be tightened to ensure that those cyclists who seriously injure or kill pedestrians while on the pavement receive a sentence appropriate to the crime. That the Crown Prosecution Service can only resort to an archaic act from the nineteenth century demonstrates the current problem with the law. While the offence of *dangerous cycling* exists, it does not currently extend to *causing death by dangerous cycling* – this would be a logical step to take to bring it in line with legislation affecting motorists.

Responsible cycling should be encouraged and made safer: it is healthy, environmentally friendly, and presents far less danger to pedestrians than does motor traffic. We believe, further, that drivers should be encouraged more to behave responsibly in the vicinity of cyclists – not least in relation to the width afforded to cyclists being overtaken – in order to encourage cyclists to cycle on the road, where they belong.

## Children

Many pavement cyclists are children. We recognise that novice cyclists can feel intimidated on busy roads – and indeed that parents may prefer their younger children to learn to cycle away from motor traffic. It is up to parents and schools to educate and train children to become safe, assertive, and responsible cyclists from an early age. In most cases this training should take place in school playgrounds, in parks, or on quiet residential streets. We recommend that “Bikeability” training is used. For more information, visit <http://www.bikeability.org.uk/>.

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<sup>9</sup> Illegal cycling and road safety, CTC. [www.ctc.org.uk/resources/Campaigns/0810\\_CP\\_RLJ-pavement\\_brf.pdf](http://www.ctc.org.uk/resources/Campaigns/0810_CP_RLJ-pavement_brf.pdf)

Further practice may well result in young children cycling occasionally on the pavement. *We therefore accept this behaviour only in the presence of a responsible adult, riding alongside the child on the carriageway or, at slower speeds, walking alongside on the pavement.*

Children over the age of ten (the age of criminal responsibility)<sup>10</sup> cycling on the footway at all other times are committing an offence. This should be enforced, in a manner sensitive to the situation, by the police, PCSOs, or Community/Neighbourhood Wardens.

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<sup>10</sup> The age of criminal responsibility is currently being raised from 8 to 12 in Scotland

## Design and engineering recommendations <sup>11</sup>

Pedestrians and cyclists *can* be catered for jointly away from the carriageway, but appropriate design and engineering is essential to avoid creating conflict. Everyone, but particularly more vulnerable people and those with hearing impairments, can feel intimidated by cyclists in the confines of a shared use path – whether or not a cyclist has collided with them in the past. As a result they can be put off from using such facilities. Therefore our recommendations focus on avoiding such conflicts in the first place.

### Route planning

In built-up areas where, naturally, pedestrians are more prevalent, it is rarely acceptable to increase cycling provision to the detriment of pedestrian space. Therefore when considering routes for cyclists, the first priority should always be on-road solutions. The Department for Transport, in conjunction with the CTC, has devised the following *Hierarchy of Provision*, which we endorse fully:

<b>Consider first</b>	Traffic reduction
	Speed reduction
	Junction treatment, hazard site treatment, traffic management
	Reallocation of carriageway space ( <i>e.g. bus lanes, widened nearside lanes, cycle lanes</i> )
	Cycle tracks away from roads
<b>Consider last</b>	Conversion of footways/footpaths to shared use cycle tracks for pedestrians and cyclists

To find out more about this approach, visit:

<http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4923>

There are often quieter residential streets ideal for a promoted cycle route away from busy traffic. However, poorly designed shared or adjacent use on footways, often implemented in a token effort to increase the local lengths of cycling ‘provision’, are welcomed by neither cyclist organisations nor pedestrians and must become a thing of the past.

Shared use is inappropriate on paths used by large numbers of pedestrians. This includes cases where “suppressed demand” is realised – i.e. if improvements to a path lead to a marked increase in pedestrians such that conflict with cyclists becomes more likely, consideration should be given to accommodating cyclists on another parallel route.

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<sup>11</sup> With regard to Scotland and these design recommendations, under the Land Reform (Scotland) Act 2003, pedestrians, cyclists (and horse riders) have an equal right of responsible access to most land, including paths. Nonetheless, we believe the principles and good practice laid out in Local Transport Note 2/08 are still of relevance.

## Parks

Any changes to pedestrian or cycle use of parks should ensure that the primary use of parks is as a recreational space. Our parks must remain a quiet haven for all, rather than cheap “easy wins” for cycle routes. While we don’t call for a blanket ban on cycling in parks, provision should never be at the expense of pedestrian space, safety, and enjoyment. Therefore *once all options outside a park have been exhausted*, any promoted cycle routes through a park should be on new alignments or substantially widened paths.

## Signs

We would like to see more of an “educating cyclists” approach. If a shared use option is chosen, road markings, signs, and information must make it absolutely clear that **pedestrians have priority**. The current government standard signage<sup>12</sup> (figure 1) and guidance on infrastructure design is unsatisfactory in this respect: it currently places the cycle symbol on top of the pedestrian, at a similar size. The implication is that it signifies a cycle route where pedestrians may also be encountered, as opposed to a shared route upon which pedestrians in fact have priority. We would like to see it redesigned to resemble the example from British Waterways (figure 4 below), where pedestrians are clearly placed at the top of the hierarchy<sup>13</sup>.

## Space

If it is deemed absolutely necessary to mix pedestrians and cyclists in the absence of motor traffic<sup>14</sup>, space is crucial. We prefer separate, or at least segregated paths – particularly where cycle use is likely to be high – so as to mitigate the worst aspects of intimidation by inconsiderate cycling. Therefore urban off-carriageway cycle routes should be implemented only where there is sufficient width (five metres) to segregate effectively. A prominent raised white line separating the cycle track from the footpath can be used to provide guidance for visually-impaired pedestrians. Shared use paths should be a last resort, and should always be at least three metres in width. In quieter rural areas less space may be acceptable, but again all on-road solutions should be exhausted first. In these respects we are in agreement with Local Transport Note 2/08, *Cycle Infrastructure Design*.

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<sup>12</sup> Not applicable in Scotland

<sup>13</sup> The Scottish Outdoor Access Code

<sup>14</sup> Our support for “shared space” principles on normal streets is based on there both being a high sense of ‘place’, and the presence of motor traffic. These situations are fundamentally different from most promoted cycle routes

## Sightlines

Blind bends should be avoided. In situations where this is unavoidable (for example before bridges on canal towpaths), signs, mirrors and physical measures to encourage cyclists to dismount and/or use their bell should be employed.

Segregation should never channel cyclists into conflict with pedestrians. This may seem obvious, but a quick glance at Warrington Cycle Campaign's "facility of the month"<sup>15</sup> shows that poorly engineered segregated use, often merely lines painted arbitrarily on pavements, is unfortunately commonplace throughout the UK.



Figure 3. Courtesy of Warrington Cycle Campaign (Steve Bowater)

## Towpaths

The Regents Canal experiment in London has not been an overall success for pedestrians. Quieter, rural towpaths may well be suitable for shared use, but in densely populated areas where the canal towpath provides a welcome quiet green haven away from motor traffic, pedestrians should be able to enjoy the space without fear of intimidation from inconsiderate cyclists.

However, while we have concerns with shared use on narrow, busy urban canal towpaths such as this, British Waterways have at least made efforts to promote courteous behaviour through their "Two Tings" campaign. Nevertheless in this particular example we believe that far more should be done to promote the parallel cycle routes available away from the towpath.

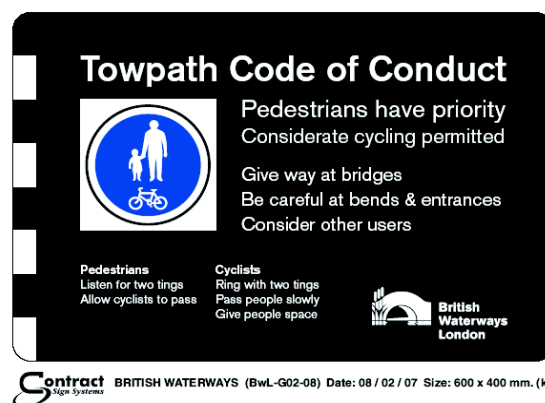


Figure 4

Codes of conduct should be backed up by enforcement in identified problem areas. The consultation process for this paper revealed that many people feel intimidated by cyclists in the confines of shared use paths. Tackling this issue requires not only that the pedestrian priority is upheld, but also that cyclists are encouraged to ride more considerately and appreciate that they are *guests* in pedestrian space.

<sup>15</sup> <http://www.warringtoncyclecampaign.co.uk/>

In Scotland, the Land Reform (Scotland) Act 2003 sets out a different code of conduct, via the Scottish Outdoor Access Code<sup>16</sup>, for an equal right of responsible access for those on foot, horseback or bicycle. The three key principles of the Scottish Outdoor Access Code contend that access can be taken responsibly if all users respect the interests of others; take responsibility for their own actions and care for the environment. Users contravening this code stand to lose their right of access.

## Maintenance

Finally, it is important to maintain shared and segregated paths properly if conflict or injury is to be avoided. For example, such conflict can arise when segregated paths have cycle sides obstructed with vegetation in the summer or pedestrian sides covered with ice in the winter. Local authority maintenance programmes should afford the same attention to these facilities as enjoyed by the rest of the highway network.

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<sup>16</sup> <http://www.outdooraccess-scotland.com/>

## References and useful links

**Department for Transport (2008)** Local Transport Note 2/08, *Cycle Infrastructure Design*  
Available from [www.dft.gov.uk](http://www.dft.gov.uk)

**Department for Transport (2007)** *Manual for Streets*  
Available from [www.dft.gov.uk/pgr/sustainable/manforstreets/](http://www.dft.gov.uk/pgr/sustainable/manforstreets/)

**Jones, P. and Boujenko, N. and Marshall, S. (2008)** *Link & place: a guide to street planning and design*. Landor Publishing, London, UK

**Living Streets (2009)** Policy Briefing 01/09: *Naked Streets*  
Available from: [www.livingstreets.org.uk/resources](http://www.livingstreets.org.uk/resources)

**Living Streets (2009)** Policy Briefing 02/09: *20 mph brings streets to life*  
Available from: [www.livingstreets.org.uk/resources](http://www.livingstreets.org.uk/resources)

**Bikeability training**  
<http://www.bikeability.org.uk/>.

**CTC, the national cyclists' organisation**  
<http://www.ctc.org.uk>

**Department for Transport**  
<http://www.dft.gov.uk/>

**London Cycle Campaign**  
<http://www.lcc.org.uk>

**Ramblers**  
<http://www.ramblers.org.uk>

**Sustrans**  
<http://www.sustrans.org.uk>

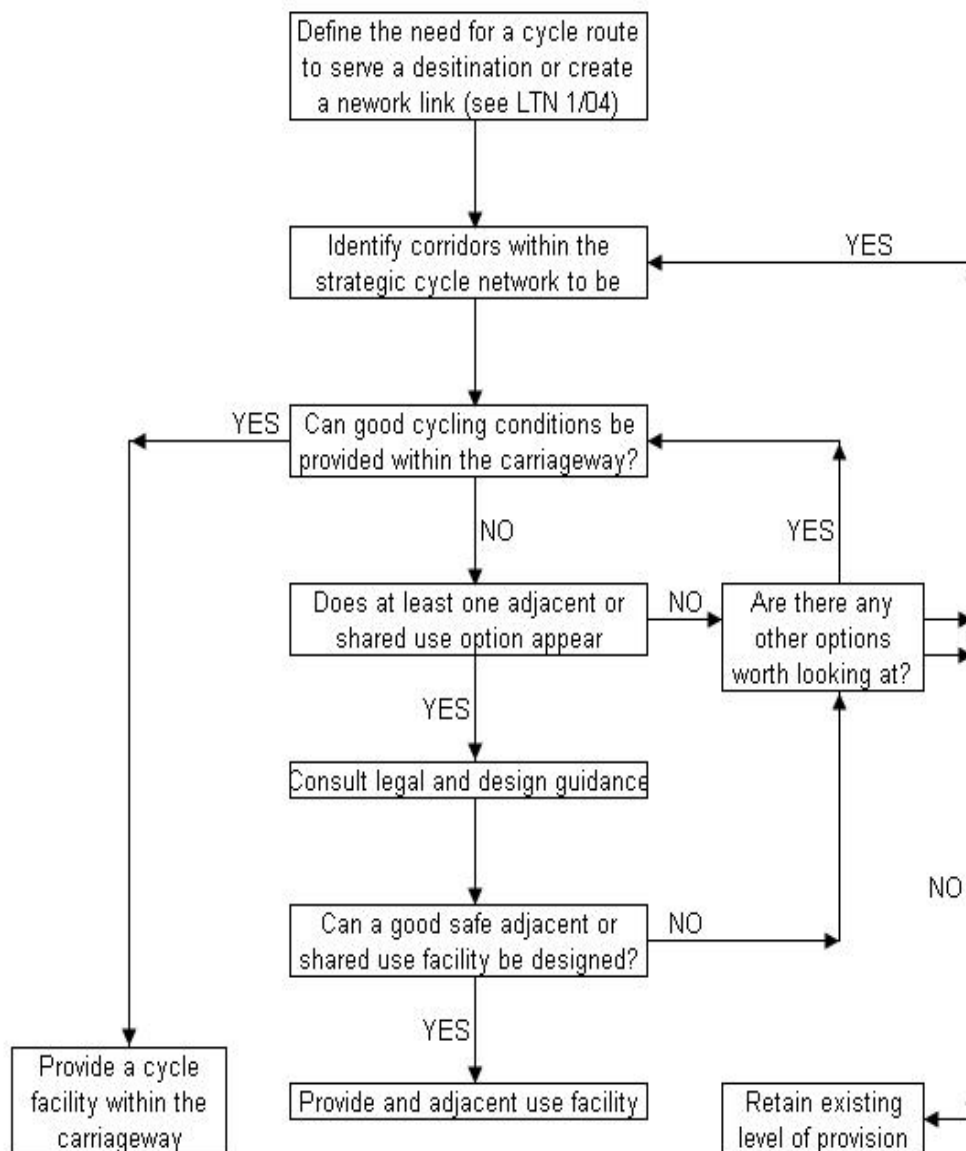
**Warrington Cycle Campaign**  
<http://www.warringtoncyclecampaign.co.uk>

**Spokes: The Lothians Cycle Campaign**  
<http://www.spokes.org.uk>



## Appendix B - LTN 2/04 - Adjacent and Shared Use Facilities for Pedestrians and Cyclists

### Adjacent and Shared Use Decision Process



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

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<b>Date of Meeting:</b>	23rd June 2011
<b>Subject:</b>	Parking Schemes Programme 2011/12
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Brendon Hills – Corporate Director – Community and Environment
<b>Portfolio Holder:</b>	Councillor Philip O’Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A</b> - Proposed Revised Parking programme 2011/12  <b>Appendix B</b> - Local Safety Parking Schemes Programme - criteria and prioritisation process

## Section 1 – Summary and Recommendations

This report sets out the revised parking programme for 2012/12 following confirmation of the capital programme allocation and also the methodology associated in considering schemes for parking controls under the Local Safety Parking Schemes programme

### Recommendations:

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

- 1) The revised priority list of schemes shown in **Appendix A**, be agreed for 2011/12
- 2) The criteria and process involved in considering sites under the Local Safety Parking Schemes programme (formerly known as the Problem Streets programme) is agreed

The Panel is requested to note:

- 3) The current status of the Parking review and Parking Management and Enforcement Plan review.

### Reason:

To prioritise the Controlled Parking Zones, Parking Schemes and Local Safety Parking Schemes programme in 2011/12

## Section 2 – Report

### Programme of schemes - 2011/12

- 2.1 At the Panel meeting on 2<sup>nd</sup> February 2011 the Panel recommended a priority list of schemes for 2011/12, subject to confirmation of funding, which was subsequently approved by the Portfolio Holder for Environment and Community Safety. At the time the amount of funding from the Harrow capital programme had not been confirmed and it was envisaged that only £280k would be available.
- 2.2 At the February panel meeting a request was made by a panel member proposing that Marlborough Hill Wealdstone be also included in the Controlled parking Review of Rosslyn Crescent. It was explained that this review was being funded from S106 monies associated with development of the Mosque site on the corner of Rosslyn Crescent and Station Road and so could not be included. Officers however agreed to review the situation when the final Harrow Capital funding allocation was known.

- 2.3 The funding made available for 2011/12 has now been confirmed at £310K. The opportunity has been taken to include Marlborough Hill in the programme and also to increase funding for the Local Safety Parking Schemes Programme (formally known as the Problem Streets programme) where there are increasing demands from the public for implementing small scale localised parking controls. The evaluation process for this programme is set out elsewhere in this report. The programme for 2012/13 and beyond remains indicative and will be refined at each February meeting of the Panel in advance of the new financial year.
- 2.4 The panel are asked to recommend the revised programme for 2011/12 shown in **Appendix A** to the Portfolio Holder for approval.
- 2.5 Progress with the delivery of the 2011/12 parking schemes programme can be seen in the general Progress Report also included on the agenda for this Panel meeting.

### **Local Safety Parking Schemes Programme – Prioritisation Process**

- 2.6 This programme, formerly known as the Problem Streets Programme, deals with more isolated locations where localised parking problems and issues occur. Typically remedial measures consist of proposals for single / double yellow lines at junctions, bends and narrowings in order to improve access. These measures also support the well established principles in The Highway Code.
- 2.7 Many requests are received each year asking for parking controls. These come from councillors, refuse collection department, emergency services and the public. The effects of parking at undesirable locations can impact on drivers, pedestrians and those with mobility difficulties. The number of requests far exceeds the financial and staff resources to enable them all to be implemented and consequently a formal appraisal system is utilised to prioritise schemes and direct the limited resources to the neediest locations.
- 2.8 The prioritisation process has been refined over time and is similar to processes used in some other London boroughs. The criteria used and the scoring system is set out in **Appendix B** for information. The criteria used focuses on prioritising sites where safety or access is compromised. A higher score indicates a higher priority. Once a location is assessed and a predetermined threshold score is exceeded then the site is included in the priority list and subsequently progressed to the required statutory consultation process before implementation of the scheme.
- 2.9 Because of the significant costs in undertaking statutory consultation which includes the legal requirement to advertise both the proposal and notification of making the necessary traffic orders, the prioritised sites are batched together and progressed as one traffic regulation order in order to reduce costs. The proposed funding for this programme is increasing over the 2010/11 year from £20k to £40K in order to meet the increasing number of

sites to be dealt with and the significant staff costs involved in dealing with the numerous requests. It is envisaged that 2-3 batches of sites will be taken forward during the current financial year.

- 2.10 Any statutory objections to parking proposals are considered and discussed with the Portfolio Holder for Environment and Community Safety. Any decisions are made either through a Portfolio Holder report or via the Service Manager – Traffic & Highway Network Management, depending on how contentious they are. In non contentious locations the decision on objections is generally given to officers in accordance with the decision-making process reported to TARSAP in September 2010.
- 2.11 It is worth noting that the larger scale area parking reviews generally on the periphery of CPZ's which also include proposals for single / double yellow lines at junctions, bends and narrowings are carried out in conjunction with the main CPZ scheme or review and not as a part of the Local Safety Scheme programme.

### **Parking Review**

- 2.12 A review of parking permits, on-street and off-street parking controls across the borough is being taken forward following a review of the current controls in operation. It is planned to undertake a consultation in June /July 2011 on any proposed revisions and a verbal update will be given at the meeting.
- 2.13 The outcome of consultation will be reported to the September Cabinet meeting and an update reported to the September meeting of this panel.

### **Parking Management and Enforcement Plan review**

- 2.14 The existing Parking Enforcement Plan was developed in parallel with the original Local Implementation Plan (LIP) that covered the period 2005/6 to 2010/11 in terms of infrastructure investment. This plan set out in one document the council's policies for dealing with parking and enforcement in the context of the Mayor's Transport Strategy. It also covered operational matters like criteria for permits.
- 2.15 Under the TfL guidance for the preparation of LIP2, an associated Parking Enforcement Plan is not required and consequently a revised stand alone document is being developed to replace it. The opportunity has been taken to review the format of the document to be called the "Parking Management and Enforcement Plan" which needs to provide the policy links to the LIP and Mayor's Transport Strategy (MTS), strategies for implementing those policies as well as containing clarification on the operational matters associated with enforcement which are utilised by a number of separate council departments.
- 2.16 The proposed Parking Management and Enforcement Plan will need to incorporate any outcomes from the Parking Review consultation mentioned above and consequently it will also be reported to the September meetings of Cabinet and this Panel.

### **Financial Implications**

- 2.17 The parking programme for 2012/13 is funded from the Harrow Capital Programme and is set out in **Appendix A**. The programme for 2012/13 and beyond is indicative and subject to the provision of funding from the Harrow Capital Programme.

### **Risk management Implications**

- 2.18 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the implementation of parking controls. Each individual scheme's risk register is included in the Community & Environment Directorate Risk Register.

### **Equalities Implications**

- 2.19 The proposed programme was assessed as a part of the EqIA undertaken for the Local implementation Plan which included the parking programme of work. No negative impact on any of the equality groups was highlighted and some positive impacts were identified particularly for children and people with mobility difficulties.
- 2.20 When the individual schemes in the programme are developed, the impact of the proposals on the equalities groups will be assessed as an integral part of the design process in order to ensure that final scheme designs do not have any negative impact.

### **Corporate Priorities**

- 2.21 The parking programme will help achieve the council's new corporate priorities:

<b>Corporate priority</b>	<b>Impact</b>
Keeping neighbourhoods clean, green and safe	Parking controls assist the elderly, disabled and mobility impaired to safely cross roads at junctions and use of dropped kerb facilities.
United and involved communities: A Council that listens and leads	There are well established consultation processes involved in progressing parking controls both for amenity and safety reasons
Supporting and protecting people who are most in need	Parking controls assist the elderly, disabled and mobility impaired to safely cross roads at junctions and use of dropped kerb facilities. Parking controls provide concessions to blue badge holders to park on yellow lines, in permit and pay & display bays (subject to certain criteria) that would not be available if the road was inaccessible because of long term commuter parking.
Supporting our town centre, our local shopping centres and businesses	Parking Controls can support such centres as it encourages the maximum use of limited parking facilities by making use of the turnover of parking

### **Section 3 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 03/06/11		

### **Section 4 - Contact Details and Background Papers**

#### **Contact:**

Paul Newman – Team Leader - Parking & Sustainable Transport  
 Tel: 020 8424 1065, Fax: 020 8424 7662,  
 E-mail: paul.newman@harrow.gov.uk

#### **Background Papers:**

None



## Appendix A – Parking Schemes Programme

<b>Scheme</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15</b>
Pinner Road/County Roads Review & Implementation	20			
Rayners Lane –Review 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 Parking Controls Consultation & Implementation	70			
Canons Park Station Area Consultation	70 (40*)	70		
Burnt Oak Broadway -Review	15 (40*)			
Marlborough Hill East End CPZ review and Implementation	10			
Cloisters Wood -Wood Lane Stanmore Local Parking Controls Consultation & Implementation	(15*)			
Biro House Stanley Road Review CPZ & Implementation	(30*)			
Prince Edward Playing Fields/The Hive Camrose Avenue Local parking controls consultation & Implementation	(15*)			
Rosslyn Crescent CPZ review & Implementation	(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
Local Safety Parking Schemes Programme	40	40	40	40
<b>Total</b>	<b>310</b>	<b>310#</b>	<b>310#</b>	<b>310#</b>

Finance allocated in £K

\* Section 106 funding (not included in total)

# Anticipated budget

Years 12/13 onwards show an indicative programme only (not fully developed) which will include reviews of main CPZ schemes listed above.

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# LOCALISED SAFETY PARKING PROGRAMME **APPENDIX B**

## KEY ASSESSMENT CRITERIA

Service request assessment criteria Score

<b>1) Source of request</b>	
Resident request	1
Councillor / MP request	3
Emergency Services / Local services (e.g. Refuse Dept, London Buses) request	5

<b>2) Traffic accidents and speeds</b> (most recent 36 months accidents and 85% percentile speeds)	
0 accident and/or Low speeds < 30mph	1
Up to 2 accidents and/or Medium speeds 31-36 mph	3
>2 accidents and/or High speeds > 36mph	5

<b>3) Vehicle flows</b> (average vehicles per day)	
Low flow - < 5000vpd	1
Moderate flow - 5000-10000vpd	3
High flow >10000vpd	5

<b>4) Pedestrian flows</b>	
Low impact (residential only)	1
Moderate impact (local shops and businesses, industrial areas, etc)	3
High impact ( Major shopping area, stations, schools, hospital, etc)	5

<b>5) Accessibility and visibility</b> ( 2 visits one daytime one after 7pm)	
No access or vision problems evident or, occasional instances of obstruction or, occasional instances of restricted visibility	1
Frequent obstruction by parked vehicles or, frequently restricted visibility	3
Continuous obstruction by parked vehicles or, continuously obstructed visibility	5

<b>6) Other local factors</b>	
Narrow road width < 5.5m (two way traffic)	1
Bus Route and/or cycle route present	3
Issue affects vulnerable road users (e.g. disability groups, visually / mobility impaired)	5

For Item 5 obstruction is considered to be the physical prevention of line of sight and impeded passage along a highway for a vehicle or pedestrian.

For Item 6 a score will only be given where the circumstances described apply otherwise no score is given. Where more than one of the circumstances applies the higher score will be given.

Each individual location identified in a service request is assessed individually using the assessment criteria above. The minimum score possible is 6 and the maximum 30. Sites which score more than 15 will be included on the prioritisation list for consideration in the localised safety parking programme.

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

**Date of Meeting:** 23rd June 2011

**Subject:** Rayners Lane Controlled Parking Zone  
Results of Statutory Consultation

**Key Decision:** No

**Responsible Officer:** Brendon Hills - Corporate Director  
Environmental Services

**Portfolio Holder:** Phillip O'Dell - Portfolio Holder for  
Environment and Community Safety

**Exempt:** No

**Decision subject to  
Call-in:** Yes, following consideration by the Portfolio  
Holder

**Enclosures:** **Appendix A**  
Sample zone extension consultation  
documents and plans

**Appendix B**  
Sample double yellow line restriction  
consultation documents

**Appendix C**  
Summary of statutory objections with  
officers' response

**Appendix D**  
Analysis of questionnaire responses

**Appendix E**  
Summary of consultation comments

**Appendix F**  
Copy of petitions received

## **Appendix G**

Controlled Parking Zone extension plans recommended for implementation

## **Appendix H**

Double yellow line restriction plans recommended for implementation

# **Section 1 – summary and recommendations**

This document reports the results of the formal statutory consultation on the proposed extension of the Rayners Lane controlled parking zone (CPZ). This document also seeks the Panel's recommendation to the Portfolio Holder for Environment and Community Safety to implement the proposals, subject to modifications as a result of statutory consultation with the affected residents and businesses as explained in this report.

### **Recommendations:**

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

- (a) that an extension to the existing Controlled Parking Zone (CPZ) – Zone L be introduced in the roads and extents as shown in **Appendix G**, with operational hours of Monday-Friday 10am-11am and that residents and businesses within the new CPZ be informed of the details of how to obtain resident, business or visitor permits;
- (b) that single yellow line waiting restrictions with operational hours of 8.00am to 6.30pm Monday to Saturday be introduced in sections of Village Way as shown in **Appendix G**;
- (c) that double yellow lines be introduced at junctions, bends and pinch points as shown in **Appendix H**;
- (d) that the proposed extension of the controlled parking zone in Ovesdon Avenue, Capthorne Avenue and Kings Road south of the junction of Capthorne Avenue as detailed in **Appendix A** not be included within the extension;
- (e) That the proposed double yellow lines at the junctions of Torbay Road, Exeter Road and Lynton Road with Capthorne Avenue remain as recommended in **Appendix A**;
- (f) that the proposed double yellow lines be reduced as shown in **Appendix H** for the following roads:
  - Newlyn Gardens
  - Trescoe Gardens
  - Waverly Road
  - Dewsbury Close

- Southbourne Close
- Fernbrook Drive
- Lynton Drive
- Torbay Road

- (g) that the proposed double yellow lines on the southern side of the carriageway adjacent to 1 Village Way as shown in **Appendix A** are to be extended to the boundary of 5-7 Village Way as shown in **Appendix G**;
- (h) that the location of the bays proposed outside 16-18 Downs Avenue and 24-26 Downs Avenue are relocated to the opposite side of the carriageway as shown in **Appendix G**;
- (i) that the location of the bay proposed opposite 112-114 The Avenue is relocated to the opposite side of the carriageway as shown in **Appendix G**;
- (j) that the existing double yellow line on the north eastern corner of the junction of Capthorne Avenue and Kings Road be extended on Kings Road as shown in **Appendix G**;
- (k) that objections to the proposals in **Appendix C** be set aside excepting those objections accommodated by the revised proposals listed at (d), (e), (f), (g), (h), (i) and (j) above.
- (l) That the Service Manager – Traffic & Highway Network Management be authorised to take all necessary steps to implement the scheme shown in **Appendix G** and **Appendix H**, subject to all recommendations of the Panel;
- (m) That all objectors, residents and businesses at addresses within the consultation area be informed of the final decision

**REASON:** To control parking on the periphery of the existing Rayners Lane CPZ – Zone L as detailed in the report.

## **Section 2 – report**

### **Background**

- 2.1 The Rayners Lane Controlled Parking Zone (CPZ) L was originally implemented in 1998 and reviewed/extended in 2002 following public consultation. The parking controls were introduced primarily because of commuters using Rayners Lane Station and parking in the surrounding roads, leaving vehicles on street all day, and causing parking problems for local residents. Since the extension of the Rayners Lane Controlled Parking Zone in 2002, requests have been received from residents living in the surrounding roads who have reported suffering from displaced and obstructive parking that blocks access to off street parking provision. This is compounded by parking demand for the nearby Rayners Lane Station shopping facilities and offices. A review of the Rayners Lane CPZ has been on the programme approved by the panel since 2005.

## **Public consultation**

2.2 Following a stakeholders meeting held in December 2009, which determined the consultation boundary a public consultation was carried out between 7th June and 28th June. The result of this consultation was reported to the Panel meeting on 16th September 2010, which recommended that where there was a majority support from residents proposals should go forward to statutory consultation. It was therefore decided to consult on an extension in the following roads:-

- The Avenue (between Church Avenue and Hillcroft Avenue)
- Hillcroft Avenue (between West Avenue and Downs Avenue)
- Downs Avenue (between The Glen and Village Way)
- West Avenue (between Hillcroft Avenue and Village Way)
- Village Way (between Cannon Lane and existing zone boundary)
- Alfriston Avenue (between Imperial Drive and No.53 Alfriston Ave)
- Warden Avenue (between Torbay Road and Kings Road)
- Ovesdon Avenue (between Torbay Road and Kings Road)
- Capthorne Avenue (between Torbay Road and Alexandra Ave)
- Kings Road ( between Drake Road and Ovesdon Avenue)

In addition to the zone extension it was also recommended that double yellow line restrictions proceed to statutory consultation at junctions and locations where inadequate road widths don't allow for safe parking on opposite sides of the road. These include locations both in and on the periphery of the proposed zone.

This is primarily for safety reasons including emergency service access and improved visibility for both motorists and pedestrians.

2.3 At the Panel meeting on the 2<sup>nd</sup> February 2011, it was resolved that due to a late petition received from residents of Central Avenue the street would be consulted in a separate statutory consultation as soon as possible. Therefore, Central Avenue has not been included within this report.

## **Statutory Consultation**

2.4 All Councillors in the affected wards were sent the consultation materials prior to distribution.

2.5 A number of statutory consultees such as the Police and the Fire Brigade were consulted as part of the statutory requirements.

2.6 Statutory consultation was carried out for 21 days from 17<sup>th</sup> March to 6<sup>th</sup> April 2011.

2.7 Street notices were erected on lamp columns throughout the area giving information as to where details of the proposals could be viewed, and the process to make a formal objection during the statutory period.

2.8 Traffic orders were advertised in the Harrow Times newspaper on 17th March 2011 and this information was also available on the council's web site at [www.harrow.gov.uk/raynerslaneparking](http://www.harrow.gov.uk/raynerslaneparking)



- 2.9 To coincide with the statutory consultation, residents and businesses within the original consultation area were informed by leaflet of the revision to the proposals originally consulted on in June 2010.

### **Statutory Consultation Documents**

- 2.10 All businesses and residents were provided with the same general information. Consultation material was delivered on a one-per-household and business basis with an explanation that all responses would also be analysed in this way. In addition residents and businesses that received the controlled parking zone extension consultation document had the opportunity to complete their questionnaire online.
- 2.11 Consultation documents were distributed to addresses between 14th and 16th March 2011 to coincide with the start of the statutory objection period.

### **Controlled Parking Zone Extension Consultation Document**

- 2.12 The leaflet set out background information with, details about the proposed zone extension, where to obtain further information and the statutory (legal) consultation process necessary to implement the proposals. A plan showing the detailed proposals relating to the individual's address was also provided along with information on how to obtain plans of other roads within the consultation area. A leaflet together with the seven detailed plans can be seen in **Appendix A**.
- 2.13 The consultation document also incorporated a questionnaire which included a simple 'yes or no' question: "Do you support the revised parking proposals in your part of the road?" This was included so that everyone within the proposed CPZ extension could indicate their support or opposition to the proposals. The questionnaire also gives the opportunity for people to change their minds and comment on the revised proposals. This information is used for the Council to take a balanced view when considering objections and petitions in order to revise the proposals to best fit and tailor the extents of the CPZ's. A prepaid envelope was supplied with the consultation documents for people to return the completed questionnaire.

### **Double yellow line restrictions**

- 2.14 A separate consultation leaflet was also sent out to areas on the periphery of the proposed zone detailing proposals for double yellow line waiting restrictions at junctions and locations where there is inadequate road width to allow safe parking on both sides of the road. The document provided background information on the safety issues, relevance to the Highway Code Rule 243, a plan indicating the proposals in the residents immediate vicinity, where to obtain further information and details of the statutory (legal) consultation process necessary to implement the proposals. A copy of the consultation leaflet together with the individual plans can be seen in **Appendix B**.

## Responses

- 2.15 As a result of the consultation, 99 statutory objections were received from the 233 questionnaire responses, 72 e-mails, 67 letters and 4 petitions received.
- 2.16 A copy of all replies received in response to the Statutory Consultation are available for members to review in the members library.

## Statutory Objections

- 2.17 A total of 99 statutory objections were received within the statutory objection period:
- 35 from within the proposed CPZ
  - 62 from within the consultation area but outside the proposed CPZ
  - 2 from outside the consultation area.
- 2.18 A summary of statutory objections with officers' comments can be seen in **Appendix C**.
- 2.19 A number of properties returned statutory objections in various forms and this therefore resulted in duplication of some objections. For the purposes of this report these have been considered as one objection.
- 2.20 No objections were received from statutory consultees such as the Police and Emergency services. Through other communications regarding the scheme we are aware that the Fire Brigade are supportive of the scheme proposals.

## Questionnaire Responses

- 2.21 There were 233 questionnaire responses received, 14 of which met the criteria as statutory objections. This represented an overall response rate of 36% from the 643 questionnaires delivered, which is considered average when compared with other similar consultations undertaken recently. The highest response rate of 71% was from Romney Drive.
- 2.22 The analysis of the results of the questionnaire responses on a street by street basis together with their response and support rate can be seen in **Appendix D**.

## Letter and E-mail Responses

- 2.23 In addition to the questionnaires, 72 e-mails and 67 letters were received, of which 44 e-mails and 41 letters met the criteria of a statutory objection.
- 2.24 2 of the responses received were from outside the consultation area and relate to requests for the double yellow lines on Village Way to be extended to the boundary of 5 and 7 Village Way.
- 2.25 A Summary of consultation responses can be seen in **Appendix E**.

## Petitions

2.26 Four petitions were received from the following streets:

**Raynton Close** – 17 signatures were received from 11 addresses. The objection is to the proposed double yellow lines on Raynton Close. No justification was provided with the petition.

**Newlyn Gardens** – 19 signatures were received from 16 addresses. The objection is to the proposed double yellow lines within the close as there is no problems with access or visibility.

**Waverley Road** – 22 signatures were received from 21 addresses. The objection is to the proposed double yellow lines. Residents have concerns that the restrictions in the area will create tension amongst neighbours.

**Southborne Close** – 6 signatures were received from 6 addresses. The objection is to the double yellow lines outside properties numbered 22-28 and 23-29.

A copy of these petitions can be seen in **Appendix F**.

## Consideration of statutory objections

2.27 A summary of statutory objections with officers' responses can be seen at **Appendix C**.

2.28 Statutory objections in the following areas have been considered and following further consultation with ward councillors proposals have been amended as detailed below:-

- **Newlyn Gardens** – Residents object to all restrictions within the close stating that access has never been a problem and parking is self regulating. Further to a site meeting on Saturday 7<sup>th</sup> May with Ward Councillors, having taken into consideration the comments and objections of the residents Councillors were agreed that they support restrictions on the junction but feel that restrictions in the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the double yellow line restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable.
- **Trescoe Gardens** – As with Newlyn Gardens, residents object to all restrictions within the close stating that access has never been a problem and parking is self regulating. Further to a site meeting on Saturday 7<sup>th</sup> May with Ward Councillors, having taken into consideration the comments and objections of the residents Councillors were agreed that they support restrictions on the junction but feel that restrictions in the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the double

yellow line restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable.

- **Waverly Road** – Parking restrictions in Waverley Road were reviewed with ward councillors and although there were a significant number of objections it was agreed that the vast majority of restrictions were required. The one amendment to the proposals was for the restrictions outside 23 Waverley Road to be cut back to the southern side of the vehicular access, 3 meters north of the boundary of 23-25 Waverly Road.
- **Dewsbury Close** – Due to a number of objections the proposed double yellow line restrictions around the roundabout at the end of the close have been removed. Restrictions accessing the close have been maintained and ensure emergency services can gain access to within the 30m required for a fire appliance to service a building.
- **Southborne Close** – residents raised concerns regarding the reduction in parking capacity and the possible displacement of parking to the narrow sections of the close should the restrictions be implemented in the turning head. Officers propose to reduce the parking restrictions within the turning head to maintain a number of parking spaces whilst ensuring there is suitable space for vehicles to turn negating the possibility of vehicles having to reverse down the close.
- **Village Way** – A number of responses raised concerns regarding visibility and traffic flow on the southern side of Village Way in close proximity to the junction with Rayners Lane. As a result officers recommend that the double yellow line restrictions extend from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
- **Downs Avenue** – Access issues to properties on Downs Avenue have been highlighted due to narrow accesses and the location of the parking bay outside 16-18 and 24-26 Downs Avenue. Officers therefore recommend the bays are relocated on the opposite side of the carriageway outside 13-15 and 19-21 Downs Avenue respectively where accesses to properties opposite are more accessible.
- **The Avenue** – Access and visibility concerns were raised with regards to the parking bay located opposite 112-114 The Avenue. As a result officers propose that the bay be relocated onto the opposite side of the carriageway adjacent to where it is currently located.
- **Fernbrook Drive** – Double yellow line restrictions reduced to boundary of 16-18 Fernbrook Drive to maximise parking capacity whilst maintaining acceptable visibility on the bend.
- **Lynton Drive** – Double yellow line restrictions reduced to boundary of 121-123 Lynton Drive to maximise parking capacity whilst protecting the junction with Widdicombe Avenue.

- **Torbay Road** – Double yellow line restrictions reduced to the boundary of 389-391 Torbay Road to maximise parking capacity whilst maintaining visibility at the bend.

These amendments address 18 of the statutory objections and partially address a further 40 statutory objections.

2.29 The remaining statutory objections are from the following areas:

- 22 within the proposed CPZ area
- 19 from outside the CPZ area

Each element of the statutory objections together with the officers' detailed response is listed at **Appendix C**.

After consideration of these objections it is recommended that individual objections are to be set aside for the reasons given or that the objections have been up held due to modifications of the proposals.

**Roads to be included in the CPZ (with majority support)**

2.30 **Appendix D** indicates that there is majority support for the proposals in the following roads or part roads as detailed:-

- Alfriston Avenue
- Downs Avenue
- Hillcroft Avenue
- Kings Road (North of the junction with Capthorne Avenue)
- Romney Drive
- The Avenue
- Village Way
- Warden Avenue
- West Avenue

The statutory objections and comments either in support or against the CPZ proposals for the above roads are discussed in more detail below:

Alfriston Avenue

Road	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Alfriston Avenue	46	20	43%	15	3	2	75%

2.31 One response that ticked the box indicating they supported the revised parking proposals also met the statutory objection criteria in their comments by objecting to the double yellow lines on the corner of the junction where Alfriston Avenue meets the side road, also known as Alfriston Avenue which connects the Avenue with The Ridgeway. As the restrictions are proposed to ensure safe visibility, access and compliance with the Highway Code officers do not feel parking capacity is being reduced as vehicles should not be parked in this location as set out in the Highway Code.

- 2.32 Officers therefore recommend that Alfriston Avenue is included within a CPZ extension as detailed in **Appendix G**.

Downs Avenue

Road	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Downs Avenue	34	10	29%	8	2	0	80%

- 2.33 Of the two questionnaire responses received, one met the statutory objection criteria. The objection highlighted that due to the location of a parking bay, access to a property would be impaired due to the narrow width of both the carriageway and the private access. As a result officers recommend the relocation of the parking bay to a location where access issues will be alleviated whilst maintaining the same parking capacity within the Avenue.
- 2.34 Officers therefore recommend that Downs Avenue is included within a CPZ extension as detailed in **Appendix G**.

Hillcroft Avenue

Road	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Hillcroft Avenue	14	6	43%	5	1	0	83%

- 2.35 The one objection to the revised parking proposals did not meet the statutory objection criteria.
- 2.36 Officers therefore recommend that Hillcroft Avenue is included within a CPZ extension as detailed in **Appendix G**.

Kings Road

Road	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Kings Road	47	11	23%	7	2	2	64%

- 2.37 When officers analysed the responses with Ward Councillors, the majority of the support for the proposals originated from the section of Kings Road north of the junction with Capthorne Avenue. North of the junction there was majority support of 83%, whereas south of the junction the support level was only 40%. In addition to this due to the lower level of support responses received from Capthorne Avenue which will be detailed later in the report officers and Ward Councillors recommend that only the section of Kings Road north of Capthorne Avenue should be recommended to be included in the proposed zone extension.
- 2.38 None of the objections to the revised parking proposals met the statutory objection criteria.

- 2.39 Officers therefore recommend that Kings Road, north of the junction with Capthorne Avenue is included within a CPZ extension as detailed in **Appendix G**.

Romney Drive

Road	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Romney Drive	7	5	71%	3	2	0	60%

- 2.40 Given that the vast majority of Romney Drive is already located within the zone, the consultation only covered the small area at the top of Romney Drive at the junction with Alfriston Avenue. As a result the responses have been considered not just in relation to the proposals at the junction but also for Alfriston Avenue.
- 2.41 Of the two responses received one met the criteria of a statutory objection. The objection is to the proposed double yellow line outside 4-10 Romney Drive due to there not being any incidents there and the space currently being used for visitor parking. As the restrictions are proposed to ensure safe visibility, access and compliance with the Highway Code at the junction officers do not feel as though parking capacity is being reduced as vehicles should not currently be parking in this location and recommend the restrictions should remain as proposed.
- 2.42 Officers therefore recommend that Romney Drive is included within a CPZ extension as detailed in **Appendix G**.

The Avenue

Road	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
The Avenue	53	31	58%	25	5	1	81%

- 2.43 Of the responses that did not support the revised parking proposals four met the statutory objection criteria.
- 2.44 Two of the statutory objections received were from questionnaires indicating support for the revised parking proposals in their part of the road but then objected to elements of the proposals through their comments. The first raised concerns over a bay location that obscured visibility when accessing their property, this objection was supported by another objection which raised concerns over the same bay location but with regards to access to their property. As a result Ward Councillors and officers recommend that the bay location is amended and is relocated to the opposite side of the carriageway. The second objection raised an issue with regards to two proposed parking bays between 71-77 The Avenue, the objection was due to their location as they not only obstruct visibility for drivers but by relocating the bays and an additional space could be provided. Officers recommend that the spaces remain proposed in their current location as by creating a chicane effect the bay locations act as a traffic calming measure. In addition to this by relocating the bays access issues may arise and previously the objector supported the layout during the public consultation phase.

- 2.45 The other two statutory objections originate from residents who do not support the revised parking layout. The first as detailed above, objects to the extension of the zone in addition to a proposed bay location should the scheme go ahead. This is due to access concerns given the narrow carriageway and private access. As a result of another supporting objection officers recommend the proposed bay location is relocated to the opposite side of the carriageway. The second objection is not in favour of the CPZ extension due to the damage it will do to the area and economy of the local businesses. Parking issues around the Rayners Lane shopping area are currently being reviewed and improved as part of a separate scheme where on street parking capacity is being increased.
- 2.46 Officers therefore recommend that The Avenue is included within a CPZ extension as detailed in **Appendix G**.

#### Village Way

Road Consulted	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Village Way	143	44	31%	31	9	4	70%

- 2.47 Of the responses that did not support the revised parking proposals two met the statutory objection criteria. The first statutory objection is to the loss of parking capacity on the street as they have no spare parking capacity on their drive and visitors will have nowhere to park. The second statutory objection states that they do not suffer from commuter parking and should the proposals go ahead, not only will there be no parking for visitors but residents will turn their gardens into off street parking. In addition to this, the objection also raises concerns that the current parking layout slows vehicles down and by removing the parking vehicle speeds on Village Way will increase, finally it states that as there is very little commuter parking on Saturdays these restrictions are not required. Currently traffic flow is significantly obstructed by parking along Village Way, in some locations this results in one way traffic flow through sections during peak hours. By improving traffic flow officers are aware it is possible vehicle speeds may increase, therefore officers will be proposing to introduce Vehicle Activated Signs along Village Way which have been shown to be effective in reducing vehicle speeds elsewhere in the borough.
- 2.48 Officers therefore recommend that Village Way is included within a CPZ extension as detailed in **Appendix G**.

#### Warden Avenue

Road Consulted	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Warden Avenue	87	32	37%	21	9	2	66%

- 2.49 Of the responses that did not support the revised parking proposals two met the statutory objection criteria. The first objects to the extension of the CPZ as they are unable to obtain permission for off street parking due to footway obstructions and would therefore have to pay for permits for all of their



vehicles. The second statutory objection objects to the CPZ as it is believed there is not a problem with commuter parking during the day and neighbours with driveways but without cars allow neighbours to park over their driveway when they do not have visitors and under the scheme proposals these spaces would be removed during the hours of operation. Further concerns were raised with regards to the financial burdens placed on families and that many more gardens will be converted into off street parking as well as parking being displaced into neighbouring streets. Officers have taken these concerns into consideration however due to the majority of residents experience problems and responded supporting the proposals recommendations are that the CPZ extension includes Warden Avenue.

- 2.50 Officers therefore recommend that Warden Avenue is included within a CPZ extension as detailed in **Appendix G**.

West Avenue

Road Consulted	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
West Avenue	51	30	59%	25	3	2	83%

- 2.51 Of the responses that did not support the revised parking proposals one met the statutory objection criteria. The statutory objection opposes the introduction of a parking levy on top of the existing council tax and wishes for facilities where friends and family can park for free without restrictions. Having considered the statutory objection officers feel that given the high level of support in the street from other residents that West Avenue should be included within the CPZ extension.

- 2.52 Officers therefore recommend that Warden Avenue is included within a CPZ extension as detailed in **Appendix G**.

**Roads not obtaining majority support**

- 2.53 **Appendix D** indicates that there was not majority support for the proposals in the following roads or part roads as detailed:-

- Capthorne Avenue
- Ovesdon Avenue
- Kings Road (South of the junction with Capthorne Avenue)

The statutory objections and comments either in support or against the CPZ proposals for the above roads are discussed in more detail below:

Capthorne Avenue

Road Consulted	No. Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Capthorne Avenue	96	28	29%	12	16	0	43%

- 2.54 Given there was no majority support received from the responses received officers recommend that the CPZ extension does not include Capthorne Avenue.

## Ovesdon Avenue

Road Consulted	No.Sent out	No. of Replies	Response Rate	Support	Not Support	No Opinion	Support Rate
Ovesdon Avenue	65	16	25%	8	8	0	50%

- 2.55 Although there is an even number of responses both supporting and not supporting the proposals given that there are mixed feelings amongst residents over the requirement for a CPZ further to discussions between Ward Councillors and officers it is recommended that Ovesdon Avenue is not included within the CPZ extension.

## Kings Road (South of junction with Capthorne Avenue)

- 2.56 As detailed in paragraph 2.34, when officers and Ward Councillors analysed the Kings Road responses south of the junction the support level was 40%.
- 2.57 Given there was no majority support south of the junction and Capthorne Avenue and Ovesdon Avenue was no longer to be recommended for inclusion within the zone, officers and Ward Councillors agree to recommendations that Kings Road south of the junction with Capthorne Avenue should not be included within the CPZ extension.

## **Other issues**

- 2.58 Further to a meeting at the Civic Centre with ward councillors to discuss consultation responses received during the consultation process a number of locations arose where it was agreed a site meeting attended by officers and Councillors would be beneficial to discuss the consultation responses in more detail.
- 2.59 On 7 May a meeting was held on site to discuss a number of locations. Below are details of the proposals reviewed along with officers and Ward Councillors recommendations.

## Double yellow line restrictions in Trescoe Gardens, Newlyn Gardens and Raynton Close

- 2.60 A significant number of objections and comments were received in relation to the double yellow line restrictions in the above roads. The majority of responses felt that the restrictions are unnecessary due to the narrow width of the carriageway and parking to date had not been a problem and was self regulating.
- 2.61 Ward Councillors expressed their support for the restrictions on each of the junctions and around the roundabout at the end of High Warpole for safety reasons. However, Ward Councillors felt that the restrictions along each of the three cul de sacs were unnecessary and agreed with the views of the residents.
- 2.62 Further to consultation with the Fire Brigade officers feel that from experience most drivers perception of the space required for a large vehicle

like a fire tender to pass vehicles parked on alternate sides of narrow carriageways is usually insufficient and therefore recommend that to ensure sufficient space is provided double yellow line restrictions are maintained up to 30m from the last property in each of the closes. This ensures that if a fire should occur it would be accessible.

- 2.63 This would allow for the double yellow line restrictions in both Trescoe Gardens and Newlyn Gardens to be reduced to the northern building line of property number 12. However, due to the layout of Raynton Close the recommendations for restrictions would remain as recommended.

#### Double yellow line restrictions on Waverly Road

- 2.64 A number of responses were received objecting to the extent of the proposed double yellow lines on Waverly Road. Many of these also raised concerns over displaced parking and additional parking pressure on Waverly Road should the restrictions in Trescoe Gardens, Newlyn Gardens and Raynton Close be implemented.
- 2.65 Having reviewed the proposed restrictions Ward Councillors agreed that other than outside 23 Waverly Road the proposed recommendations were required on the grounds of safety and should therefore be maintained as recommendations.
- 2.66 Officers and Ward Councillors agree that the recommendations outside 23 Waverly Road can be reduced to maximise parking capacity in Waverly Road without compromising road safety. Recommendations are for the restrictions to now terminate 3 meters north of the boundary of 23-25 Waverly Road.

#### Traffic flow on Kings Road and visibility concerns at the Junction of Capthorne Avenue and Kings Road

- 2.67 Ward Councillors highlighted concerns over disruptions to traffic flow on Kings Road when the bus stop opposite Chichester Court is occupied. They requested that double yellow line restrictions should be extended from the junction of Capthorne Avenue to ensure parking is kept clear in this location and traffic flow is maintained. Furthermore, all of the ward members raised concerns about poor visibility for vehicles travelling southbound on Kings Road approaching the junction on Capthorne Avenue.
- 2.68 Officers feel that due to the limited number of buses servicing the stop and that this is not a particularly busy stop the impact on traffic flow is considered minimal and does not warrant the permanent removal of six parking spaces. Furthermore, given the characteristics of Kings Road, officers would be concerned that removing the parking spaces may encourage vehicle speeds to increase.
- 2.69 With regards to the visibility concerns raised by Ward Councillors officers agree with their concerns and recommend that the double yellow lines on the north eastern corner of the junction are extended 10 meters from the junction to encourage motorists to adhere to the highway code and ensure adequate junction visibility.

### Location of the proposed parking bay on West Avenue adjacent to 54 Village Way

- 2.70 Councillors support residents request for the location of the parking bay adjacent to 54 Village Way to be relocated to the opposite side of the carriageway. It is believed that the bay is currently located in a location where motorists turning off Village Way will not be expecting vehicles to be parked and it could therefore be unsafe.
- 2.71 Having investigated the impact of relocating the bay officers recommend the original proposal for the bay to be located on the western side of West Avenue should be maintained as relocating it to the eastern side would result in a reduction in parking capacity due to the rear private access to 52 Village Way. Furthermore, officers feel that councillors' concern that motorists will not be expecting vehicles to be parked a safe distance from a junction raises minimal safety concerns.

### Double yellow line restrictions in The Gardens

- 2.72 Councillors support the requirement for the double yellow line restrictions on the two junctions of The Gardens with Rayners Lane. However, Councillors support the residents in their views that the proposals extending into The Gardens are unnecessary as motorists are unlikely to park along the section of carriageway where they are proposed due to the narrow width.
- 2.73 From experience officers have found where there are area wide restrictions, like within a CPZ, in locations where there are no restrictions motorists are more likely to park. Although residents feel it is unlikely, one concern is that motorists may attempt to park partially on the footway allowing access for smaller vehicles but leaving insufficient space for emergency service access.
- 2.74 Initial proposals included double yellow line restrictions throughout the full length of The Gardens however subject to discussions with the Fire Brigade these restrictions were reduced to the current proposals which encourage vehicles not to park in an obstructive manor and ensure access within 30 meters of all properties within The Gardens. Given these findings officers recommend that the proposals remain unchanged.

### **Summary**

- 2.75 Notwithstanding the objections detailed above to the proposed CPZ, there is general support to implement the proposals as advertised.
- 2.76 Having considered the objections and comments it is recommended that the proposed CPZ be implemented as shown in **Appendix G** and **Appendix H** for the benefit of the majority of residents within the proposed CPZ.

### **Financial Implications**

- 2.77 The estimated cost of the scheme is £40K. This funding has been allocated in the parking programme of schemes which was agreed by the panel in February 2011 and is funded from the Harrow Capital programme.

### **Risk management Implications**

- 2.78 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. The risk register is included in the Community & Environment Directorate Risk Register.

### **Equalities Implications**

- 2.79 A review of equality issues at the design stage of the scheme has indicated no adverse impact or illegal discrimination on any of the specified equality groups. There will be some positive impacts of the scheme on all equalities groups, particularly people with mobility difficulties.

### **Corporate priorities**

- 2.80 The parking policies detailed in the report accords with our wider corporate priorities as follows:
- Keeping neighbourhoods clean, green and safe
  - Supporting and protecting people who are most in need
  - United and involved communities: a Council that listens and leads
  - Supporting our town centre, our local shopping centres and businesses
- 2.81 The principle of enforcing parking controls is also integral to delivering the Mayor's Transport Strategy and the Council's LIP.

## **Section 3 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 03/06/11		

## **Section 4 - Contact Details and Background Papers**

**Contact:** Elliott Hill, Project Engineer - Parking and Sustainable Transport,  
Tel: 020 8424 1535, Fax: 020 8424 7662,  
E-mail: [elliott.hill@harrow.gov.uk](mailto:elliott.hill@harrow.gov.uk)

### **Background Papers:**

Minutes of Stakeholders meeting held on 1<sup>st</sup> December 2009.

Report to TARSAP on Burnt Oak Broadway Area Proposed Parking Controls –  
Public Consultation Results 16 September 2010.

Report to TARSAP on Controlled Parking Zones and Parking Schemes – Annual  
Review 2 February 2011.

APPENDIX A

*Statutory Consultation*



*Rayners Lane  
Proposed Controlled Parking Zone  
Detailed Proposal*

**IMPORTANT – THIS AFFECTS YOU**

**APRIL 2011**



## What is this about?

This leaflet is about the council's proposals to help local people who have told us about parking problems in the roads surrounding the existing Rayners Lane Controlled Parking Zone L and proposals to extend the current CPZ to include their roads.

Residents have said that there are parking problems due to:

1. Commuters parking for Rayners Lane Station.
2. Shoppers parking to use the facilities in Rayners Lane and Alexandra Avenue.
3. Inconsiderate parking causing access issues for residents entering and exiting off street parking provisions.
4. Dangerous parking near to and at junctions, bends and narrowings.

After listening to residents we have developed some parking proposals to address these problems by managing the on-street parking by means of extending the existing Controlled Parking Zone L. This would enable permit only parking bays to be provided for residents, which would mean that "commuter" vehicles would not be able to park all day.

Business permits would be available for business vehicles which meet the council's criteria and would enable them to park their vehicles in the permit only bays.

We are also proposing double yellow lines at junctions, bends and narrow points for safety reasons. This is to promote compliance with the rules laid down in the Highway Code section 243 about not parking in locations which would cause an obstruction.

You may recall that we carried out an initial public consultation in your area in June 2010. This presented provisional proposals for parking controls that extended beyond the areas that were the subject of complaints. This meant that local people were fully aware of the proposals and residents and businesses could make their views known. If you did not keep the original consultation material but want to see a copy then you can view this at - [www.harrow.gov.uk/raynerslaneparking](http://www.harrow.gov.uk/raynerslaneparking)

The purpose of the initial public consultation in June 2010 was to find out if and where there was support from residents for a CPZ in their street. By carrying out this consultation we were able to listen to residents and refine the proposals. The proposals are now being taken forward to formal statutory public consultation. This is explained in more detail below.

**This leaflet is designed to help you make your views known or make a formal objection to any part of the detailed measures proposed.**

The final decision on the measures proposed will be solely based on your submitted views to the revised proposals. We will not make any assumptions for those people who do not respond to the enclosed questionnaire.

## Consultation results

We would like to take this opportunity to thank everyone who responded to the initial consultation document.

We asked residents and businesses a number of questions about whether they would like a CPZ in their road. This information was used to plot a map of residents' and businesses' responses to identify where there was support for a CPZ as well as areas where there was not. The results from the consultation were collated and analysed.

A total of **756** responses were received; **751** from residents, **0** from businesses and **5** who were both business/resident. This represents an overall response rate of **45%**, which is above average with other recent consultations (average response rate 30%). Unfortunately it is not possible to reproduce all the results in detail in this leaflet, however if you wish to see the responses to the questionnaire for your road or any other road in the consultation, these results can be seen at - [www.harrow.gov.uk/raynerslaneparking](http://www.harrow.gov.uk/raynerslaneparking) If you do not have web access and are unable to get to a Public Library to use the internet there, please contact Elliott Hill on **020 8424 1535** and we will provide a copy.

A report which sets out the findings and proposals was presented to the Traffic and Road Safety Advisory Panel (TARSAP) at their meeting on 16<sup>th</sup> September 2010. This panel consists of elected councillors from around the borough. The recommended proposals were agreed to go forward to statutory consultation.



## Current stage of the consultation process

We are seeking the view of residents and businesses in the original consultation area on the revised proposals. There are two different parts to the consultation: **Informal** and **Statutory**. The **Informal** is where we invite your comments and ask you to complete a questionnaire. The other is **Statutory Consultation** when you can make a formal objection.

Please consider carefully what you wish to do; you can complete both the questionnaire and make a formal objection if you wish. However, completing the questionnaire on its own will not be treated as a formal objection, whatever comments are made. Your personal details will not be included which will form the basis on which the recommendations will be made.

The reason why we have these two processes is that the legislation only makes provision for people to object, whereas the informal consultation allows people to comment and make their views known. This enables us to try and amend the proposals to best meet the needs of local residents and businesses.

## Details of how and when to object are given later in this leaflet.

We distributed an A5 booklet entitled "Parking – Can we help you?" with the last consultation material which gave some of the advantages and limitations of a CPZ along with a number of frequently asked questions. These included the fact that vehicles could be displaced into uncontrolled areas. If you did not retain your copy and wish to see the document then it can be viewed on the council's web site - [www.harrow.gov.uk/raynerslaneparking](http://www.harrow.gov.uk/raynerslaneparking)

A limited number of hard copies are available on request.

## Detailed proposals

The enclosed plan to this leaflet shows the proposed measures in the vicinity of **your** property. Should you require further explanation of the proposals please contact the project engineer listed under further information:-

- 1) **Introduction of an extension to the Rayners Lane controlled parking zone (CPZ)** permit parking for residents with the operational hours of 10-11am Monday to Friday is proposed in the following roads and or sections of roads:-

- Alfriston Avenue – Between No. 34 and Imperial Drive
- Capthorne Avenue – Between Lynton Road and Alexandra Avenue
- Downs Avenue – Between Village Way and The Glen
- Hillcroft Avenue – Between Central Avenue and Downs Avenue
- Kings Road – Between Drake Road and Ovesdon Avenue
- Ovesdon Avenue
- The Avenue – Between Hillcroft Avenue and Church Avenue
- Village Way – Between Cannons Lane and South Close
- West Avenue – Between Village Way and Hillcroft Avenue
- Warden Avenue – Between Kings Road and Torbay Road

- 2) **Double yellow lines** - We are also taking the opportunity to introduce double yellow lines at all junctions, bends and narrow roads to improve safety. These are designed to improve visibility for drivers and pedestrians and deter obstructive parking that could affect emergency services throughout the initial consultation area. **It is intended to introduce the double yellow lines irrespective of whether the CPZ goes ahead or not.**

## Parking permit charges

The current **annual** resident parking charges in Harrow are:

1 <sup>st</sup> Vehicle in household	£46
2 <sup>nd</sup> Vehicle	£56
3 <sup>rd</sup> Vehicle	£77
4 <sup>th</sup> and subsequent Vehicle	£122

Environmentally friendly vehicles are not subject to charging, but a permit still needs to be displayed. Motorcycles do not need a permit and can also park free-of-charge in any pay and display bay or permit bay in Harrow. Visitor permits are £10.20 per book of 10, which is reduced to £6.10 for senior citizens or those receiving mobility benefits if the discount is claimed.

The charge for business permits is £300 per annum. There is no charge for environmentally friendly vehicles, but a permit is still required.

### **Making your views/informal comments**

We have provided a questionnaire with space for your comments. Please use a separate sheet if necessary. Please return the questionnaire using the envelope provided or alternatively complete the on line form available at [www.harrow.gov.uk/consultations](http://www.harrow.gov.uk/consultations) Responses should be received no later than 6<sup>th</sup> April 2011.

### **Making comments on the double yellow lines**

It is intended to go ahead with the double yellow lines at junctions, bends and narrow points for reasons of safety irrespective of whether a CPZ goes ahead or not. Although there is not a "vote" on these proposals we will look at all comments made. Please use the space in the questionnaire.

### **Making a formal statutory objection**

Under the legislation which controls the statutory consultation process anyone, local resident/business or not, can make a formal objection to the proposals. However the objection needs to be made in **writing (email is acceptable)** including the word **object** or **objection** (to distinguish it clearly from comments) and the **reason** for the objection with your **name** and **address**. The law sets out a strict timetable for considering formal objections. Objections to the scheme proposals should be sent to:

David Eaglesham  
Service Manager, Traffic and Highway Network Management  
Harrow Council  
PO Box 39  
Civic Centre  
Harrow HA1 2XA

Or by email to [elliott.hill@harrow.gov.uk](mailto:elliott.hill@harrow.gov.uk)

Quoting ref **DP 2011-RL** and making sure it is received by **6th April 2011**.

During the statutory consultation period detailed plans will be displayed at the Civic Centre and officers will be available to discuss any issues during office hours. If you require any clarification or answers to questions please contact the project engineer whose details are in the "More Information" section page 6.

### **What happens next?**

We will analyse all the responses we receive and will modify the proposals in line with local views. This may mean that a part of a road may be included in the CPZ. All formal objections received will be looked at individually and assessed on their merit by David Eaglesham, Service Manager, Traffic and Highway Network Management to determine if they are valid to the proposals.

It is anticipated you will be able to see the results of the statutory consultation from around June 2011 by going to the council's web site.

The recommendations based on this consultation will be submitted to the Portfolio Holder who will make the final decision on the proposals.

The portfolio holder is the senior councillor responsible for roads and parking. When final proposals are decided we will send out a leaflet to all properties within the consultation area. If a CPZ is agreed we will write to all properties within the zone with an application form to obtain resident, business and visitor permits should you need them. The double yellow line proposals will be implemented whether or not the CPZ proposals go ahead. It is likely that any proposals, if agreed, will be implemented at the earliest by late summer 2011.

### **More information**

We have provided links to web pages to view certain information as this is an economic and effective way of providing information to you at a time to suit yourself. If you do not have web access and are unable to get to a Public Library to use the internet there, then please contact the project engineer, Elliott Hill, whose contact details are below:

Elliott Hill  
Tel: 020 8424 1535  
Email: [elliott.hill@harrow.gov.uk](mailto:elliott.hill@harrow.gov.uk)

Or write to Elliott Hill  
Parking and Sustainable Transport  
Harrow Council  
P.O. Box 39  
Civic Centre  
Harrow  
HA1 2XA

If you require a larger text version of this document please call Elliott Hill on 020 8424 1535

## RAYNERS LANE - PROPOSED PARKING CONTROLS QUESTIONNAIRE

Please complete this questionnaire and return it using the enclosed prepaid envelope, to arrive by **6<sup>th</sup> April 2011**. Alternatively you may answer these questions online at [www.harrow.gov.uk/consultations](http://www.harrow.gov.uk/consultations) and then click to visit live and closed consultations. It is recommended that you read the leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of.

**REMEMBER – questionnaires will not be counted as a statutory objection.**

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

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

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

Business Name (if applicable) .....

Property Number/Name ..... Street Name .....

Postcode ..... Date .....

**Please tick the most appropriate answer to each of the questions below, and use the space for comments on the back of this sheet if you need to.**

If you are not sure about any of the questions, please contact the project engineer whose details are given in the accompanying leaflet and at the above website address.

**Q1 Are you a resident or business?**

Resident

Business

Both

**Q2 Do you support the revised parking proposals in your part of the road?**

Yes

No

No opinion

**Please use the space on the back of this sheet to clarify your response.**

If you have any comments, please use the space provided on the back of this sheet.

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





**Key:**

- or Proposed Double Yellow Lines
- Proposed Single Yellow Lines  
No Waiting 10–11am Mon–Fri unless stated on plan
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Resident Permit Bay
- Proposed Resident Permit Bay
- Existing Zone L Boundary
- Consultation Boundary
- Vehicle Crossover



**COMMUNITY & ENVIRONMENT**  
TRANSPORTATION

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

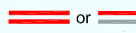

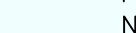




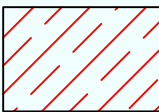


Project  
**Rayners Lane Controlled Parking  
Zone L Review - Revised Plan**

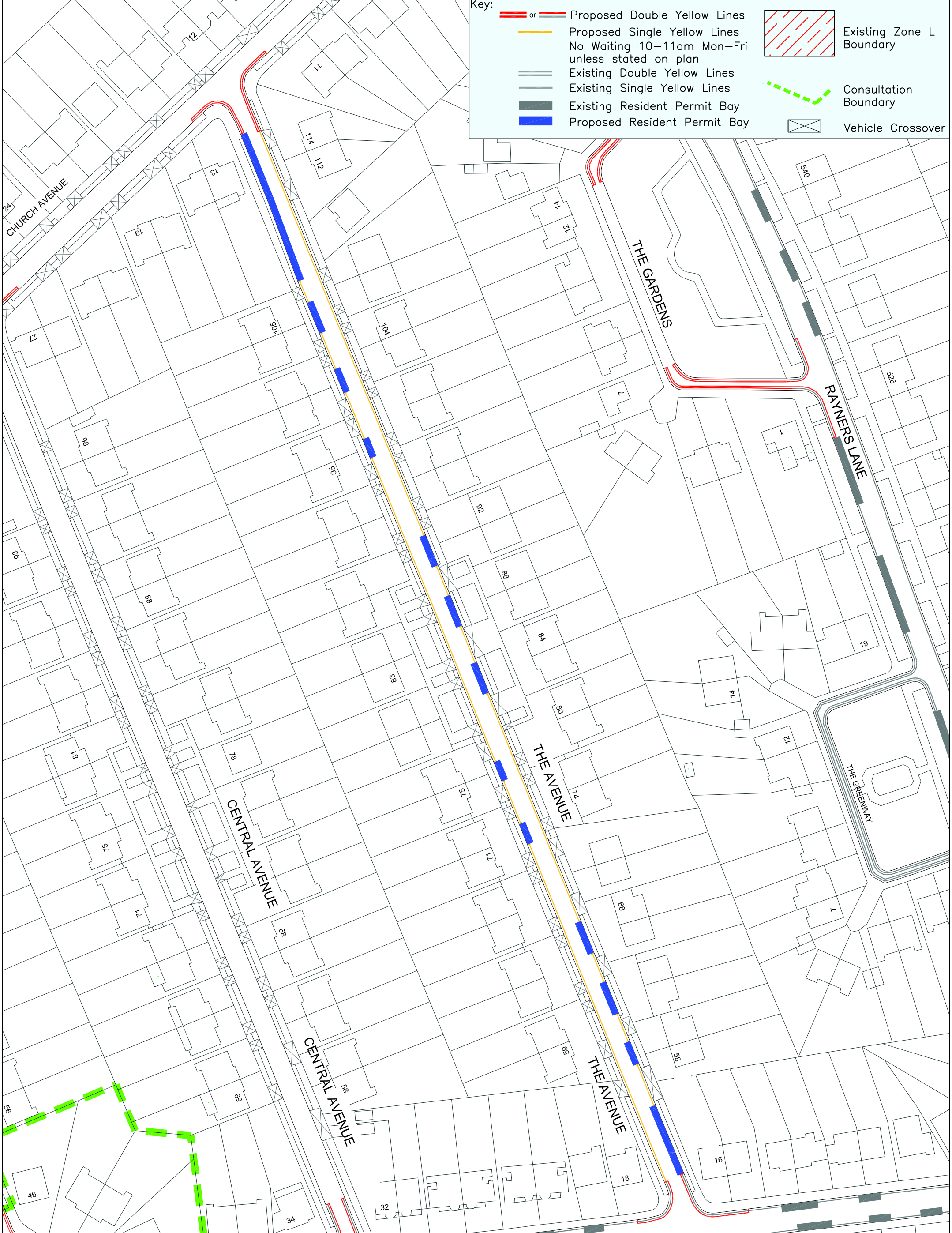
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153 Plan 1 of 7**

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	Date 21/01/11	P.S.N

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**Key:**

-  or  Proposed Double Yellow Lines
-  Proposed Single Yellow Lines  
No Waiting 10–11am Mon–Fri unless stated on plan
-  Existing Double Yellow Lines
-  Existing Single Yellow Lines
-  Existing Resident Permit Bay
-  Proposed Resident Permit Bay
-  Existing Zone L Boundary
-  Consultation Boundary
-  Vehicle Crossover



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Harrow, Middlesex. HA1 2XA  
Tel: 020 8863 5611  
Fax: 020 8420 9611

Project  
Rayners Lane Controlled Parking  
Zone L Review - Revised Plan

Title  
Proposed Extension - Statutory Consultation  
154 Plan 2 of 7

Scale N.T.S.	Drawn P.T.	Checked P.S.N.
	Date 21/01/11	

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**Key:**

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- No Waiting 10-11am Mon-Fri unless stated on plan
- Existing Double Yellow Lines
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- Existing Zone L Boundary
- Consultation Boundary
- Vehicle Crossover

**Harrow COUNCIL**  
LONDON

COMMUNITY & ENVIRONMENT  
TRANSPORTATION

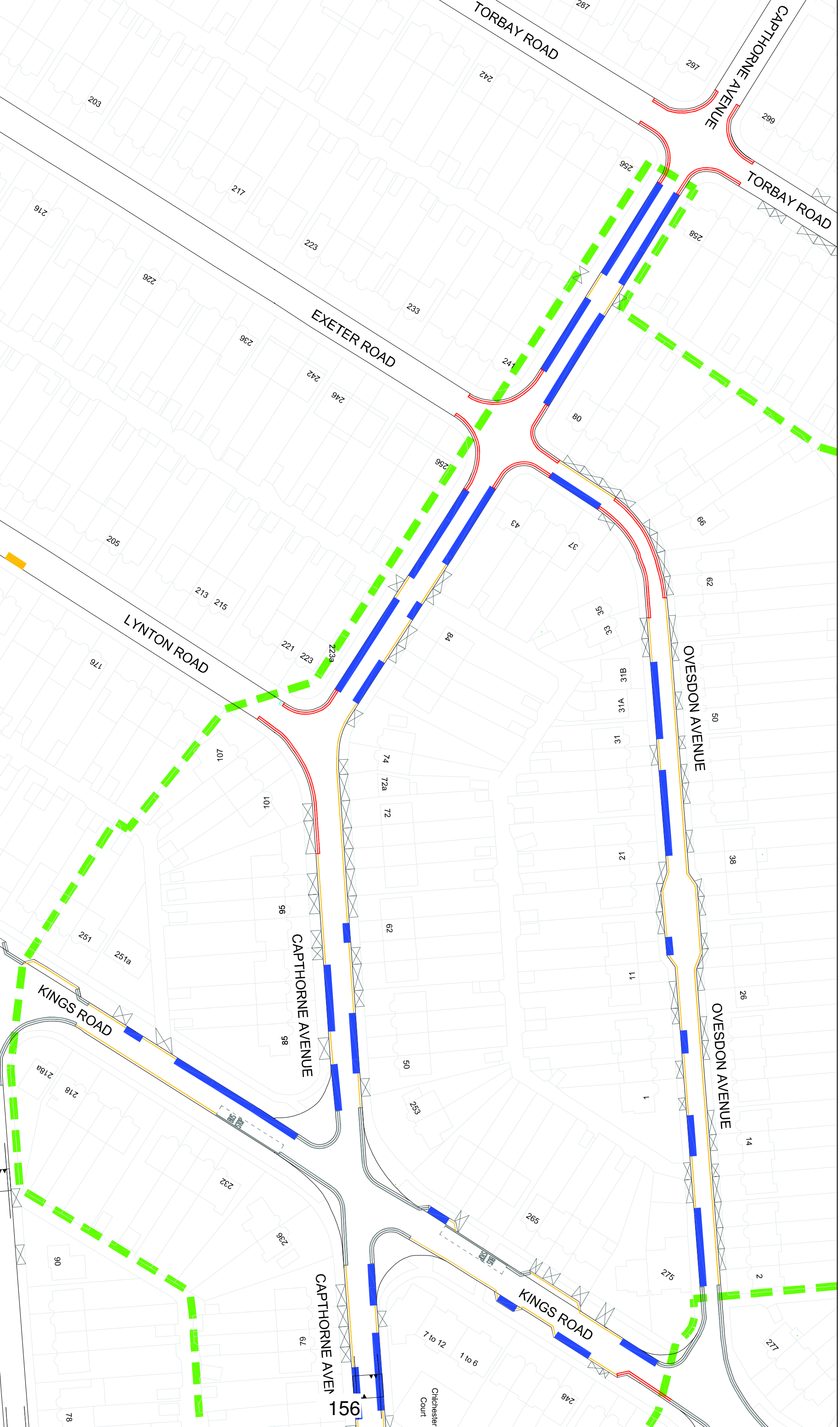
P.O. Box 39, Civic Centre,  
Harrow, Middlesex, HA1 2XA  
Tel: 020 8863 5611  
Fax: 020 8420 9611

**Project**  
Rayners Lane Controlled Parking  
Zone L Review - Revised Plan


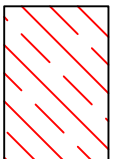








**Title**  
Proposed Extension - Statutory Consultation  
**Plan 3 of 7**

<b>Scale</b> N.T.S	<b>Drawn P.T</b> Date 21/01/11	<b>Checked</b> P.S.N
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**Key:**

	Proposed Double Yellow Lines		Existing Zone L Boundary
	Proposed Single Yellow Lines		Consultation Boundary
	No Waiting 10-11am Mon-Fri unless stated on plan		Vehicle Crossover
	Existing Double Yellow Lines		
	Existing Single Yellow Lines		
	Existing Resident Permit Bay		
	Proposed Resident Permit Bay		

**Harrow**  
**COUNCIL**  
LONDON


COMMUNITY & ENVIRONMENT  
TRANSPORTATION

P.O. Box 39, Civic Centre,  
Harrow, Middlesex, HA1 2XA  
Tel: 020 8863 5611  
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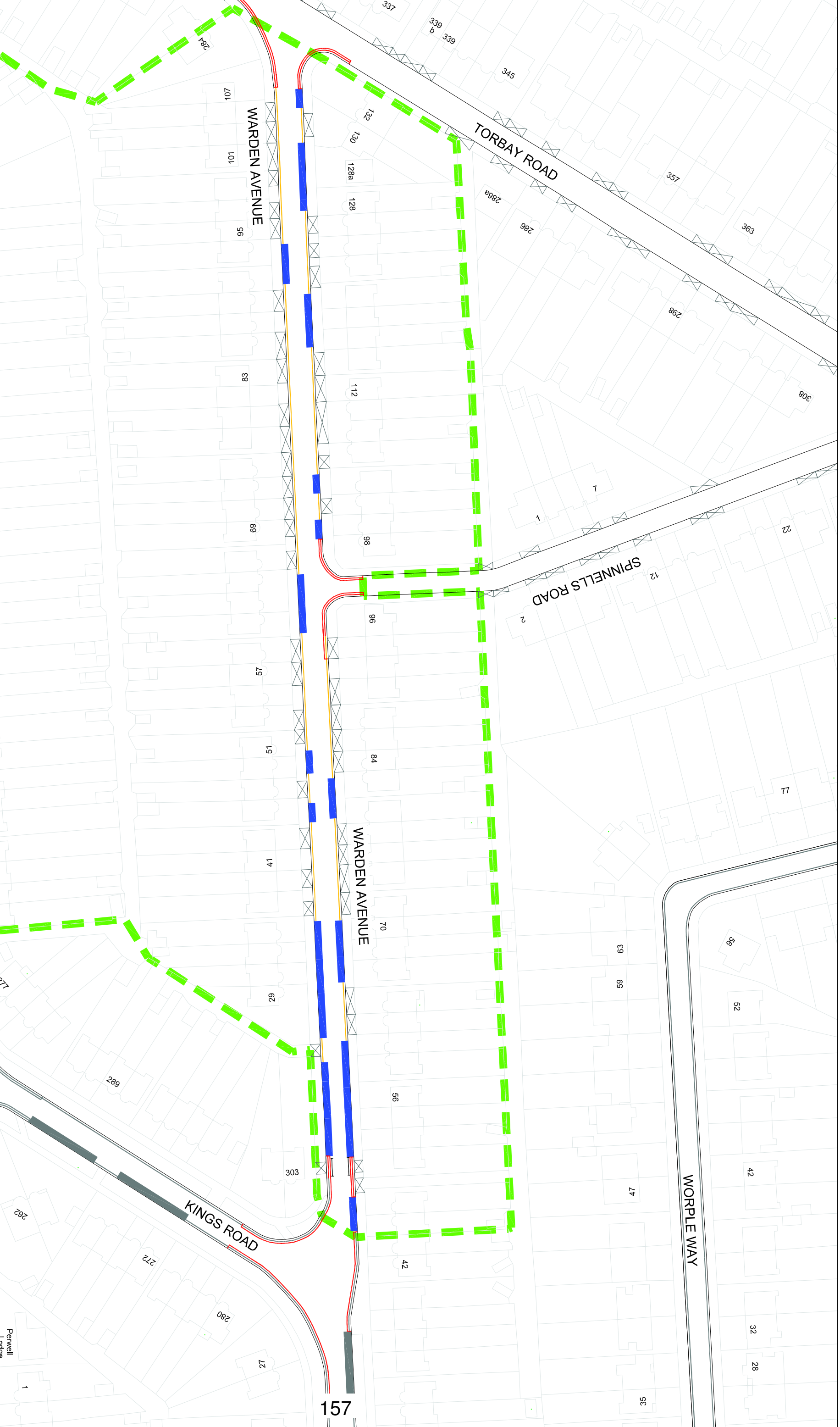
<b>Project</b>	Rayners Lane Controlled Parking Zone L Review - Revised Plan
<b>Title</b>	Proposed Extension - Statutory Consultation <b>Plan 4 of 7</b>

<b>Scale</b> N.T.S	<b>Drawn</b> P.T	<b>Checked</b>
	Date 21/01/11	P.S.N

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**Key:**

	Proposed Double Yellow Lines		Existing Zone L Boundary
	Proposed Single Yellow Lines		Consultation Boundary
	No Waiting 10-11am Mon-Fri unless stated on plan		Vehicle Crossover
	Existing Double Yellow Lines		
	Existing Single Yellow Lines		
	Existing Resident Permit Bay		
	Proposed Resident Permit Bay		

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**Project**  
Rayners Lane Controlled Parking  
Zone L Review - Revised Plan

**Title**  
Proposed Extension - Statutory Consultation  
Plan 5 of 7

Scale N.T.S	Drawn P.T	Checked P.S.N
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**Key:**

- or Proposed Double Yellow Lines
- Proposed Single Yellow Lines
- No Waiting 10–11am Mon–Fri unless stated on plan
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Resident Permit Bay
- Proposed Resident Permit Bay
- Existing Zone L Boundary
- Consultation Boundary
- Vehicle Crossover



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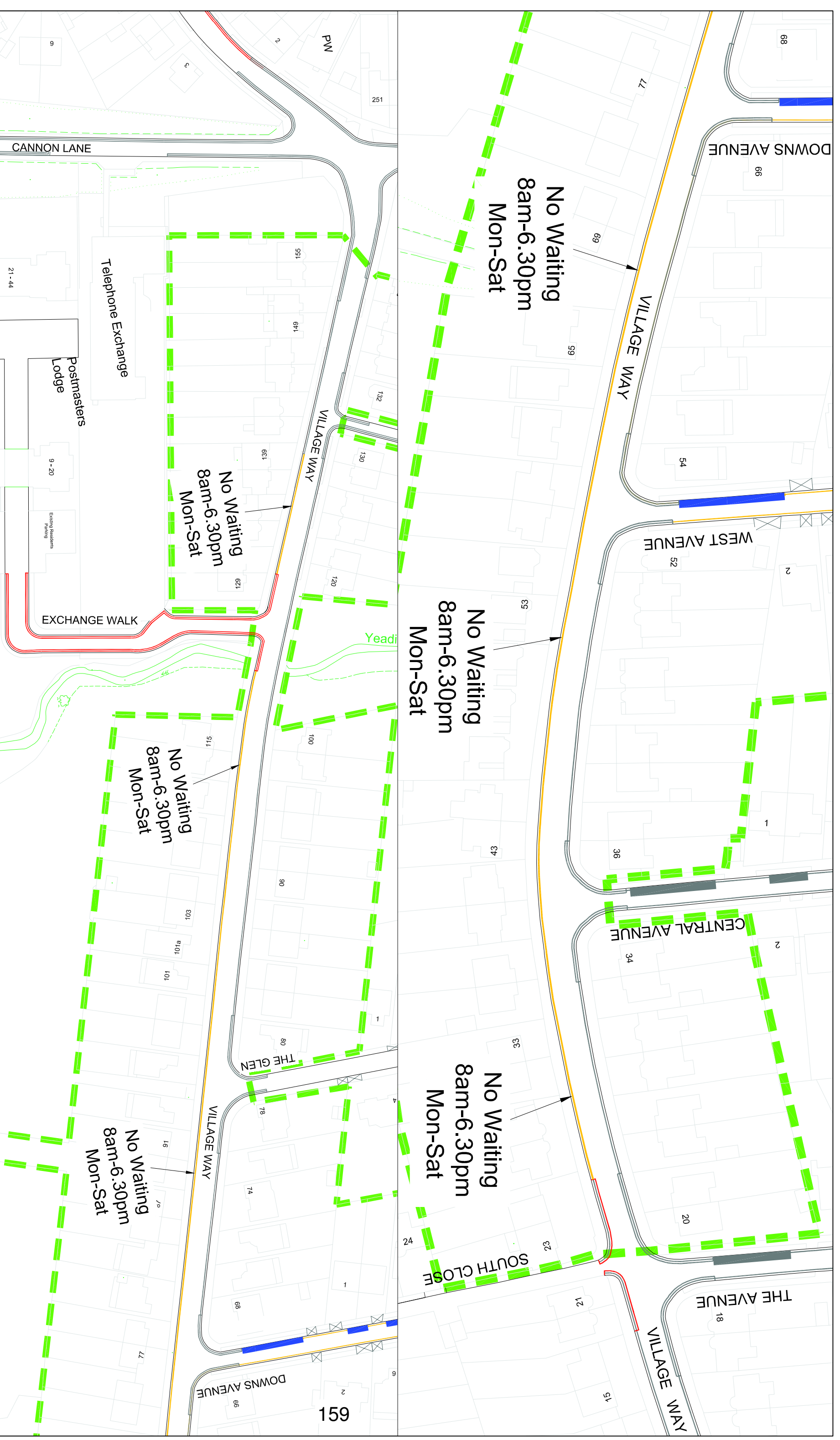
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Project  
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Zone L Review - Revised Plan

Title  
Proposed Extension - Statutory Consultation  
158 Plan 6 of 7

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- Proposed Single Yellow Lines
- No Waiting 10-11am Mon-Fri unless stated on plan
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Resident Permit Bay
- Proposed Resident Permit Bay
- Existing Zone L Boundary
- Consultation Boundary
- Vehicle Crossover

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**Project**  
Rayners Lane Controlled Parking  
Zone L Review - Revised Plan

**Title**  
Proposed Extension - Statutory Consultation  
**Plan 7 of 7**

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## Public Consultation Proposed Double Yellow Lines

### IMPORTANT – THIS AFFECTS YOU – PLEASE READ

#### What is this about?

Due to vehicles parking inconsiderately causing access issues, in particular for emergency service vehicles, refuse vehicles and impairing sightlines for motorists and pedestrians, we are proposing double yellow line (no waiting at any time) restrictions where it is unsafe to park. Vehicles should not park in a way which obstructs access or close to a junction which would impair visibility as outlined in the Highway Code.

The well established guidelines given in the Highway Code states that motorists: **DO NOT** stop or park (Department of Transport capitals and bold print):-

- *“anywhere you would prevent access for Emergency Services;*
- *opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;*
- *in front of an entrance to a property;*
- *on a bend”*

--- Highway Code, 2007 edition, rule 243

The Council as a Highway Authority can only enforce such restrictions if there are visible double yellow lines and corresponding traffic orders which relate to each restriction.

#### Our Proposals

Although everybody is welcome to comment we are actively seeking the views of those immediately adjacent on the following proposal:

- To implement double yellow lines in the vicinity of your property at the location shown in the customised plan with this document.

Please see attached plan. Detailed plans will available on the Harrow Council web site under Traffic Orders on the Transport and Streets page and available for inspection in the reception area at the Council Civic Centre on Station Road, Harrow. Officers will be available during office hours should you wish to discuss the scheme proposals. If you prefer, or are unable to view the plans by either of the previous highlighted methods then please contact the project engineer on the number below and he will send you the documents in the post.

#### What happens next?

We wish to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let us know what they think. Although our aim is to go ahead with the double yellow lines it may be possible to make small modifications.

We shall advertise the Traffic Management Order by placing notices on street lamp columns and in a local paper (Harrow Times) on or about 17<sup>th</sup> March 2011 which will also explain where the plans can be seen, this would give anyone a chance to place a formal objection if they wish to do so by 6<sup>th</sup> April 2011.

#### Making a formal statutory objection

Under the legislation which controls the statutory consultation process anyone, local resident/business or not, can make a formal objection to the proposals. However the objection needs to be made in **writing (email is acceptable)** including the word **object** or **objection** (to distinguish it clearly from comments) and the **reason** for the basis of the objection with your name and address. The law sets out a strict timetable for considering formal objections. Objections to the scheme proposals should be sent to:

David Eaglesham  
Service Manager, Traffic and Highway Network Management  
Harrow Council  
PO Box 39  
Civic Centre  
Harrow HA1 2XA

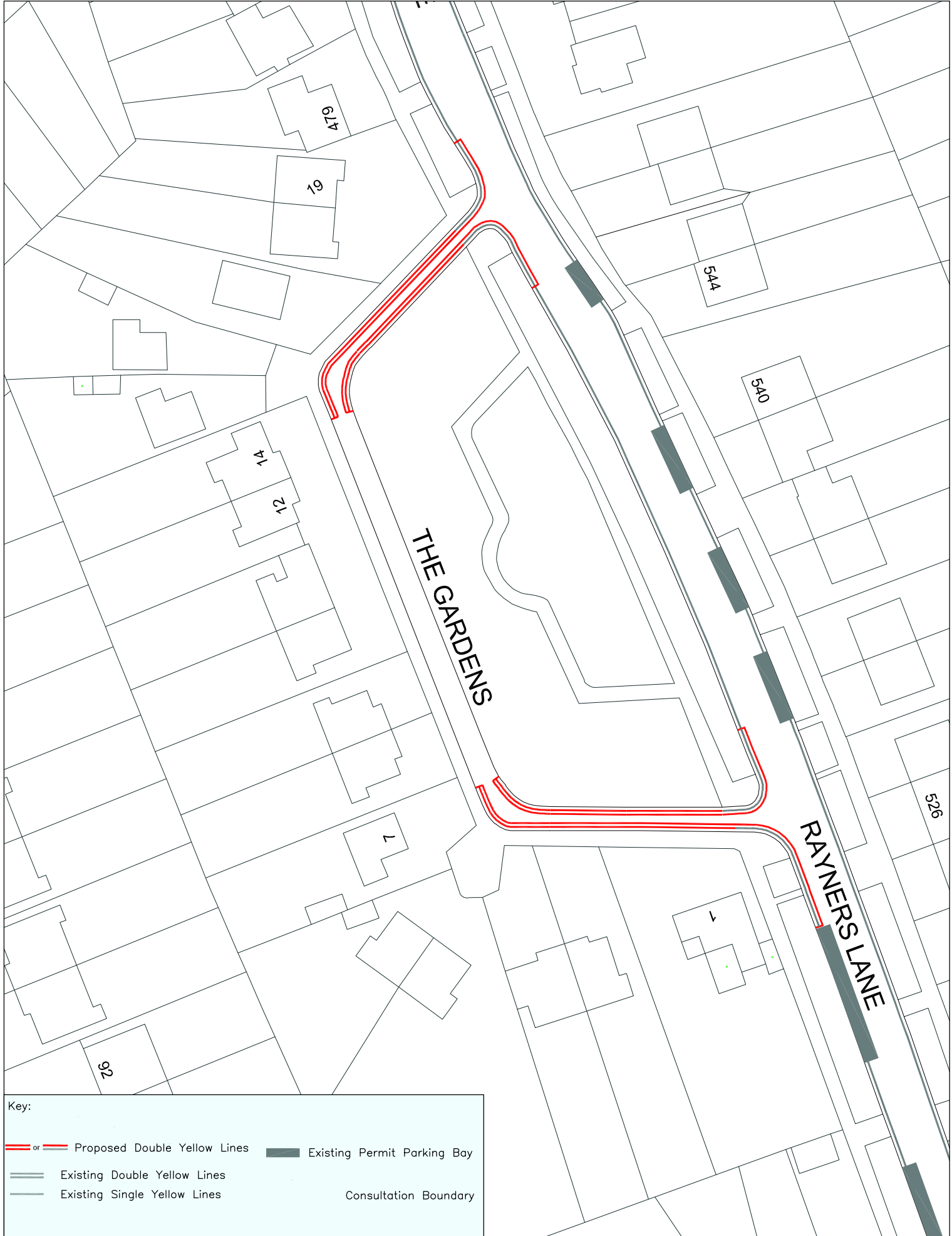
Or by email to [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk) quoting ref DP 2010-19 and making sure it is received by 6<sup>th</sup> April 2011.

#### More information

If you have any further questions, or wish to comment, please contact the project engineer:

Elliott Hill - Tel: 020 8424 1535  
Email: [elliott.hill@harrow.gov.uk](mailto:elliott.hill@harrow.gov.uk)

Or write to: Parking and Sustainable Transport  
Harrow Council  
P.O. Box 39  
Civic Centre  
Harrow, HA1 2XA



Key:

- || or — Proposed Double Yellow Lines
- || Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay
- Consultation Boundary



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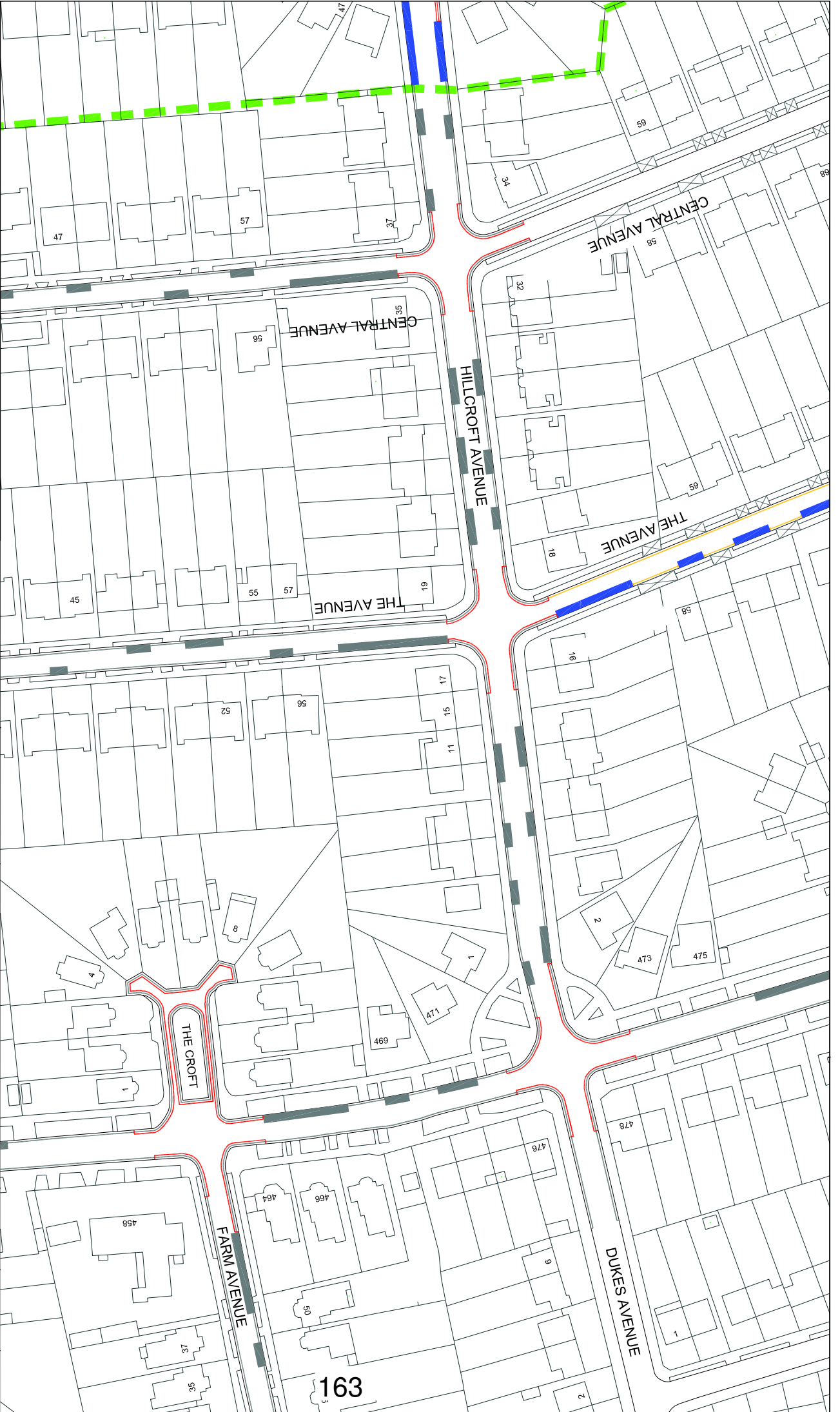
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Prop 162 Double Yellow Lines - Consultation  
Plan 1 - REVISED

Scale N.T.S	Drawn P.T Date 06/07/10	Checked P.S.N
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- Key:
- - - Proposed Double Yellow Lines
  - - - Existing Double Yellow Lines
  - - - Existing Single Yellow Lines
  - Existing Permit Parking Bay

Consultation Boundary



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Project

**Rayners Lane Controlled Parking Zone L - Review**

Title

**Proposed Double Yellow Lines - Consultation Plan 2**

Scale

N.T.S

Drawn P.T

Date 06/07/10

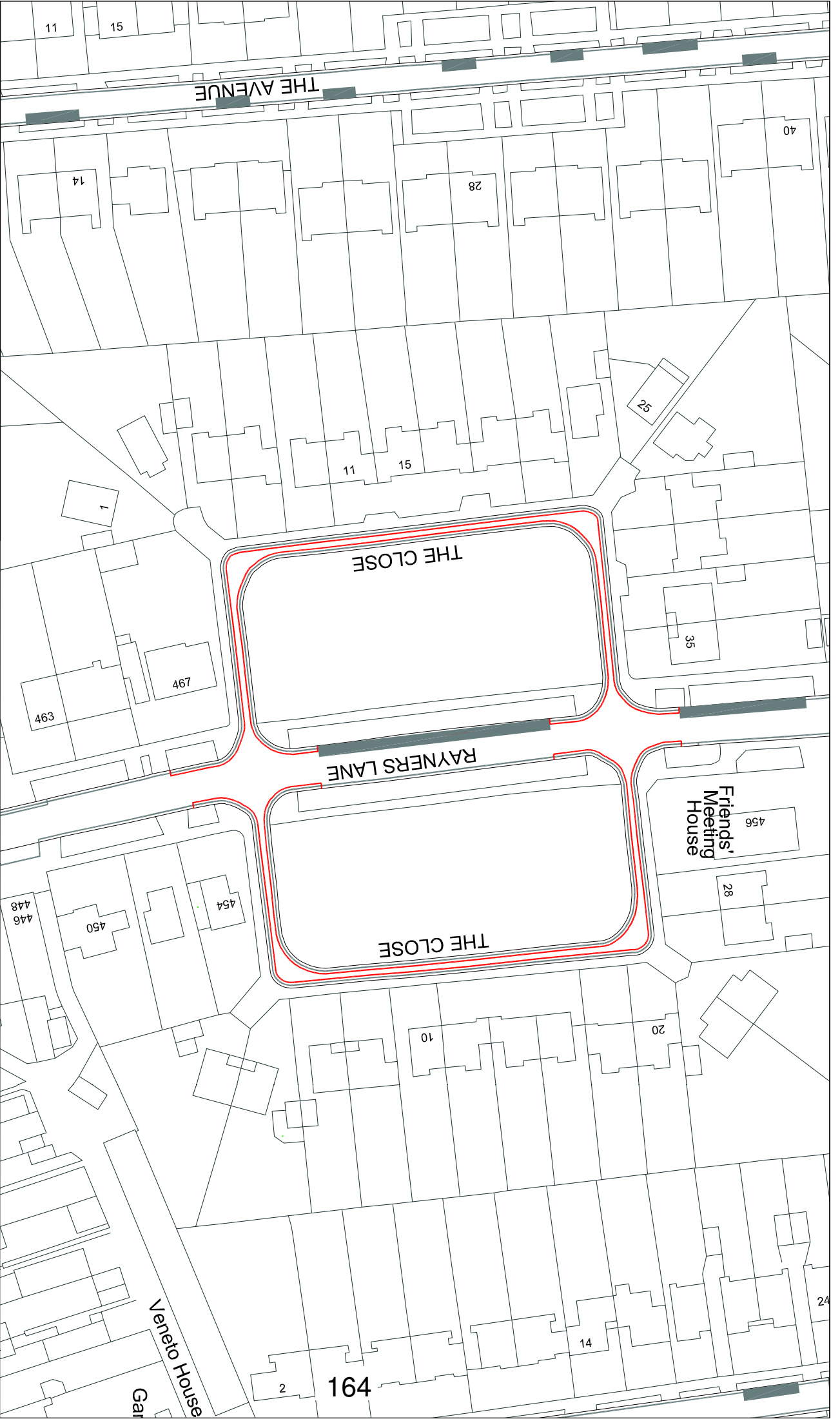
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163



- Key:
-  Proposed Double Yellow Lines
  -  or  Existing Double Yellow Lines
  -  Existing Single Yellow Lines
  -  Existing Permit Parking Bay
  -  Consultation Boundary

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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines - Consultation  
Plan 3**

Scale  
N.T.S

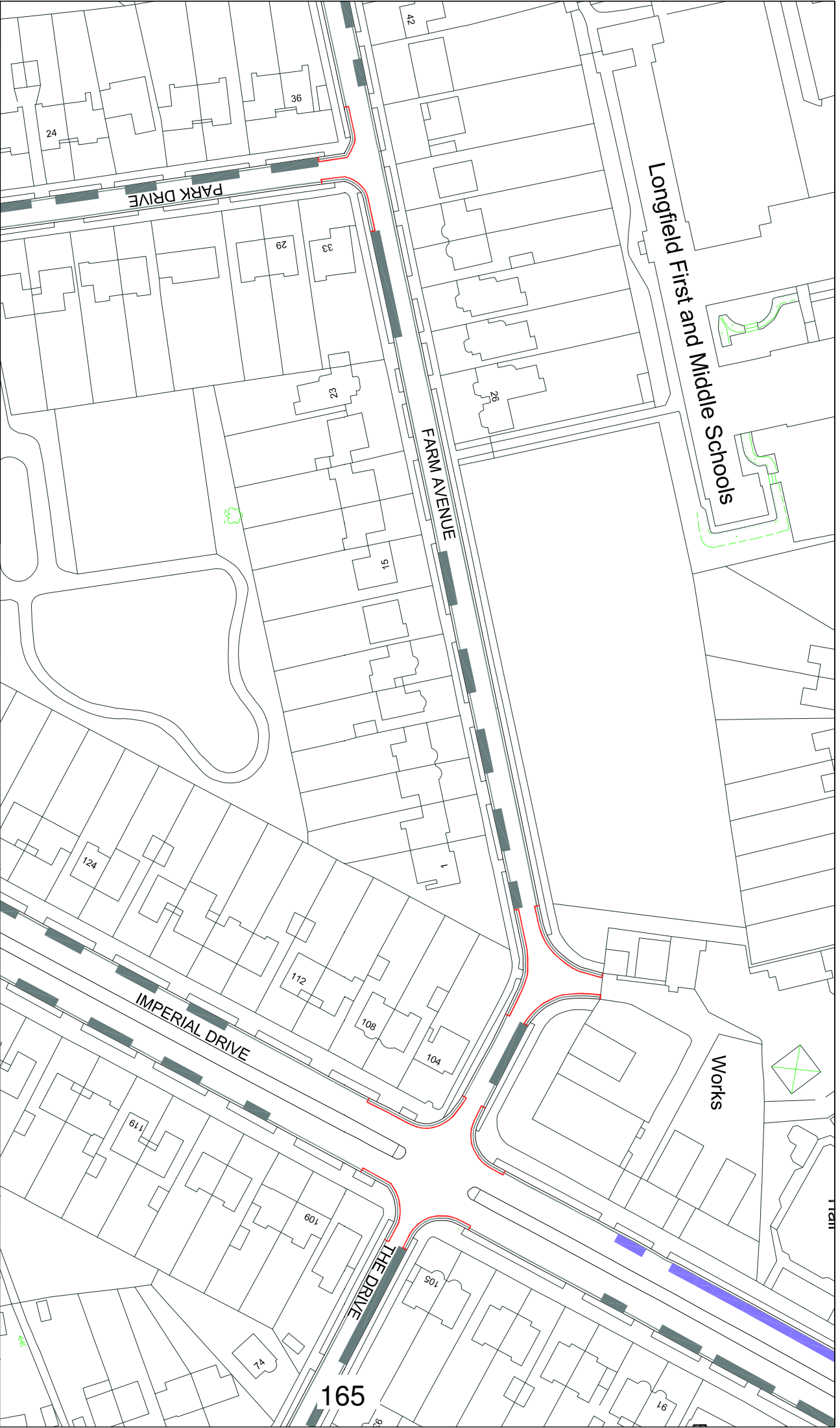
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Date 06/07/10

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- Key:
- Proposed Double Yellow Lines
  - Existing Double Yellow Lines
  - Existing Single Yellow Lines
  - Existing Permit Parking Bay
  - Consultation Boundary

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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines - Consultation  
Plan 4**

Scale N.T.S	Drawn P.T	Checked
Date 06/07/10		P.S.N

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
Prop. **166** Double Yellow Lines - Consultation  
Plan 5

Scale N.T.S	Drawn P.T Date 06/7/10	Checked P.S.N
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**Key:**

- == or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay
- Existing Pay & Display Bay
- Consultation Boundary



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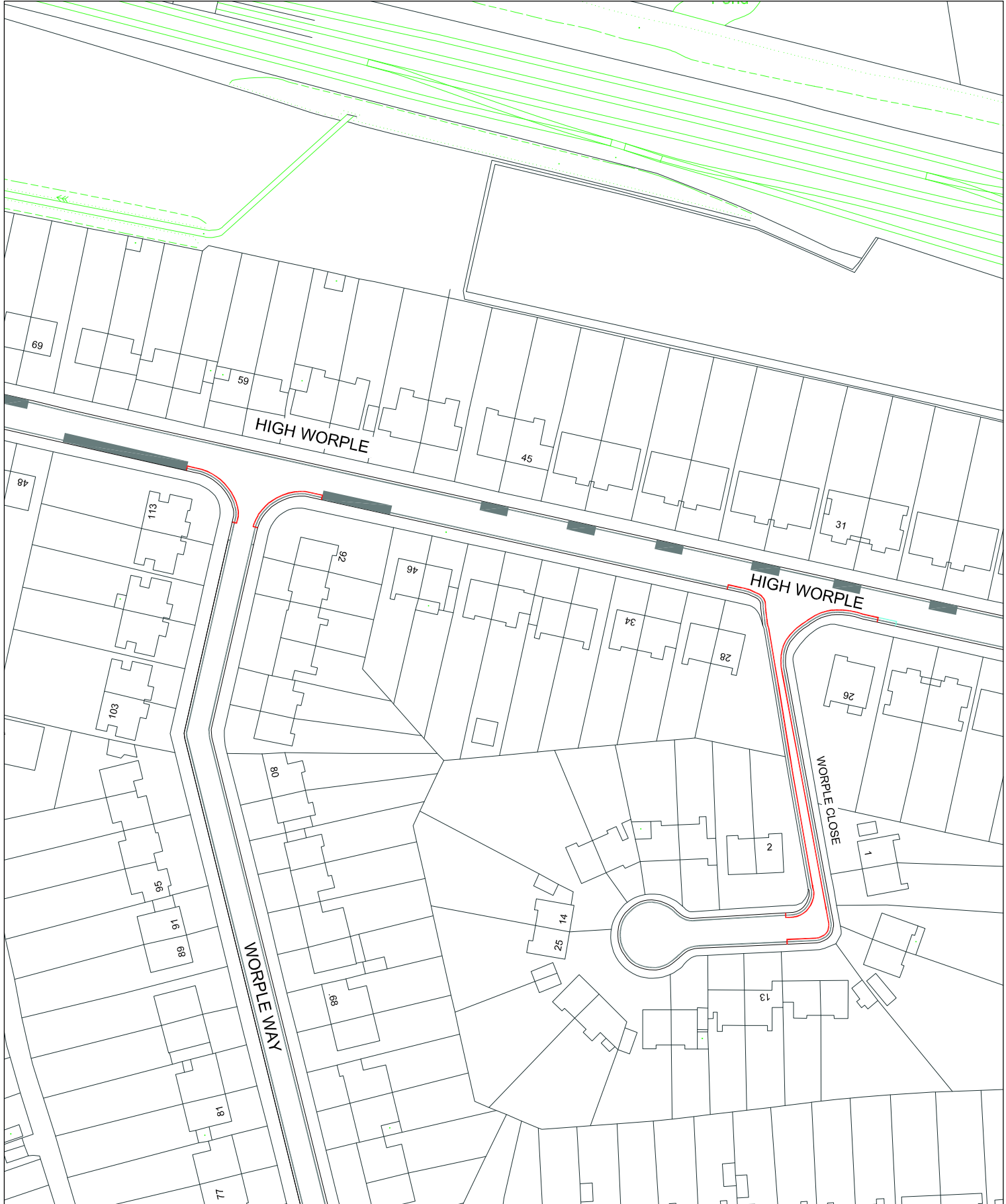
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Prop 167 Double Yellow Lines - Consultation  
Plan 6**

Scale N.T.S	Drawn P.T	Checked
	Date 06/7/10	P.S.N

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Permit Parking Bay
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Consultation Boundary



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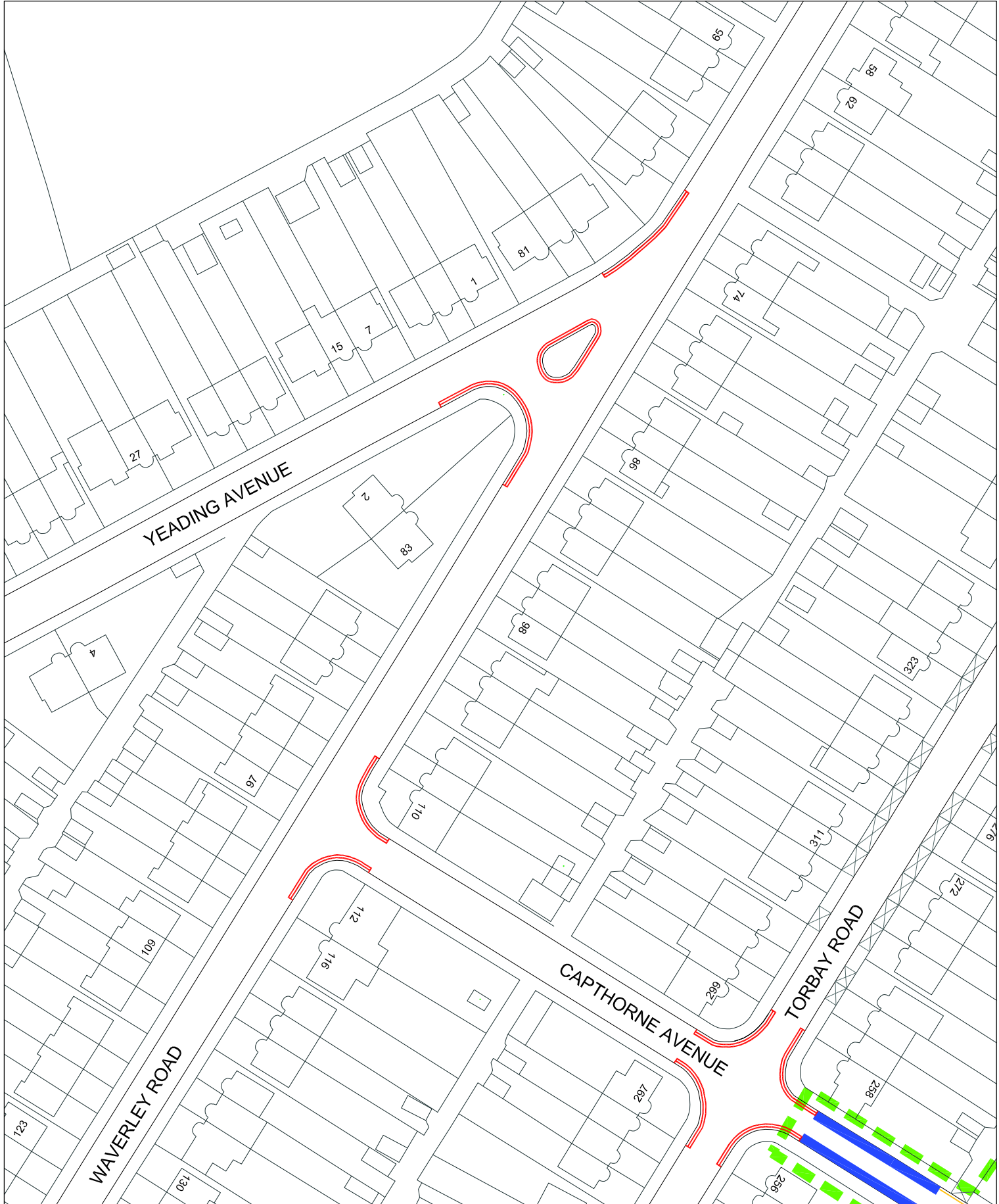
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

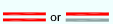

Title  
Prop. **168** Double Yellow Lines - Consultation  
Plan 8

Scale N.T.S	Drawn P.T	Checked
	Date 06/7/10	P.S.N

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Key:	 or 	Proposed Double Yellow Lines	Consultation Boundary
		Existing Double Yellow Lines	
		Existing Single Yellow Lines	



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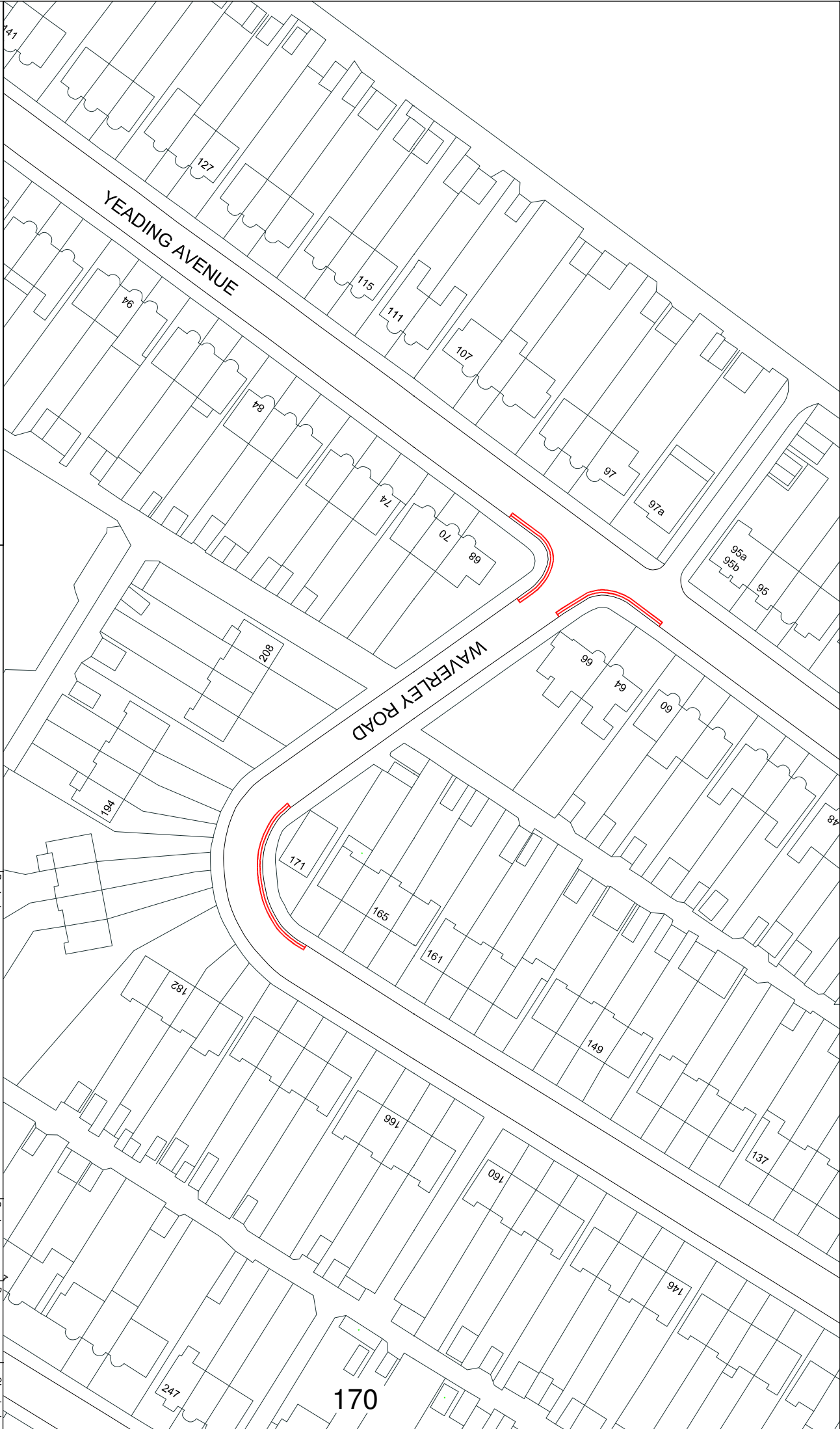
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Project	Rayners Lane Controlled Parking Zone L - Review
Title	Prop <b>169</b> Double Yellow Lines - Consultation Plan 9

Scale	N.T.S	Drawn	P.T	Checked
		Date	06/7/10	P.S.N

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Key:

Proposed Double Yellow Lines

Existing Double Yellow Lines

Existing Single Yellow Lines

Consultation Boundary



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Project

Rayners Lane Controlled Parking

Zone L - Review

Title

Proposed Double Yellow Lines - Consultation  
Plan 10

Scale

N.T.S

Drawn P.T

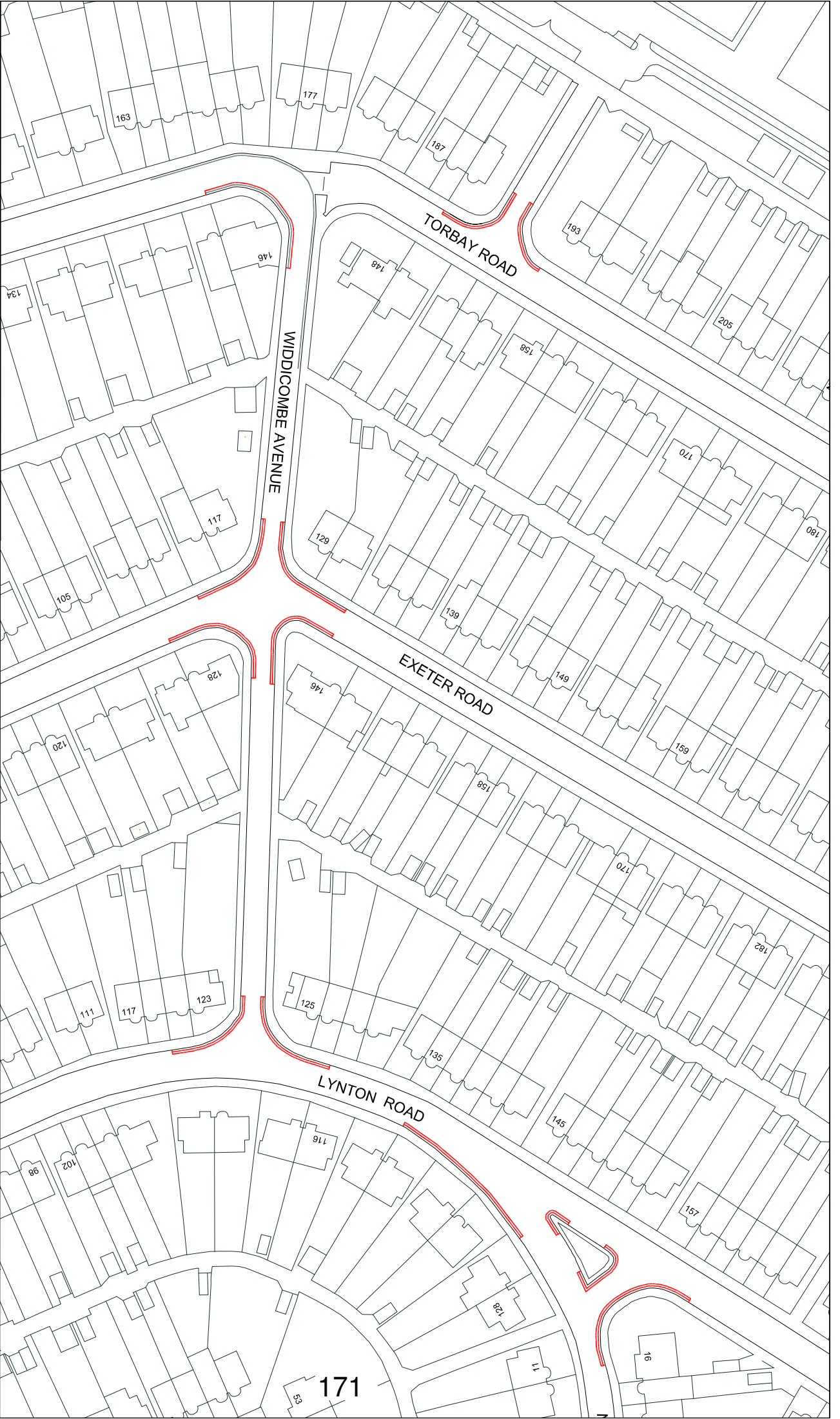
Date 06/07/10

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Key:

 Proposed Double Yellow Lines  
 or  
 Existing Double Yellow Lines  
 Existing Single Yellow Lines

Consultation Boundary



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Project

Rayners Lane Controlled Parking  
Zone L - Review

Title

Proposed Double Yellow Lines - Consultation  
Plan 11

Scale

N.T.S

Drawn P.T

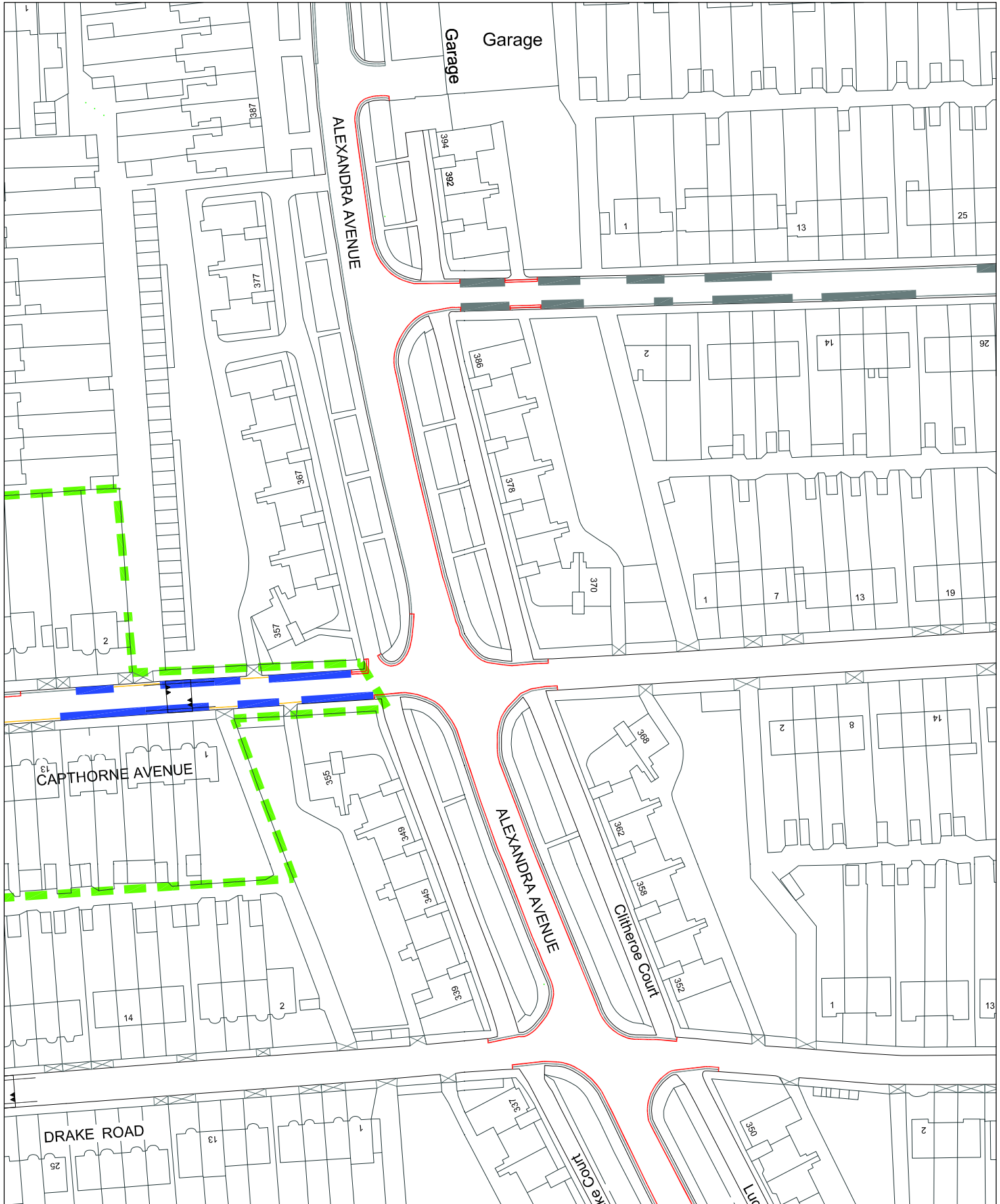
Date 06/07/10

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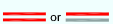



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Key:

	or		Proposed Double Yellow Lines
			Existing Double Yellow Lines
			Existing Single Yellow Lines

Consultation Boundary



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Project  
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Zone L - Review

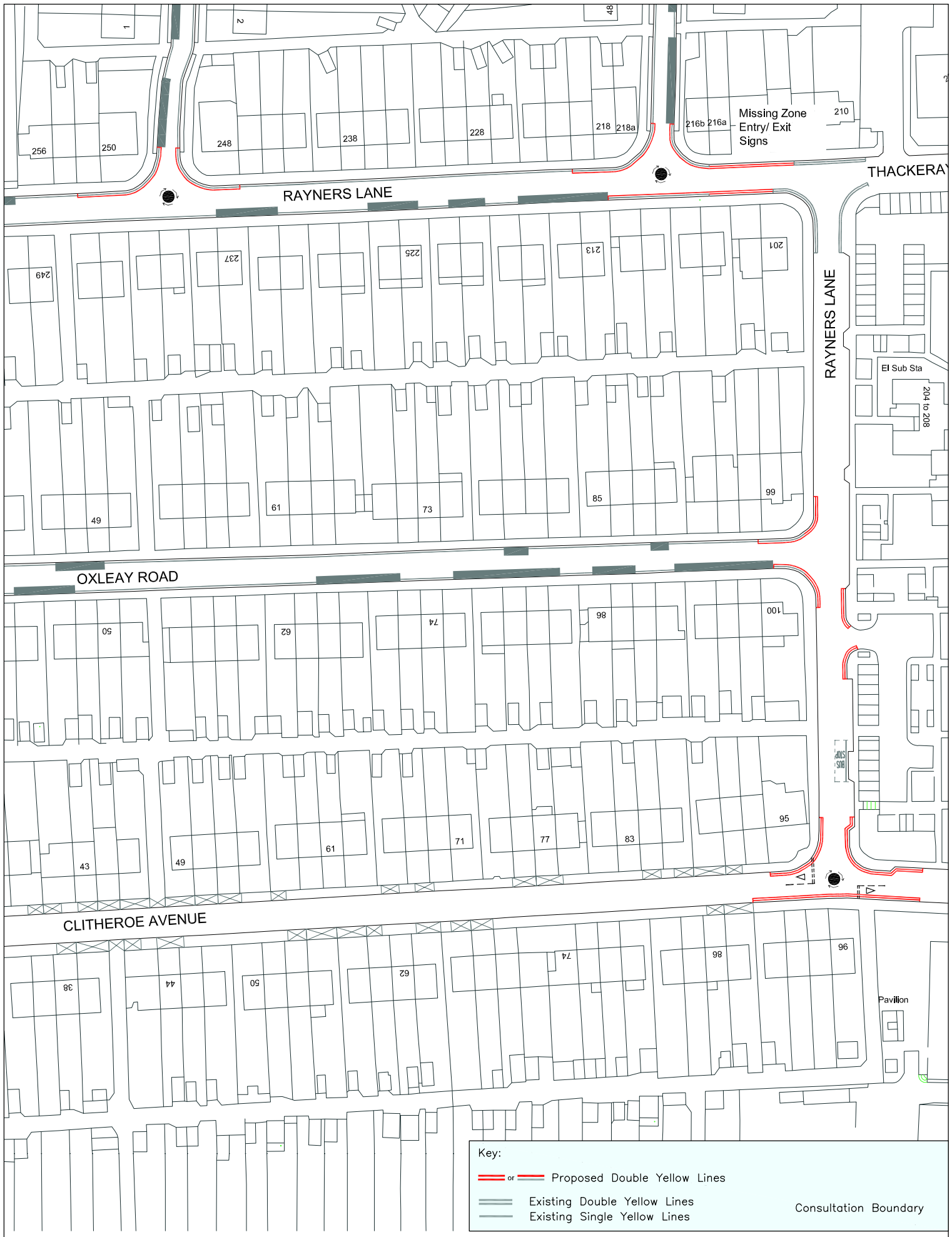
Title  
Prop 172 Double Yellow Lines - Consultation  
Plan 12

Scale	Drawn E.H	Checked
N.T.S	Date 04/3/11	P.S.N

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- - - - - Consultation Boundary



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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Prop 173 Double Yellow Lines - Consultation  
Plan 13**

Scale N.T.S	Drawn P.T Date 06/7/10	Checked P.S.N
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Key:

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- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Consultation Boundary



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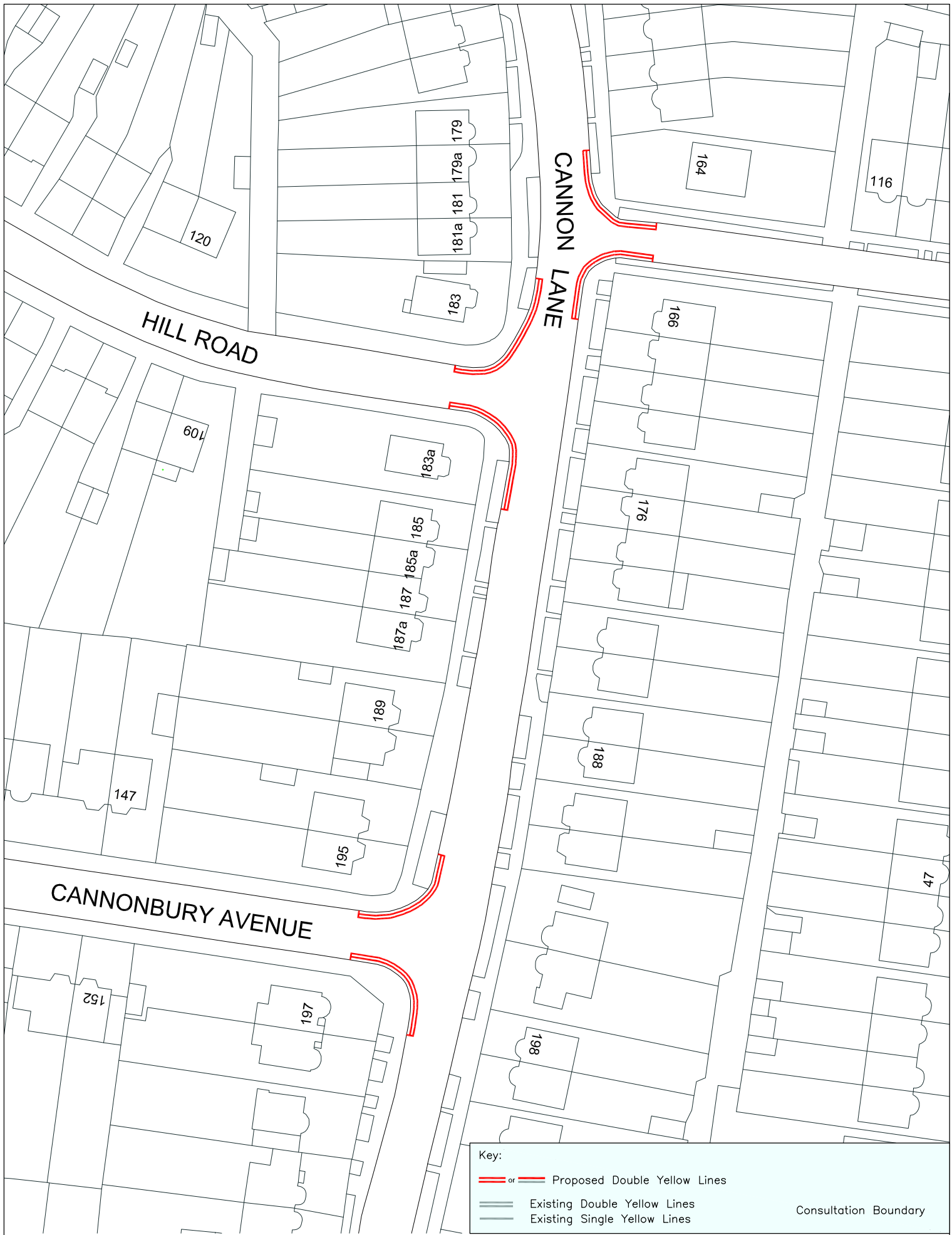
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines -  
174 Statutory Consultation  
Plan 14**

Scale N.T.S	Drawn P.T Date 21/01/11	Checked P.S.N
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Key:

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- Existing Double Yellow Lines
- Existing Single Yellow Lines

--- Consultation Boundary



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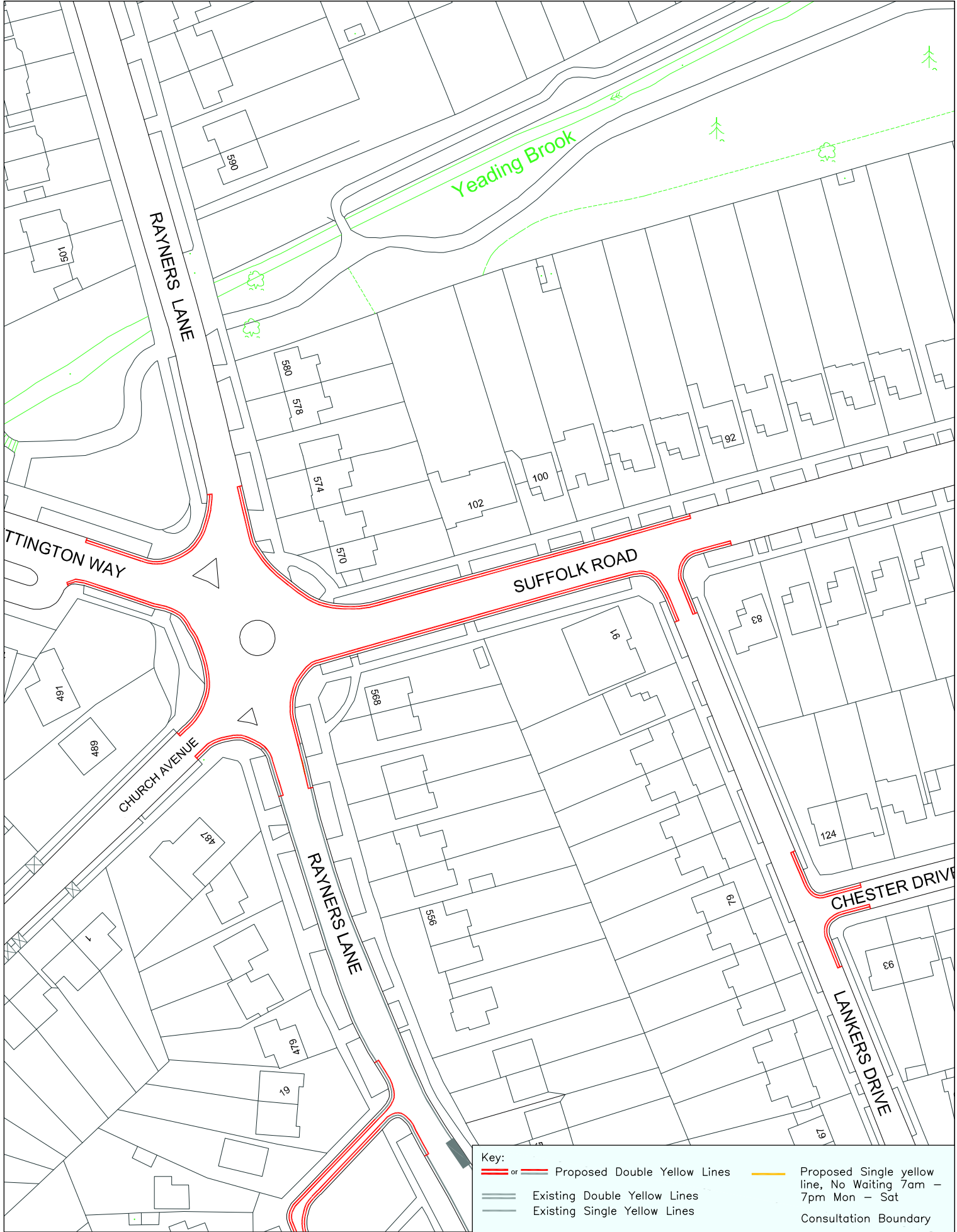
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Prop 175 Double Yellow Lines - Consultation  
Plan 15

Scale N.T.S	Drawn P.T	Checked P.S.N
	Date 06/7/10	

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Project

Rayners Lane Controlled Parking  
Zone L - Review

Title

Prop 176 Double Yellow Lines - Consultation  
Plan 16

Scale

N.T.S

Drawn P.T

Date 06/7/10

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Key:	or	Proposed Double Yellow Lines		Existing Permit Holders Parking Bay
		Existing Double Yellow Lines		Consultation Boundary
		Existing Single Yellow Lines		



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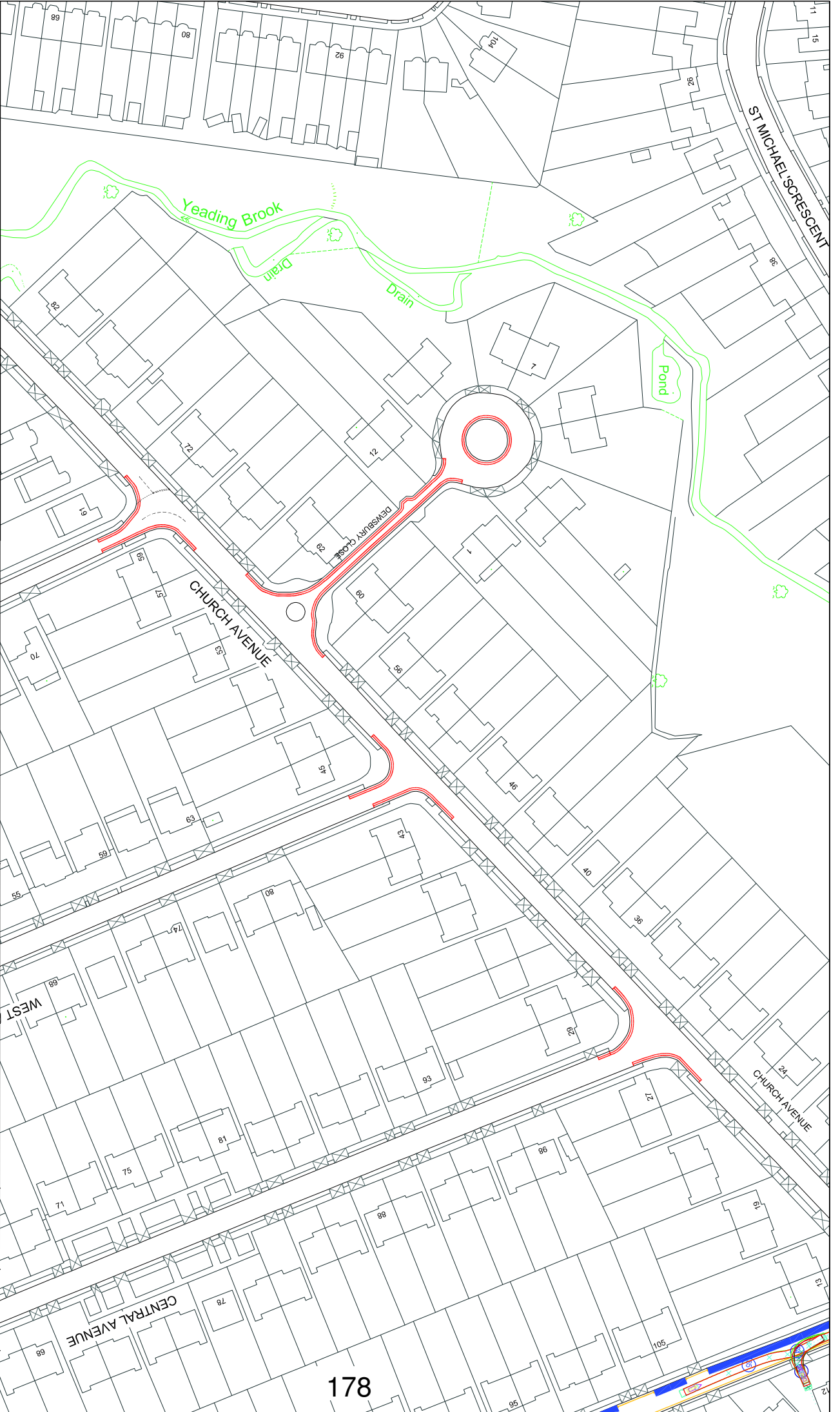
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Prop 177 Double Yellow Lines - Consultation  
Plan 17

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Key:

- == Proposed Double Yellow Lines
- == Existing Single Yellow Lines
- Consultation Boundary



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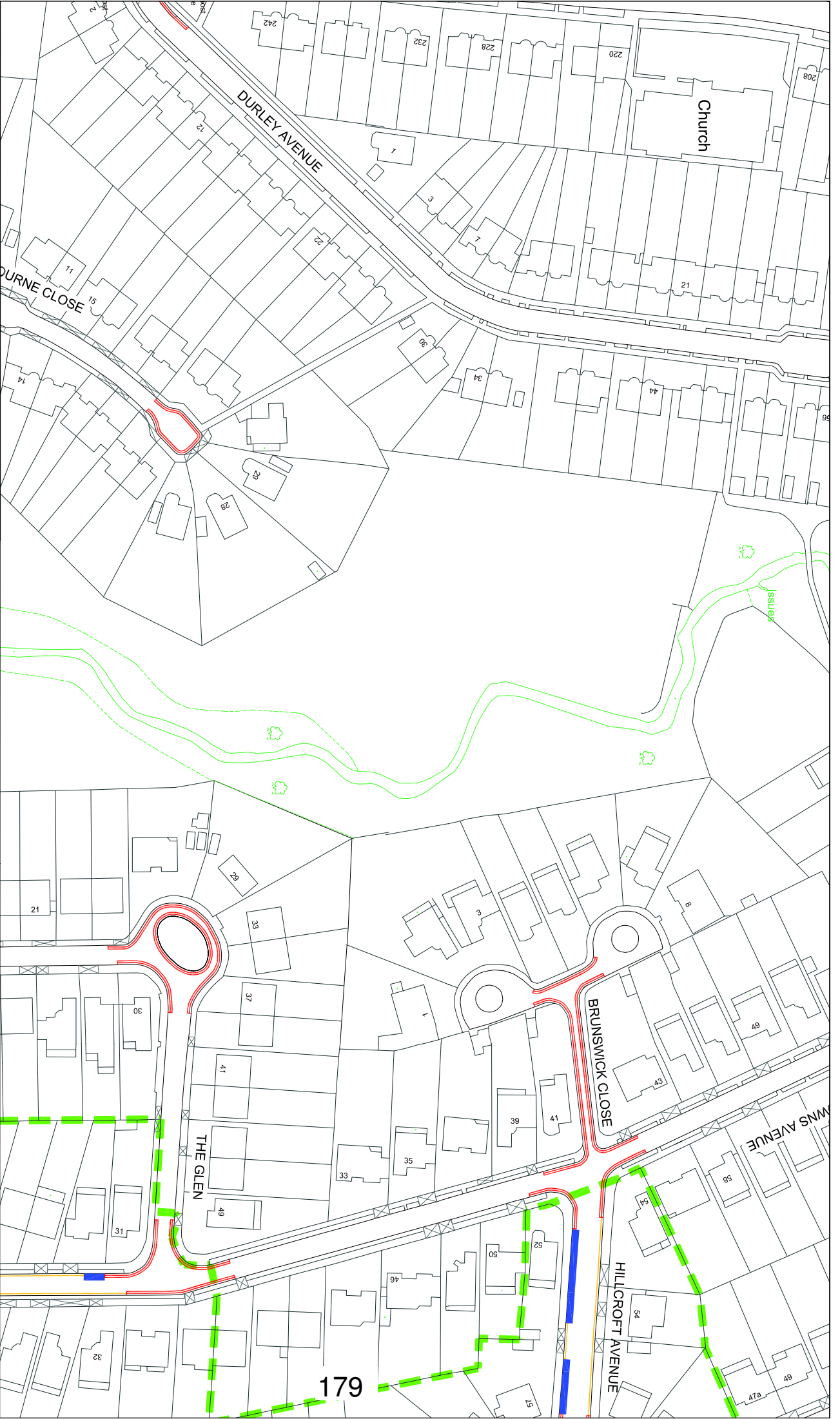
Project: **Rayners Lane Controlled Parking Zone L - Review**

Title: **Proposed Double Yellow Lines - Consultation Plan 18**

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Date	06/07/10		P.S.N

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Key:  
 Proposed Double Yellow Lines  
 Existing Double Yellow Lines  
 Existing Single Yellow Lines

Consultation Boundary



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Project

Rayners Lane Controlled Parking  
 Zone L - Review

Title

Proposed Double Yellow Lines - Consultation  
 Plan 19

Scale

N.T.S

Drawn P.T

Date 06/07/10

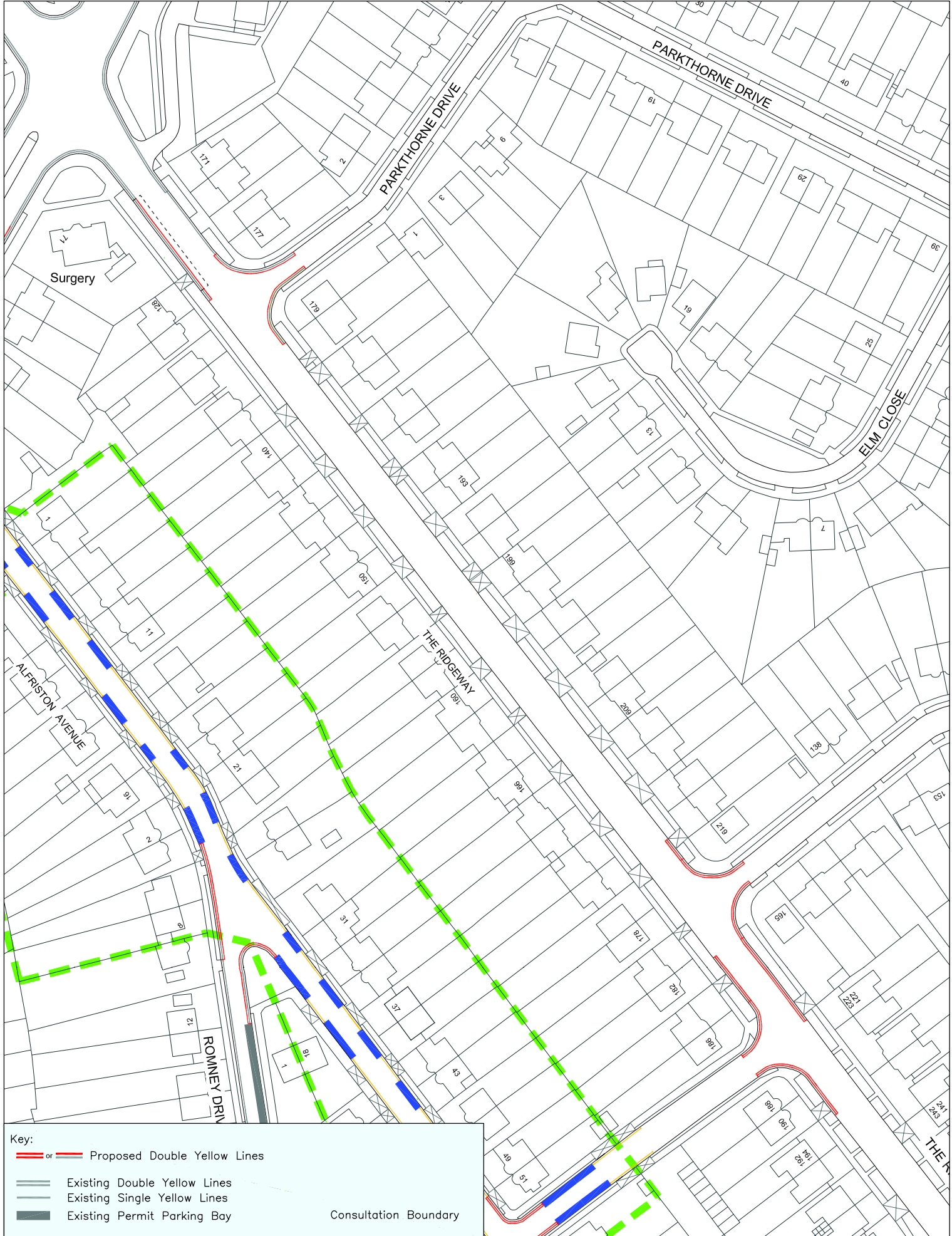
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179



**Key:**

- or Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay
- Consultation Boundary



COMMUNITY & ENVIRONMENT  
TRANSPORTATION

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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

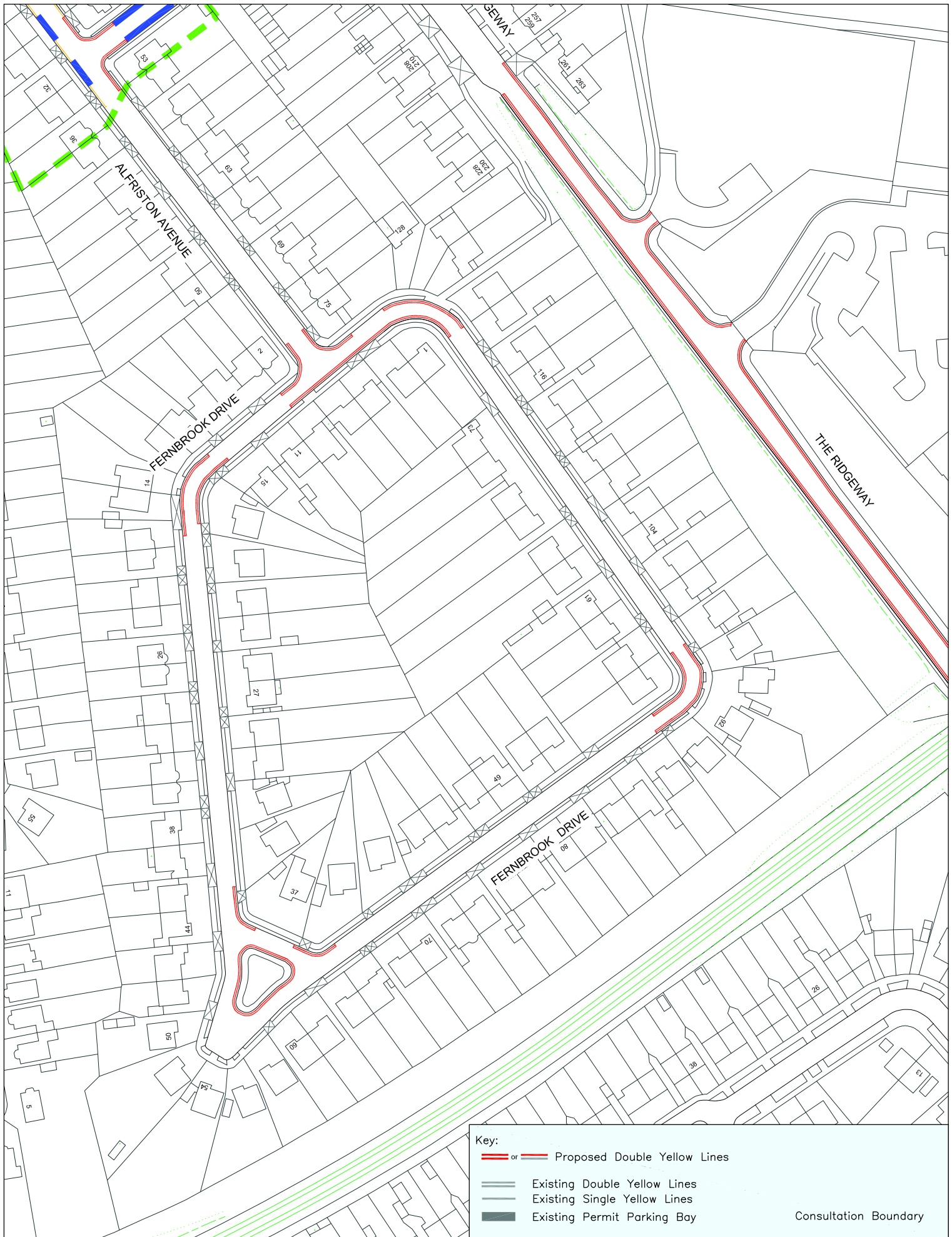
Title  
**Prop 180 Double Yellow Lines - Consultation  
Plan 20**

Scale N.T.S	Drawn P.T	Checked
	Date 06/7/10	P.S.N

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- Key:
- or — Proposed Double Yellow Lines
  - Existing Double Yellow Lines
  - - - Existing Single Yellow Lines
  - Existing Permit Parking Bay

Consultation Boundary



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Project

Rayners Lane Controlled Parking  
Zone L - Review

Title

Prop 181 Double Yellow Lines - Consultation  
Plan 21

Scale

N.T.S

Drawn P.T

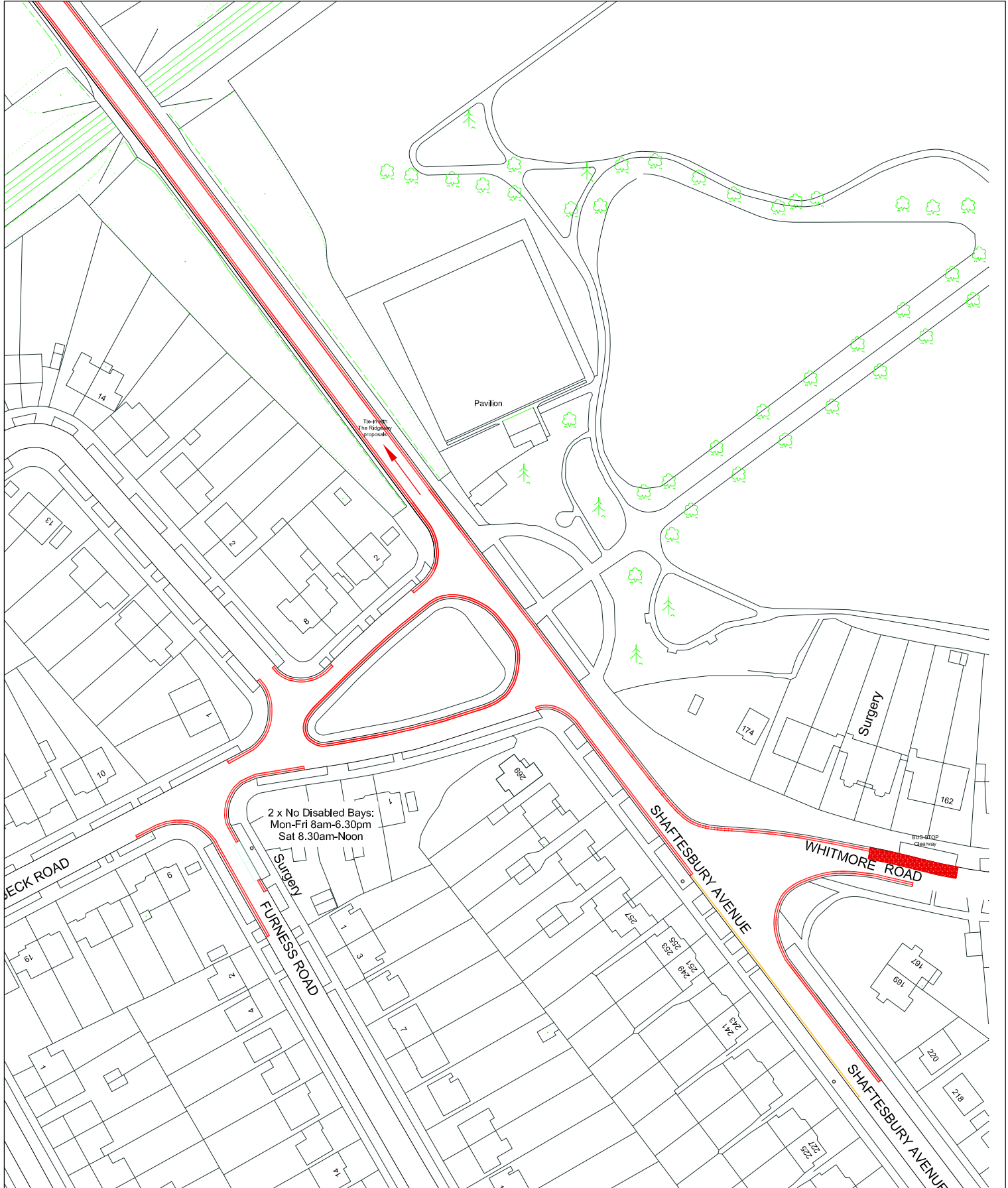
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- == Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay
- Consultation Boundary



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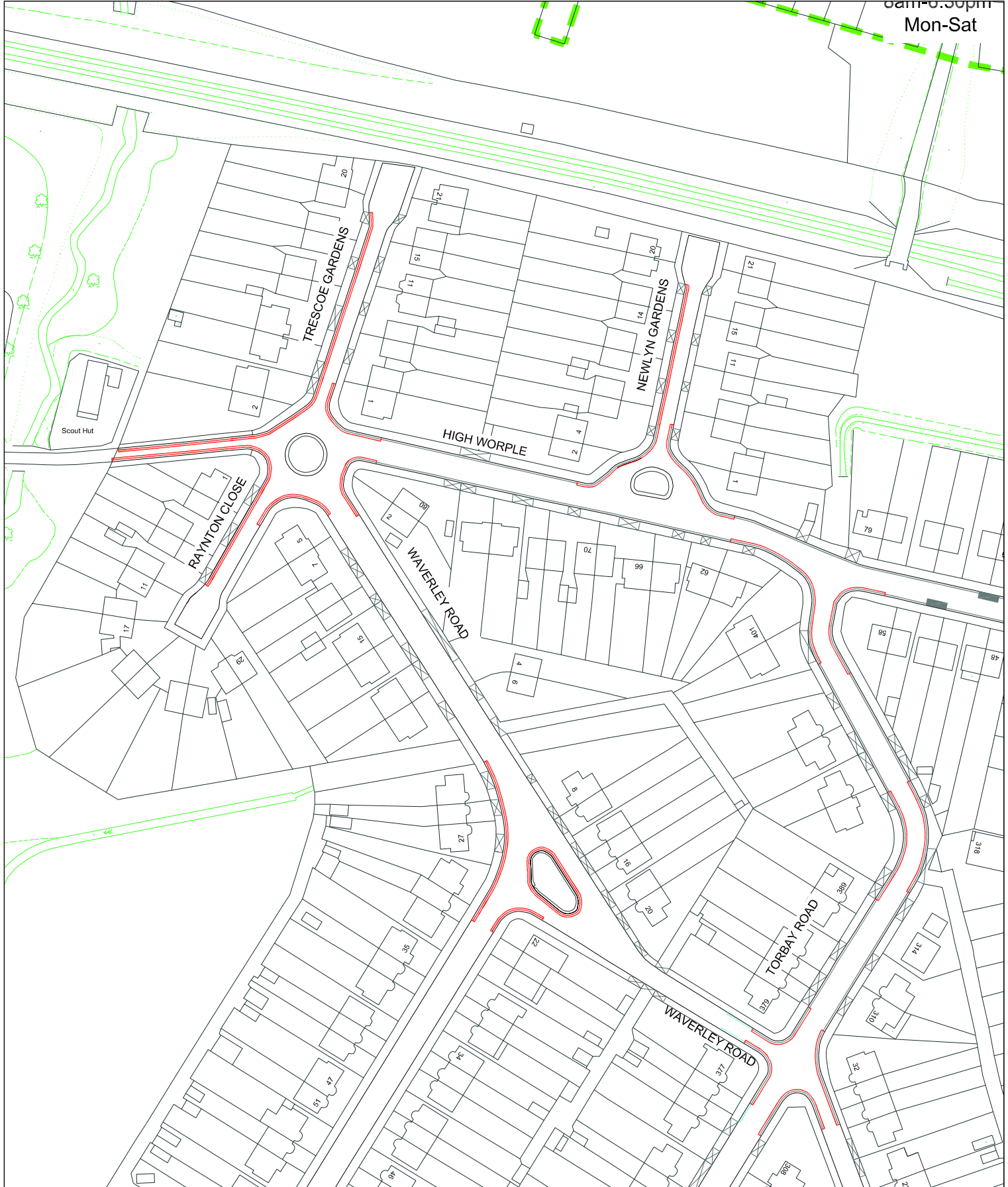
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
Prop. **182** Double Yellow Lines - Consultation  
Plan 22

Scale N.T.S	Drawn P.T	Checked P.S.N
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**Key:**

- or Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Prop 183 Double Yellow Lines - Consultation  
Plan 23**

Scale N.T.S	Drawn P.T	Checked
	Date 06/7/10	P.S.N

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Key:

- Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines

Consultation Boundary

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COUNCIL  
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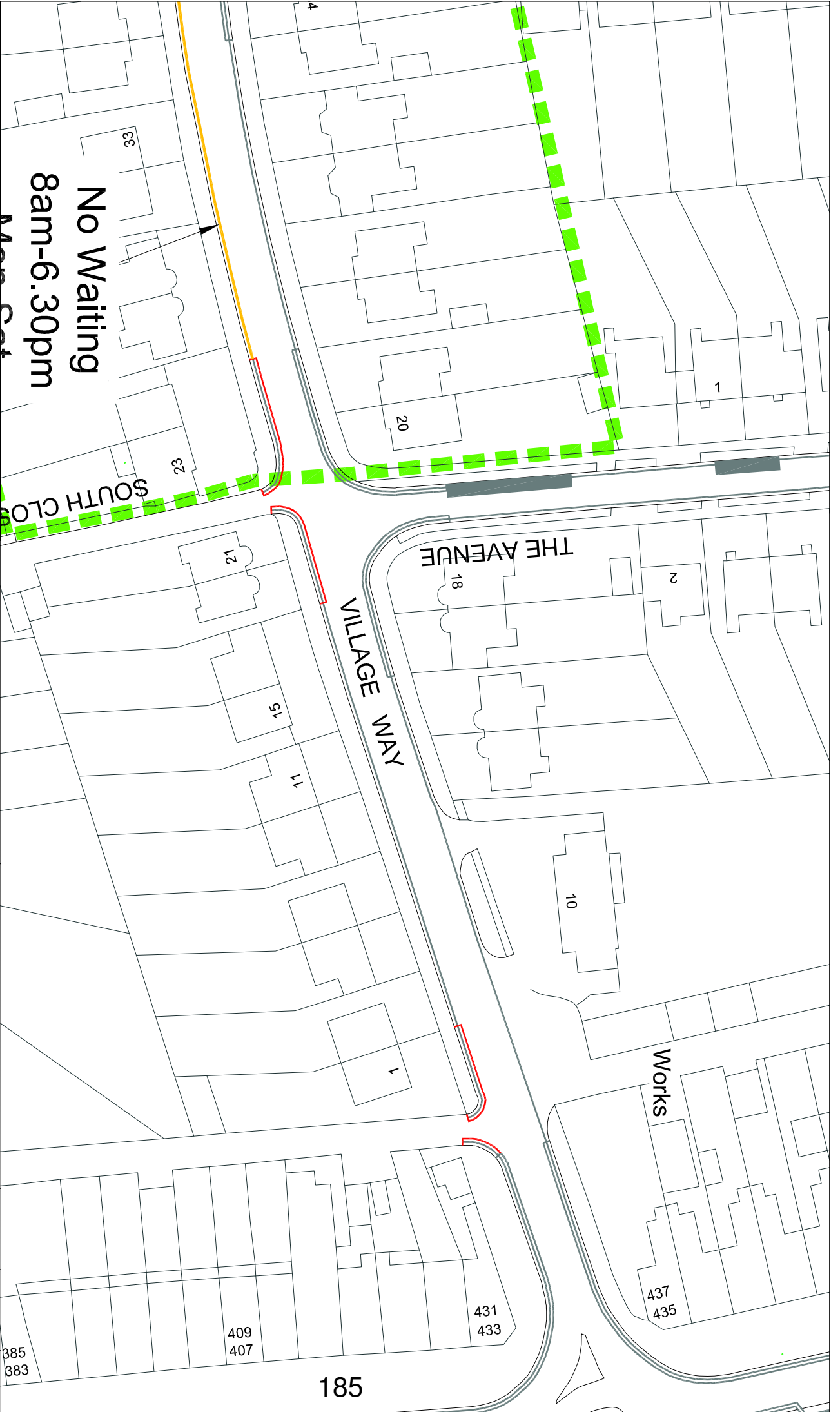
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines - Consultation  
Plan 24**

Scale	N.T.S	Drawn P.T	Checked
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**No Waiting**  
8am-6.30pm

Proposed Double Yellow Lines

Existing Double Yellow Lines

Existing Single Yellow Lines

Consultation Boundary

Key:



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TRANSPORTATION

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Project

**Rayners Lane Controlled Parking  
Zone L - Review**

Title

**Proposed Double Yellow Lines - Consultation  
Plan 25**

Scale

N.T.S

Drawn P.T

Date 06/07/10

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Key:  
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 or  
 Existing Double Yellow Lines  
 Existing Single Yellow Lines

Consultation Boundary

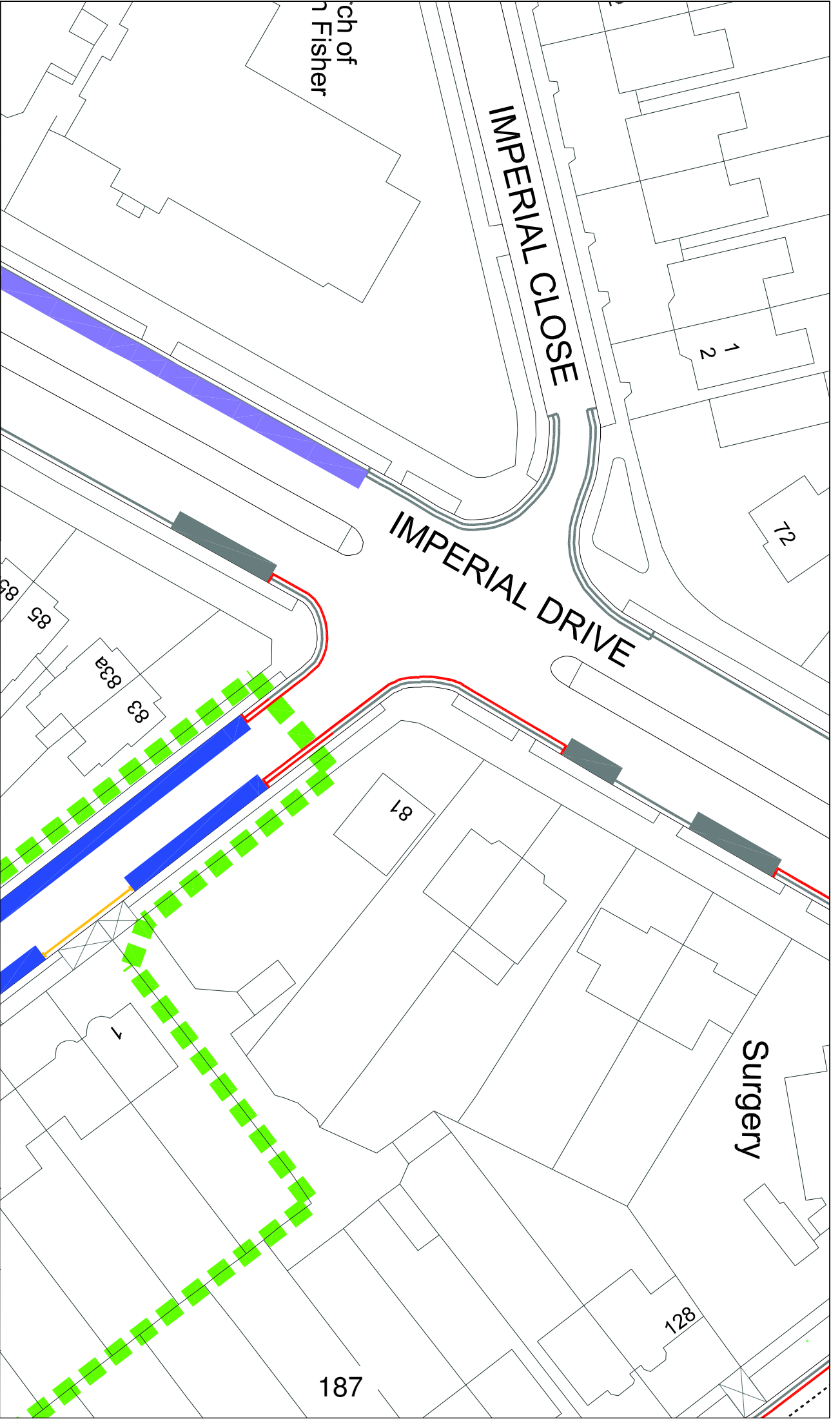
**Harrow Council**  
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Project  
**Rayners Lane Controlled Parking  
 Zone L - Review**  
 Title  
**Proposed Double Yellow Lines - Consultation  
 Plan 26**

Scale	Drawn P.T	Checked
N.T.S	Date 06/07/10	P.S.N

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Key:

Proposed Double Yellow Lines

Existing Double Yellow Lines

Existing Single Yellow Lines

Consultation Boundary



LONDON

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TRANSPORTATION

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Project

Rayners Lane Controlled Parking

Zone L - Review

Title

Proposed Double Yellow Lines - Consultation  
Plan 27

Scale

N.T.S

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## APPENDIX C

Ref	Address	Comments	Officers Response
Q154	Alfriston Avenue	Supports revised parking proposals but objects to double yellow lines adjacent to 51 Alfriston Avenue.	Restrictions are proposed to support Rule 243 of the Highway Code which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" The proposed restrictions are a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services.
E032	Berriton Road / Perwell Avenue	Objects to the extent of the double yellow lines in Berriton Road and Perwell Avenue. Would like the double yellow lines extend to prevent obstructive parking in the small gaps between private accesses. Furthermore enforcement is required.	Under the London Local Authorities Act 2003 it is a contravention for motorists to park across a vehicular access unless they have the permission from the land owner. Therefore, additional parking restrictions are not required for the council to enforce against this contravention. Should residents experience this they are advised to contact parking enforcement.
E048	Capthorne Avenue	Objects to the zone extension and associated changes to the Rayners Lane CPZ as they are not needed. In particular objects to proposals in Capthorne Avenue as during the proposed hours of operation there is not a parking problem in the street. Objection also states that the restrictions across residents accesses reduce their ability to park there and residents have to apply and pay for parking in a street which is currently free at the moment.	Residents responses to both the informal consultation and statutory consultation will be reviewed. For officers to recommend measures to be implemented there will need to be a majority support from residents effected by the parking pressures in the area. Unless safety related proposals will not be recommended without resident support.

Ref	Address	Comments	Officers Response
QN019	Capthorne Avenue	Objects to restrictions as road tax payers should be able to park anywhere as long as its legal.	<p>Only streets where there is majority support from residents within the area directly affected move forward to statutory consultation and subsequently implementation. Many of the double yellow line restrictions are proposed as safety measures to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.</p>
E042	Church Avenue	<p>Objects to the double yellow line restrictions in Dewsbury Close and at the junctions of Downs Avenue, West Avenue and Central Avenue with Church Avenue as there is currently no problem experienced and they are unsightly. Furthermore, concerns were highlighted with regards to displaced parking from Dewsbury Close onto Church Avenue will create a parking problem and impact on traffic flow.</p>	<p>Having considered and discussed the proposed restrictions with ward councillors, officers recommend the restrictions around the roundabout at the end of Dewsbury Close are removed to maintain offstreet parking capacity whilst ensuring the fire brigade can service the properties within 30 meters. Parking restrictions on junctions are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.</p>

Ref	Address	Comments	Officers Response
E061	Church Avenue	<p>Objects to the proposed double yellow lines in and around Church Ave. Not faced any problems with cars parking where the restrictions are proposed. Raises concerns that due to the lack of cars in the street vehicles speed will increase causing the high volume of traffic using Church Avenue to speed endangering pedestrians and motorists as well as increase noise and pollution. Objects to the proposals as the restrictions will look ugly, reduce property values and will have a negative impact on residents well being. Feels the restrictions are a waste of money and the money should be spent on planting trees in Church Avenue.</p>	<p>The parking restrictions on the bends are proposed as a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.</p>
L007	Church Avenue	<p>Objects to the proposal as they have no driveway and currently use an alighting space with asphalt path between verge on Downs Ave to carry heavy shopping to the home. If proposals go ahead and yellow lines go down they will not be able to use the space and will have to walk through the verge in all weather.</p>	<p>The restrictions on the corner in Church Avenue are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. However given the concerns raised it should be noted that vehicles can stop on the double yellow line to load and unload.</p>
E010	Dewsbury Close	<p>Objects to the parking restrictions in Dewsbury Close due to the reduced parking capacity and lack of previous incidents in the close</p>	<p>Having considered and discussed the proposed restrictions with ward councillors, officers recommend that the restrictions proposed to maintain access to the close are maintained whilst the restrictions around the roundabout at the end of the close are removed to maintain offstreet parking capacity whilst ensuring the fire brigade can service the properties within 30 meters.</p>

Ref	Address	Comments	Officers Response
E070	Dewsbury Close	Objects to the double yellow lines around the island at the end of the Dewsbury Close as it is believed they are unnecessary and will significantly reduce parking capacity within the close and create displaced parking affecting adjacent roads.	Having considered and discussed the proposed restrictions with ward councillors, officers recommend that the restrictions proposed to maintain access to the close are maintained whilst the restrictions around the roundabout at the end of the close are removed to maintain offstreet parking capacity whilst ensuring the fire brigade can service the properties within 30 meters.
E007	Downs Avenue	Objects to the location of a proposed parking bay outside 24-26 Downs Avenue due to access concerns to a private driveway.	Having reviewed the proposals officers feel entry/exit issues are likely to arise due to the narrow nature of the access. It is therefore proposed that the bay is relocated to the opposite side of the carriageway where the parking capacity within the street can be maintained and access issues are less likely to be experienced.
L059	Downs Avenue	Objects to the proposed extension and layout of the CPZ in Downs Avenue as it does not guarantee a space, reduces the amount of parking, visually impacts on the street, permit cost, inconvenience to renew permit and risk of penalty. In addition concerns were raised to the negative impact to house price, potential for permits to increase in cost, the effect will be minimal as most people have off street parking. With regards to the layout the bay adjacent to 16-18 will affect the access for even properties as it is opposite their drive and will restrict movements. Finally, raises concerns over the previous consultation results as they do not add up.	Having analysed the questionnaire responses from the statutory consultation a response rate of 29% was received for Downs Avenue. Of these responses there was a 80% support level. Due to the high level of resident support for the proposals officers recommendations are for Downs Avenue to be included within the proposed zone extension. Having reviewed the proposals officers feel entry/exit issues are likely to arise due to the narrow nature of the access. It is therefore proposed that the bay is relocated to the opposite side of the carriageway where the parking capacity within the street can be maintained and access issues are less likely to be experienced.

Ref	Address	Comments	Officers Response
QN013	Downs Avenue	Objects to the proposed resident permit bay situated between no 24 & 26 Downs Avenue due to the road being very narrow and if a vehicle parked opposite it would be difficult to enter and exit properties.	Having reviewed the proposals officers feel entry/exit issues are likely to arise due to the narrow nature of the access. It is therefore proposed that the bay is relocated to the opposite side of the carriageway where the parking capacity within the street can be maintained and access issues are less likely to be experienced.
E005	Fernbrook drive	Objects to the proposal that the bottom part of Alfriston Avenue and Fernbrook Drive are to be excluded from CPZ. Disagree's with the results of the informal consultation and feels that the results are not representative due to people not fully understanding the implications or everyone received the consultation document, therefore requests a clipboard survey takes place. Additionally has concerns of displaced parking into the southern part of Alfriston Avenue and Fernbrook Drive. Highlights that until the commuter parking at the station is resolved commuter parking will always be a problem.	With regards to the initial consultation not being a representative, officers can only take into consideration the responses received back. It is not considered practical to undertake a clip board survey due to the vast quantity of resources and financial implications this would have. Furthermore, the councils policy is to consult residents where they can take their time to read through the proposals in the comfort of their own home free from external pressures. In response to concerns that not all residents received a consultation document, other than this objection no complaints have been received. A specialist traffic company is used to deliver the documents as they understand the importance of the consultation process. Although there is often spare capacity for commuters within the Rayners Lane car park, experience shows commuters will always look to park in the surrounding area for free.
E049	Fernbrook drive	Objects to the proposed double yellow lines across the driveway of 18 Fernbrook Drive as the driveway is off the bend and vehicles parked in this location would not obstruct visibility sight lines.	Having reviewed the proposed restrictions and the possible impact of the requested reduction of double yellow lines officers recommend that as the revision would not impact on the bend visibility and adhere to Rule 243 of the High Way Code the proposals are reduced to the boundary of 16-18 Fernbrook Avenue.

Ref	Address	Comments	Officers Response
L004	Fernbrook Drive	<p>Objects to the proposal as no problems have occurred in the last forty years. Feels if proposal goes ahead the area will be a permanent car park for commuters, residents and non residents. Concerned over the number of high sided vehicles and why only 3/4 of Alfriston Avenue has been proposed for inclusion and not the rest of The Avenue and Fernbrook Drive.</p>	<p>Having reviewed the responses from the initial public consultation there was not a majority support for inclusion from the responses received for Fernbrook Drive. As a result only double yellow lines were proposed in identified locations on grounds of safety.</p>
E033	Hillcroft Avenue	<p>Feels the restrictions at the junction of The Avenue and Hillcroft Avenue are unnecessary as its rare for vehicles to park there. The main problem is with parents collecting their children. Concerned displaced parking will block residents driveways.</p>	<p>Parking restrictions on junctions are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. With regards to displaced parking blocking residents driveways, if residents experience this they are advised to contact parking enforcement to discourage this form of inconsiderate parking in the future.</p>

Ref	Address	Comments	Officers Response
E066	Hillcroft Avenue	<p>Object to proposals to indiscriminately introduce restrictions on corners of quiet residential roads all over the borough, specifically the restrictions at the junction of Hillcroft Avenue and The Avenue as it is a waste of tax payers money. Parking is not considered a problem at the fore mentioned junction and has never caused an accident. The junction is considered very wide, with good visibility and access has never been an issue. Concerns are also raised over vandalism of vehicles and that residents would like to be able to park outside their property.</p>	<p>The restrictions in the area are proposed as safety measures to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location.</p>
E064	Imperial Drive	<p>Objects to the double yellow lines outside 104-106 Imperial Drive as Rule 238 states that vehicles should not wait on the restrictions and is therefore concerned about vehicles exiting the private accesses. Furthermore, it was highlighted that the restrictions extend into the grass verge outside 108 Imperial Drive which can currently accommodate two vehicles. The current restrictions would reduce this to 1 space.</p>	<p>With regards to the concerns over waiting on the double yellow line to exit the access the double yellow lines allow for vehicles to stop not only waiting for vehicles to clear or give way but also to drop off and pick up goods or passengers for up to 40 minutes. Waiting to exit the access could be considered similar to waiting in congestion alongside double yellow lines and will not be enforced. In addition to this the proposed restrictions have been reduced to the southern driveway boundary of 106 Imperial Way to maximise parking capacity.</p>
E015	Lynton Road	<p>Objects to the double yellow lines as it will not materially improve parking in the area. Feels there is little compliance to Rule 243 of The Highways Code and the restrictions will further increase parking pressures and impact on residents quality of life.</p>	<p>Parking restrictions on junctions are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.</p>

Ref	Address	Comments	Officers Response
E053	Lynton road	Objects to the double yellow line proposals in the Lynton Road area due to the reduction in parking capacity. One particular concern raised was having to park far away when having to load and unload shopping and luggage.	The restrictions in the Lynton Road area are proposed to maintain both access and visibility for motorists and pedestrians at all times. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
L008	Lynton Road	Objects to the proposed double yellow line outside 121 Lynton Road as partner is disabled and requires space to park outside the property. Would like if the double yellow lines do go ahead for either a disabled bay or a carriage crossing to allow for off street parking to be constructed.	Having reviewed the proposed measures the restrictions have been reduced to the boundary of 121 and 123 Lynton Road. This allows for the junction to be protected and support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" .
L047	Lynton Road	Objection to the extent of the proposed double yellow lines adjacent to 122 Lynton Road. Confusion over how a previous request not to have the double yellow line over the driveway resulted in an extension.	Restrictions are proposed to ensure suitable visibility at the junction and support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
E068	Mayfield Park	Objects to the extent of the double yellow lines outside 1 Village Way. Due to visibility and traffic flow concerns request for double yellow line to be extended to join the restrictions at the junction of Village Way with South Close	Having reviewed and discussed the proposals with ward councillors officers recommend that the restrictions are extended to the boundary of 5-7 Village Way.



Ref	Address	Comments	Officers Response
E052	Newlyn Gardens	<p>Objects to the double yellow lines on the even side of the close as feels there has never been a problem with access. However, understands the councils concerns and responsibilities towards the emergency services but would request that the restrictions are relocated to the opposite side of the carriageway as that is the way vehicles currently park and the kerbs on the even side have high kerbs.</p>	<p>Further to a site meeting with Ward Councillors and considering the comments received officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable.</p>
L016	Newlyn Gardens	<p>Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services or anything else. If the restrictions do go ahead requests for them to be located on the opposite side of the carriageway and for the road to be resurfaced prior to them being painted.</p>	<p>Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access. All carriageway surfaces will be repaired prior to the introduction.</p>

Ref	Address	Comments	Officers Response
L017	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L018	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

Ref	Address	Comments	Officers Response
L019	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L020	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

Ref	Address	Comments	Officers Response
L021	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L022	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

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L023	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L024	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

Ref	Address	Comments	Officers Response
L025	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L026	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

Ref	Address	Comments	Officers Response
L029	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
L030	Newlyn Gardens	Objects to the proposed double yellow lines in Newlyn Gardens. Its felt that they are unnecessary and they do not have any problems with parking, emergency services, refuse vehicles or impaired sight lines.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Newlyn Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.

Ref	Address	Comments	Officers Response
E056	Oakington Avenue	Objects to the double yellow lines proposed in DP2010-9 as they will disfigure and detract from the natural appearance of the road, spoiling the look of the area. In addition to this in recent times since living in the area they are not aware of any access problems for emergency service vehicles. It is believed that the proposals are a waste of public funding and that parking bays have been provided on a bend against the councils own guidelines.	The restrictions are proposed to ensure adequate visibility at the junctions and maintain access for emergency services. As parking pressures increase in the future motorists will be looking to park in places where not considered in the past. Without these proposals the council are unable to enforce and discourage future offences and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention.
E059	Oakington Avenue	Objects to the proposed double yellow lines in Oakington Avenue and The Retreat due to vehicles very rarely parking in this location due to the one hour parking restriction. Furthermore it is felt the markings will be an eyesore and waste of tax payers money. Suggests that if the restrictions are to go ahead then they should be on the opposite side of the carriageway to allow resident access.	Restrictions are proposed to ensure emergency service access at all times and maximise parking capacity where possible to do this whilst maintaining access.
E037	Ovesdon Avenue	Objects to the proposed CPZ in Ovesdon Avenue as majority of vehicles that park in the street are residents, therefore residents will incur further costs without receiving any benefits, feels the zone is being introduced on small response rate.	Having analysed the questionnaire responses from the statutory consultation a response rate of 25% was received for Ovesdon Avenue. Of these responses there was a 50% support level. Further to discussions with ward councillors it was agreed as there was no majority support that officers recommendations would be for Ovesdon Avenue not to be included within the proposed zone extension.



Ref	Address	Comments	Officers Response
QN044	Ovesdon Avenue	Does not object to double yellow lines where necessary on Ovesdon Avenue or single yellow lines to stop commuters but would strongly oppose permit parking.	Having analysed the questionnaire responses from the statutory consultation a response rate of 25% was received for Ovesdon Avenue. Of these responses there was a 50% support level. Although there is an even number of responses both supporting and not supporting the proposals given that the mixed feelings amongst residents over the requirement for a CPZ further to discussions between Ward Councillors and officers it is recommended that Ovesdon Avenue is not included within the CPZ extension however double yellow line proposals will still be recommended.
E051	Raynton Close	Formal objection to the proposed double yellow lines. Would like to see the restrictions on the opposite side of the carriageway as have always parked on that side and will be better for visibility for vehicles entering and exiting the close and keep the accessibility for residents private accesses and larger vehicles visiting the close.	The proposed double yellow lines are located on the western side of the carriageway to maximise the parking capacity within the close. Due to the three private accesses on the western side if restrictions were placed on the opposite side of the carriageway then the parking capacity would be reduced to two vehicles. Having reviewed the access to the properties on the western side of the carriageway it is likely that vehicles would be required to undertake more than one manoeuvre to either enter or exit their drive however if restrictions were placed on the eastern side it is likely vehicles would still have to undertake more than one manoeuvre to enter or exit their drive but would also have reduced parking capacity within the close.

Ref	Address	Comments	Officers Response
L005	Raynton Close	Objects to the proposals in Raynton Close. Previously objected when proposed for CPZ and was informed that double yellow lines would only be introduced at bends, junctions and narrowings, not down one entire side of the close. Also objects to allocated parking spaces opposite properties through the narrow section and has concerns over a residents access to the property requesting that it will be necessary to park adjacent and therefore requests for double yellow lines to be reduced to the northern building line of 1 Raynton Close.	The double yellow lines are proposed to discourage obstructive parking and have been located on the western side of the carriageway to maximise the parking capacity within the close. Due to the three private accesses on the western side if restrictions were placed on the opposite side of the carriageway then the parking capacity would be reduced to two vehicles.
E030	Romney Close	Objects to the proposals in Romney Close as nobody ever parks in the road due to the narrow width of the carriageway. Therefore feels the restrictions are unnecessary and a waste of council funds.	Parking restrictions are proposed to discourage vehicles not to park now and in the future as parking pressures increase. Without these proposals the council are unable to enforce obstructive parking and would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. Furthermore these restrictions would ensure access for emergency services. The proposals do not reduce parking capacity in the Close.
QN007	Romney Drive	I object to the double yellow lines proposed adjacent to 8 Romney Drive, there has been no incidents of any kind on the road and will take away parking capacity for visitors which is not necessary.	Restrictions are proposed to support Rule 243 of the Highway Code which states that vehicles should not be parked "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" The proposed restrictions are a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services.

Ref	Address	Comments	Officers Response
E027	Southbourne Close	Objects to the parking restrictions within the close as it will reduce the parking capacity by three vehicles. This will result in displaced parking into the narrow section of Southbourne Close that may be obstructive.	Having reviewed the restrictions within the close officers recommend the restrictions are reduced to maintain the parking capacity adjacent to the raised kerbs, however an element of the restrictions are recommended to remain around the end of the turning head to ensure space for vehicles to turn around without having to reverse the full length of The Close.
E029	Southbourne Close	Objects to the parking restrictions in Southbourne Close as it will leave nowhere for visitors to park. Currently the road works well and residents park considerably.	Having reviewed the restrictions within the close officers recommend the restrictions are reduced to maintain the parking capacity adjacent to the raised kerbs, however an element of the restrictions are recommended to remain around the end of the turning head to ensure space for vehicles to turn around without having to reverse the full length of The Close.
E036	Southbourne Close	Objects to the double yellow line restrictions in the Close as the restrictions would remove the only two spaces where visitors can park. Also questions why restrictions cannot be removed where two parking spaces are located as the remaining restrictions at the end of the close would be sufficient for vehicles to turn around.	Having reviewed the restrictions within the close officers recommend the restrictions are reduced to maintain the parking capacity adjacent to the raised kerbs, however an element of the restrictions are recommended to remain around the end of the turning head to ensure space for vehicles to turn around without having to reverse the full length of The Close.
L015	Southbourne Close	Object to the double yellow line proposal due to the fact will cause considerable inconvenience to the occupiers and others in the close. Never had any problems with parking and also there has been no problem for Emergency services.	Having reviewed the extent of the restrictions officers propose to reduce the parking restrictions within the turning head to maintain a number of parking spaces whilst ensuring there is suitable space for vehicles to turn negating the possibility of vehicles having to reverse down the close.

Ref	Address	Comments	Officers Response
L067	Stapleton Close	Objects to the extent of the double yellow line requests it is extended to all the area in front of Nos 1 and 3 Village Way, cars and vans continue to block visibility and access due to the highway layout and proximity to busy junction.	Having reviewed the proposals with Ward Councillors it was agreed that due to the visibility and safety concerns raised that the double yellow line restrictions are recommended to be extended from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
E031	Suffolk Road	Objects to extent of the double yellow lines on Suffolk Road. Feels restrictions should stop after the island outside 100 Suffolk Road and not extend to No.96. Concerns about displaced parking and residents having to load/unload from far away.	Having reviewed the extent of the proposed restrictions officers recommend the restrictions remain unchanged as the restrictions prevent vehicles parking opposite the junction with Lankers Drive. This encourages compliance with Rule 243 of the highway code which states vehicles should not park "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space".
E060	Suffolk Road	Objects to the double yellow line proposals in Suffolk Road due to the parking problems they will causes, specifically in Lankers Drive which is a narrow road. Main concerns are that cars turning onto Suffolk Road will drive even faster and could endanger pedestrians crossing the island outside 102 Suffolk road. Claims no problem with queuing traffic due to parked vehicles and very few vehicles park on the lines during the day as most are at work so they only really park at night time and at the weekend. Also concerned over the cost to the council of the two consultations.	The parking restrictions on the bends are proposed as a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. With regards to the restrictions between Lankers Drive and the roundabout, these are proposed to discourage obstructive parking on the approach to the island and ensure suitable visibility for those using the crossing location.

Ref	Address	Comments	Officers Response
E043	The Avenue	Objects to the length of the proposed permit bay opposite 112-114 The Avenue should the CPZ extension in the north of The Avenue go ahead due to visibility concerns when using private access.	Further to discussions with Ward Councillors given the visibility concerns raised and access issues raised in an alternative response officers recommend the proposed bay is relocated to the opposite side of the carriageway.
E071	The Avenue	Objects to plans to introduce the controlled parking zone in The Avenue as during the day there is no evidence of congestion and it is not required. The CPZ will therefore be an unwelcome inconvenience to the residents in the northern section of The Avenue.	Having analysed the questionnaire responses from the statutory consultation a response rate of 58% was received for The Avenue. Of these responses there was a 81% support level. Due to the high level of resident support for the proposals officers recommendations are for The Avenue to be included within the proposed zone extension.
L006	The Avenue	Objects to the proposal for The Avenue to be included in the CPZ as it is felt there are no problems at all with any parking and also there is no problems with commuters parking their cars. Concerned over impact it will have on Rayners Lane shops and feels CPZ will result in people paving their gardens to create parking space affecting the area and increasing the flood risk.	Having analysed the questionnaire responses from the statutory consultation a response rate of 58% was received for The Avenue. Of these responses there was a 81% support level for the measures. Due to the high level of resident support this indicates that many residents do experience problems and wish for The Avenue to be included within the proposed zone extension. Parking for the shops has recently been reviewed and a scheme is currently on site to improve the parking capacity.
Q136	The Avenue	If CPZ goes ahead in The Avenue would like to object to layout and extent of permit bay between Church Avenue and 105 The Avenue due to visibility issues when using private access.	Due to the safety concerns raised and other residents raising concerns regarding access issues opposite having discussed the proposals with Ward Councillors it is proposed that the bay would be relocated to the opposite side of the carriageway.
Q161	The Avenue	Has a objection towards the two spaces outside numbers 71 to 77; only 2 spaces where 3 on even side; disrupts flow of traffic; many learners use The Ave-parked cars will block view of oncoming traffic-possible accident; noise and pollution.	Proposed bay are located to maximise access for residents to their property. Furthermore offsetting parking bay can act as a traffic calming measure to discourage speeding down long straight sections.

Ref	Address	Comments	Officers Response
QN029	The Avenue	Does not support proposed location of permit bay opposite 112-114 The Avenue as it will impact residents access rights. Parking difficulties have not been experienced in the past and do not feel it would be a problem relocated on the eastern side of the carriageway.	Due to the concerns raised along with other residents raising visibility concerns, having discussed the proposals with Ward Councillors it is proposed that the bay would be relocated to the eastern side of the carriageway.
QN032	The Avenue	Objecting and not in favour of CPZ due to the damage this scheme would do to the lively hood of the area and economy of the local businesses; council has been extremely short sighted in planning and introducing this scheme. Concerned over what plans have been considered for visitors to the area with the reduced parking capacity.	CPZ restrictions have only been proposed for streets where there has been majority support from residents for a requirement. Furthermore, there is currently a scheme in Rayners Lane around the shops which is improving parking facilities and capacity for visitors to the shops. Alternatively paid parking can be sought in the train station car park owned by London Underground which is rarely fully occupied.
L035	The Close	Objects to the proposed double yellow lines in the west side of the close. No parking problems have been experienced and feels the restrictions would be inappropriate. Furthermore access can be obtained from two entrances and budgets should be spent where there are currently problems not possible problems in the future. Does however support the restrictions on the junctions.	Restrictions are proposed to reduce the likelihood of obstructive parking. Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. The proposals in The Close do not reduce the parking capacity as at present drivers should not be leaving their vehicles obstructing the highway.
E013	The Gardens	Objects to the proposal for double yellow lines due to rarely encountering any issues with traffic or obstructions due to parked cars. Double yellow lines both sides unnecessary and will impact on the aesthetics of the area.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions along the narrow section of The Gardens are unnecessary. However further to liaising with the fire brigade, due to appliances requiring access to within 30m of properties to service incidents officers recommend that proposals remain unchanged.

Ref	Address	Comments	Officers Response
E069	The Gardens	Objects to the double yellow lines in The Gardens as it is believed that they are unnecessary and ill conceived. They are not aware of any incidents of accidents or obstructions to emergency services in the last 24 years. Also disagrees with the reason given to introduce double yellow lines on the junction and states road safety could be substantially improved by resurfacing.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have also been reduced from the full extent of The Gardens but maintains the restrictions on the entry arms to ensure accessibility for the emergency services.
L009	The Gardens	Objects to the installation of double yellow lines in The Garden due to no residents wanting the restrictions, never experiencing an access problem, property prices will be affected, unnecessary pollution from ticket inspectors visiting the area and the cost implications of installing the restrictions.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have also been reduced from the full extent of The Gardens but maintains the restrictions on the entry arms to ensure accessibility for the emergency services.
L014	The Gardens	Strongly object to the proposal and feels it is unnecessary, double yellow lines will spoil the area and lower the value of the property. Require a One way system as adopted in The Croft as service vans and non residential cars speed and there are two blind corners where there may be an accident.	The restrictions are proposed to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. The proposals have also been reduced from the full extent of The Gardens but maintains the restrictions on the entry arms to ensure accessibility for the emergency services.

Ref	Address	Comments	Officers Response
L049	The Gardens	<p>Objects to the proposal in The Gardens, if obstructive parking did take place it would be illegal and although the police would have to deal with it, it is a very unlikely scenario. Furthermore footway parking could be dealt with by the council. Concerned changes to the original plan where restrictions were proposed throughout the close may imply to drivers that it is ok to park in the unrestricted section and could be confusing. Questions why restrictions on both sides of the carriageway are required. Has further objections regarding the money being wasted particularly when footways and carriageways need resurfacing. Finally feels that restrictions will not impact on access for residents but will impact on quality of life.</p>	<p>The restrictions are proposed to ensure suitable visibility for motorists and pedestrians at the junction whilst ensuring access for emergency services through the narrow section. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have been reduced from the full extent of The Gardens due to previous correspondence received but maintains the restrictions on the entry arms to ensure accessibility for the emergency services to within 30m of all properties as indicated by the fire brigade.</p>
L052	The Gardens	<p>Objects to the double yellow lines in The Gardens as it is felt that the council wants to impose the restrictions on residents to generate revenue due to unrecoverable funds lost in the Icelandic bank crash.</p>	<p>The restrictions are proposed to ensure suitable visibility for motorists and pedestrians at the junction whilst ensuring access for emergency services through the narrow section. The proposals are not considered a reduction in parking capacity as vehicles should not be parked in this location. The proposals have been reduced from the full extent of The Gardens due to previous correspondence received, but maintains the restrictions on the entry arms to ensure accessibility for the emergency services to within 30m of all properties as indicated by the fire brigade.</p>
E050	The Retreat	<p>Objects to the propose double yellow lines due to the limited capacity that will remain for the number of properties within The Retreat. Suggests that proposals go ahead placing double yellow lines on the kerbs and intersection of Oakington Avenue and The Drive but leave the rest of The Retreat as it currently is.</p>	<p>Due to the narrow width of the carriageway only parking on one side of the carriageway is feasible whilst maintaining access and therefore parking capacity is not reduced other than where the restrictions are proposed on the junctions to maintain access and visibility.</p>



Ref	Address	Comments	Officers Response
E062	The Retreat	<p>Objects to the restrictions as it is believed the proposals are overkill given that inconsiderate parking has never been observed and the area had already been spoilt with unnecessary parking bays and single yellow lines. Furthermore, it is felt that as the area is not used as a rat-run the measures are unnecessary and a waste of tax payers money. If however the restrictions do have to go ahead it is requested that restrictions are watered down with simple signing at the entrances to the close to be considered.</p>	<p>The restrictions in the area are proposed as safety measures to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. These restrictions support Rule 243 of The Highway Code, which states that vehicles should not be parked on a bend or "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Without these proposals the council are unable to enforce and it would require action from the police who have the necessary powers but have very limited resources to deal with this kind of contravention. With regards to the suggestion on signing on the entry to the close restricting parking, this would not meet the required legal obligations for the restrictions to be enforceable.</p>
E014	Torbay Road	<p>Objects to the proposals as historically cars have never been observed parking on the corner outside and opposite 391 Torbay Road unless it is when residents have an occasion at their house which is usually on a Saturday evening or Sunday afternoon during the summer.</p>	<p>Parking restrictions on the bend are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked on a bend. However, having reviewed the extent of the restrictions with Ward Councillors it was agreed that the restrictions could be reduce to the boundary of 389-391 without significantly impacting on visibility.</p>
E034	Torbay Road	<p>Objects to the double yellow line outside 389 Torbay Road. Feels it will serve no benefit to road safety or avoid accidents as there has been none or even near misses. Double yellow lines will inconvenience tax paying residents. Feels that the single yellow line has worked well ensuring commuters do not park in the street and that funding could be spent better elsewhere.</p>	<p>Parking restrictions on the bend are proposed to maintain visibility for motorists and pedestrians at all times. These restrictions support Rule 243, which states that vehicles should not be parked on a bend. However, having reviewed the extent of the restrictions with Ward Councillors it was agreed that the restrictions could be reduce to the boundary of 389-391 without significantly impacting on visibility.</p>

Ref	Address	Comments	Officers Response
E016	Trescoe Gardens	Objects to the proposals as it is felt that parking capacity will be reduced within the close, in addition it is felt that no commuters park in the close and is therefore unlikely to be subject to unthoughtful, obstructive parking. Finally the reduced parking capacity will encourage residents to convert their gardens into offstreet parking.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manner that allows for emergency access.
E035	Trescoe Gardens	Objects to double yellow lines on Trescoe Gardens as parking in the cul-de-sac is already difficult due to its small size, restrictions on High Warpole and the proposed restrictions will make it more difficult. Also raises concerns that neighbours will turn their gardens into off street parking which will affect the aesthetics of the close.	Further to a site meeting, Ward Councillors were agreed in support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manner that allows for emergency access.

Ref	Address	Comments	Officers Response
E046	Trescoe Gardens	Objects to the proposed double yellow lines in Trescoe Gardens and surrounding roads. Having never witnessed any obstructions for refuse lorries or emergency vehicles it is felt that the restrictions are not required.	Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.
E057	Trescoe Gardens	Objects to the double yellow lines in Trescoe Gardens due to there not being any access problems in the past, the number of vehicles in the close not likely to increase, concerns over using private accesses and lastly the increased likelihood of unnecessary resentment between neighbours.	Due to the proposed zone extension and increasing parking pressures on the highway in general the likelihood of Trescoe Gardens being subject to external parking is likely to increase, furthermore the revised restrictions do not reduce the parking capacity within the close but do encourage formalised parking on one side of the carriageway to ensure access.

Ref	Address	Comments	Officers Response
E065	Trescoe Gardens	<p>Objects to the proposed double yellow lines on Consultation Plan 23 referring to restrictions in Newlyn Gardens, Trescoe Gardens, Raynton Close, High Warpole and Waverley Road. Feels that the suggestion that emergency services will not be able to access Trescoe Gardens is incorrect due to there not being a problem in the past. Also states that due to Trescoe Gardens being a quiet cul-de-sac used only by residents impaired sight lines are not a problem and once again states there has been no incidents relating to this. Finally, concerns are raised as to how the poor carriageway surface will ensure the road markings do not disappear with the remainder of the road markings.</p>	<p>The restrictions detailed on Consultation Plan 23 are proposed as safety measures. As much as the majority of vehicles using these streets are likely to be residents, many will also be visitors who do not know the road layout. Furthermore the restrictions are proposed to encourage parking in accordance with The High Way Code. With regards to the restrictions in Trescoe Gardens further to a review these have now been reduced, however still ensure access for emergency services to access an incident in properties at the end of the close without reducing the parking capacity within the close.</p>
L002	Trescoe Gardens	<p>Objects as people do not park on both sides as it would completely block access to the close, if they do wish to do so double yellow lines would not stop them. Comments that people do not park opposite the driveways to allow for reasonable access to their drives, furthermore people frequently park adjacent to 2 Trescoe Gardens without incident and therefore the restrictions. Finally, refuse vehicles have not been observed having problems entering or exiting the close.</p>	<p>Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manner that allows for emergency access.</p>

Ref	Address	Comments	Officers Response
L012	Trescoe Gardens	<p>Objects to the proposal in the street as it is felt that they will be of no benefit to the residents and will make parking more difficult for them and their visitors. States that vehicles park only on one side and refuse lorries don't have a problem. Would prefer to see the money spent on repairing carriageways and that the restrictions will devalue their house.</p>	<p>Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access.</p>

Ref	Address	Comments	Officers Response
L058	Trescoe Gardens	<p>Objects to the proposed yellow lines in Trescoe Gardens. Justification for proposals through The Highway Code are not valid. From experience residents have never obstructed refuse vehicle which reverses up the road with no problem. Visibility is not an issue as almost all motorists coming in and out are residents plus an occasional Sunday visitor. For a long time no one has seen a fire engine in the close but don't see it could be an issue as refuse lorry can get in. Also objects to restrictions on the approach road to Roxbourne Park and raises concerns around the top end of High Warpole near Subway obstructive parking takes place. Feels implementation will be unfair and undemocratic.</p>	<p>Due to the proposed zone extension and increasing parking pressures on the highway in general the likelihood of Trescoe Gardens being subject to external parking is likely to increase, furthermore the revised restrictions do not reduce the parking capacity within the close but do encourage formalised parking on one side of the carriageway to ensure access. Further to a site meeting, Ward Councillors were agreed that they support restrictions on the junction but feel that restrictions into the close are unnecessary. Considering both the Councillors and residents comments officers discussed the proposals with the fire brigade and subsequently recommend that the 'At any time' parking restrictions should be reduced to the northern building line of 12 Trescoe Gardens, this allows for more flexible parking arrangements at the end of the close whilst ensuring that the fire brigade can obtain access to within 30m of all properties ensuring an emergency would be serviceable. Furthermore this does not reduce parking capacity within the close should vehicles be parked in a manor that allows for emergency access</p>

Ref	Address	Comments	Officers Response
E022	Village Way	Objects to the proposed restrictions as Village Way is unaffected by commuter parking and does not feel parking restrictions are required. Some residents have multiple cars and require parking on the unrestricted side of the road. In addition friends and family will have nowhere to park. Speeding traffic is slowed down by the parked vehicles, concerned removing it will increase speeds. Raised issue that residents will pave over their garden and the area will look ugly. Finally, commuter parking does not take place at the weekend why are restrictions proposed for Saturdays.	The restrictions are proposed due to traffic flow being significantly obstructed by parking along Village Way, resulting in one way traffic flow through sections during peak hours. By improving traffic flow officers are aware it is possible vehicle speeds may increase, therefore officers will be proposing to introduce Vehicle Activated Signs along Village Way which have been shown to be effective in reducing vehicle speeds elsewhere in the borough. These restrictions are also proposed for the Saturday as obstructive parking is not only from commuters and impacts traffic flow on Saturday as well.
L054	Village Way	Objects to the extent of the double yellow line requests it is extended to all the area in front of Nos 1 and 3 Village Way, cars and vans continue to block visibility and access due to the highway layout and proximity to busy junction.	Having reviewed the proposals with Ward Councillors it was agreed that due to the visibility and safety concerns raised that the double yellow line restrictions are recommended to be extended from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
L057	Village Way	Objects to the extent of the double yellow lines on Village Way and requests that they are extended to outside 1, 3, 5, 7 and 9 Village Way for safety reasons. Restricted visibility and vehicles blocking access is a common occurrence.	Having reviewed the proposals with Ward Councillors it was agreed that due to the visibility and safety concerns raised that the double yellow line restrictions are recommended to be extended from the boundary of 1 and 3 Village Way to the property boundary of 5 and 7 Village Way.
QN041	Village Way	Current proposal not reasonable as have no spare parking capacity on drive and has no space for visitors therefore strongly objects against to the proposals.	CPZ restrictions have only been proposed in streets where there has been majority support from residents in the road. Visitor permits can be purchased.

Ref	Address	Comments	Officers Response
QN042	Village Way	<p>Objects to proposed parking restrictions for Village Way as they are not affected by commuter parking and if proposal go ahead there will be no where for guest and family to park, many of whom have young children. Currently parked vehicles only thing that slows traffic and backing out will become exceedingly difficult. Danger when pedestrians are crossing will also increase and residents will pave over their driveways. Also objects to the proposals on Saturdays as there is no commuter parking.</p>	<p>The restrictions are proposed due to traffic flow being significantly obstructed by parking along Village Way, resulting in one way traffic flow through sections during peak hours. By improving traffic flow officers are aware it is possible vehicle speeds may increase, therefore officers will be proposing to introduce Vehicle Activated Signs along Village Way which have been shown to be effective in reducing vehicle speeds elsewhere in the borough. These restrictions are also proposed for the Saturday as obstructive parking is not only from commuters and impacts traffic flow on Saturday as well.</p>
QN058	Warden Avenue	<p>Objects to the proposed scheme as off street parking is not possible and will have to pay for multiple vehicle permits should the scheme be implemented.</p>	<p>Having analysed the questionnaire responses from the statutory consultation a response rate of 37% was received for Warden Avenue. Of these responses there was a 66% support level. Due to the high level of resident support for the proposals officers recommendations are for Warden Avenue to be included within the proposed zone extension.</p>
QN059	Warden Avenue	<p>Strongly opposed to scheme as it is felt they do not have parking problem during day as commuters are not using Warden Avenue. Neighbours without vehicles are happy to allow cars to park across their drive which would not be available should the proposals be implemented. It is also felt that families should not be placed under further financial burden in current times. By concreting over driveways it is detrimental to the environment. Also raises concerns that parking will be displaced into adjacent streets.</p>	<p>Having analysed the questionnaire responses from the statutory consultation a response rate of 37% was received for Warden Avenue. Of these responses there was a 66% support level. Due to the high level of resident support for the proposals officers recommendations are for Warden Avenue to be included within the proposed zone extension.</p>



Ref	Address	Comments	Officers Response
E012	Waverley Road	Objects to the proposed double yellow lines outside 25-27 Waverley Road due to the bend not being sharp and width of the carriageway not impeding emergency services.	The restrictions are proposed to ensure suitable visibility for both motorists and pedestrians. Furthermore it encourages compliance with Rule 243 of the Highway Code stating that vehicles should not be parked on a bend. Having reviewed the restrictions with Ward Councillors officers recommend that the restrictions are reduced to a point 3 meters north of the boundary of 23-25 Waverley Road. This allows for adequate visibility to remain.
E054	Waverley Road	Objects to the double yellow lines in Raynton Close and Trescoe Gardens as they will directly impact on Waverley Road. However, supports the double yellow lines around the roundabout at the end of High Warpole.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and will therefore not impact on Waverley Road.
L051	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on Waverley Road. Also objects to the double yellow lines between 23-29 Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and is therefore not considered to impact on Waverley Road. The restrictions outside 23-29 Waverley Road are proposed to ensure suitable visibility for both motorists and pedestrians. Furthermore it encourages compliance with Rule 243 of the Highway Code stating that vehicles should not be parked on a bend. Having reviewed the restrictions with Ward Councillors officers recommend that the restrictions are reduced to a point 3 meters north of the boundary of 23-25 Waverley Road. This allows for adequate visibility to remain.

Ref	Address	Comments	Officers Response
L053	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L060	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L061	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L062	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.

Ref	Address	Comments	Officers Response
L063	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L064	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
L065	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on Waverley Road. Also objects to the double yellow lines between 23-29 Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway does not reduce parking capacity and is therefore not considered to impact on Waverley Road. The restrictions outside 23-29 Waverley Road are proposed to ensure suitable visibility for both motorists and pedestrians. Furthermore it encourages compliance with Rule 243 of the Highway Code stating that vehicles should not be parked on a bend. Having reviewed the restrictions with Ward Councillors officers recommend that the restrictions are reduced to a point 3 meters north of the boundary of 23-25 Waverley Road. This allows for adequate visibility to remain.

Ref	Address	Comments	Officers Response
L066	Waverley Road	Objects to double yellow lines in Raynton Close and Trescoe gardens as this will directly impact on the parking pressure in Waverley Road.	Due to a review of the restrictions in Trescoe Gardens the extent of the restrictions have now been reduced. Furthermore given that there is not sufficient road width for vehicles to be parked opposite each other in either street introducing restrictions down one side of the carriageway will not reduce parking capacity and is therefore not considered to impact on Waverley Road.
E045	West Avenue	Objects to the proposal on West Avenue as it is felt it is another way of council to levy extra charge on residents. Feels there is enough restrictions in the area and they are not necessary in West Avenue. Would like for friends and family to be able to park without restriction.	Having analysed the questionnaire responses from the statutory consultation a response rate of 59% was received for Ovesdon Avenue. Of these responses there was an 83% support level. Further to discussions with ward councillors it was agreed due to the majority support for proposals from residents, officers recommendation would be for West Avenue to be included within the proposed zone extension.
QN057	West Avenue	Strongly objects as it is felt it is another way for council to levy extra charge on residents on top of heavy council tax already paid. Bought property specifically with free parking for friends and family on the carriageway and would like the freedom to park on street.	Having analysed the questionnaire responses from the statutory consultation a response rate of 59% was received for West Avenue. Of these responses there was a 83% support level. Due to the high level of resident support for the proposals officers recommendations are for West Avenue to be included within the proposed zone extension.

Ref	Address	Comments	Officers Response
E003	Yeading Avenue	<p>Concerns that double yellow lines on the bend of Waverly Road will increase speeds as will remove cars parked on corners that slow traffic down and will be danger for children and parent for nearby school. Comments that existing restrictions are not enforced and as a result implementation is a waste of funds. Objects to double yellow lines at the junction of Waverley Road and Yeading Avenue due to the reduction of parking capacity for people living in the area and the likelihood that motorists picking up from the school will park there without prosecution.</p>	<p>Using parked vehicles to impair motorists and pedestrians visibility as a traffic calming measure is not desirable and contradicts the well establish Rule 243 of the Highway Code which states that vehicles should not be parked on a bend. Furthermore, Rule 243 states that vehicles should not be parked '<i>opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</i>'. The proposed restrictions on the junction of Waverley Road and Yeading Avenue are a safety measure to ensure suitable visibility for motorists and pedestrians whilst ensuring access for emergency services. It is recommended these safety measures should not be compromised for convenience.</p>

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## APPENDIX D

### Questionnaire Responses and Support Rate

Roads Consulted	No. Sent out	No. of Replies	Response Rate	No. Supporting	No. Not Supporting	No Opinion	Support Rate
Alfriston Avenue	46	20	43%	15	3	2	75%
Caphorne Avenue	96	28	29%	12	16	0	43%
Downs Avenue	34	10	29%	8	2	0	80%
Hillcroft Avenue	14	6	43%	5	1	0	83%
Kings Road	47	11	23%	7	2	2	64%
Ovesden Ave	65	16	25%	8	8	0	50%
Romney Drive	7	5	71%	3	2	0	60%
The Avenue	53	31	58%	25	5	1	81%
Village Way	143	44	31%	31	9	4	70%
Warden Avenue	87	32	37%	21	9	2	66%
West Avenue	51	30	59%	25	3	2	83%

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## APPENDIX E

Ref	Road	Concern
E040	-	Suggests that the junction of The Ridgeway and Alfriston Avenue would benefit from restrictions.
E026	Alfriston Avenue	Concerns over Alfriston Avenue being used as a cut through. Claims dangerous as a number of accidents during the icy weather. Would like to know the outcome of the CPZ Review.
Q003	Alfriston Avenue	Hope this proposal stops the parking of Ladbroke cars in our street. All day too many cars park in our street for all day when travelling up to London by train.
Q019	Alfriston Avenue	I support the revised parking proposal as during peak hours there is already built up traffic as Alfriston Avenue joins Imperial drive. This creates a blind spot for cars coming out of the driveway.
Q031	Alfriston Avenue	I am strongly in favour of CPZ in our street due to cars parked both sides. Children crossing difficult, No parking spaces for our guests, Traffic problem.
Q055	Alfriston Avenue	The sooner you introduce the revised parking plan the better for us.
Q127	Alfriston Avenue	I agree with restricting car parking to non residents, I agree with residents parking bays
Q131	Alfriston Avenue	Completely in favour of cpz however I have concerns about people using road as cut through, driving faster making it dangerous
Q145	Alfriston Avenue	Can you take the parking restrictions to the end of Alfriston Ave beginning of Fernbrook Drive?
Q151	Alfriston Avenue	Single yellow lines will be preferable and less obstructive, requests not to put double yellow line
QD002	Alfriston Avenue	I am not concerned about parking, I fully support the proposed double yellow lines in interest of safety. I am still concerned for the ambulances returning to base which take a short cut between The Ridgeway and Imperial Drive.
QN016	Alfriston Avenue	Is not happy with the CPZ resident parking permit bay, it will no doubt bring in extra revenue for the council but the true purpose will not be served.
QN030	Alfriston Avenue	Same objection as last time.
QN040	Alfriston Avenue	Best option would be to make one way from Imperial Dr to The Ridgeway
E047	Beechcroft Avenue	Would like to Object to the proposed double yellow lines ending between 1 and 3 Village Way. Would like them extended to no.5.

Ref	Road	Concern
E024	Cannon Lane	Request for damaged pavement outside her house to be repaired when scheme is implemented. Informed officer in charge of this who said necessary footway works took place on the 16/03/11. Inform resident.
Q025	Capthorne Avenue	I would be happy if this is done asap I am fed up with people parking here and going to the station. I sometimes find it hard to come out of my own driveway. I am also happy with double yellow lines.
Q035	Capthorne Avenue	Is there anything you can do about the vans that park on this road? It seems as if I am having a parking bay outside my house so that means the vans will park there, I have no problem with cars parking it is just vans..
Q040	Capthorne Avenue	These proposals are long overdue.
Q102	Capthorne Avenue	I object to commuters parking outside all day.
Q110	Capthorne Avenue	Is it possible to have disabled bay allocated in Capthorne just beyond junction with Lynton
Q115	Capthorne Avenue	New cpz needs to be properly enforced to be effective. Still get parking across drive, cpz will make worse.
Q134	Capthorne Avenue	Hopefully scheme will stop inconsiderate parking as difficult to see traffic coming when trying to exit gated alley
Q141	Capthorne Avenue	Property has 2 parking spaces and single yellow line in front of garage. Plans to develop property so would prefer yellow lines instead of bay
QN003	Capthorne Avenue	Totally rubbish plan. As only local council makes extra revenue for themselves. I do not support this greedy plan!
QN018	Capthorne Avenue	I do not want controlled parking to come into our road, we do not have a parking problem. I feel the roads need to be resurfaced instead of charging residents to park outside their own properties. Does this mean it will be free of charge to drop my kerb and park my car on my driveway?
QN023	Capthorne Avenue	We have no problem parking outside our house, we don't agree with having to pay £46 for a parking permit to park outside our own home.

Ref	Road	Concern
QN025	Capthorne Avenue	I do not have a problem parking in the street where I live. So I do not support the proposed CPZ. We pay enough money to council already.
QN048	Capthorne Avenue	Strongly disagrees as would not like to pay for restrictions due to the recession.
QN049	Capthorne Avenue	If the cost of parking in the Station Road car park were reduced them more people might use it!
QN053	Capthorne Avenue	Is unhappy with all the proposals has already expressed that they do not support any of the plans, feels Harrow residents should be free to park where they please.
QN056	Capthorne Avenue	Currently not supporting revised parking affecting our part of road. However if you are willing to negotiate and give us a lower quotation for our kerb dropping and help us find reasonably priced construction service for a driveway, we would be willing to support proposals
E061A	Church Avenue	Double yellow lines on suburban tree lined street will not only make the whole area look unsightly and cause eye sores, these will also cause high volume of traffic already using Church Ave 24 hrs a day to cruise at a very high speed endangering peds and motorists. Request council to consider issues raised before making decision. decision will have huge impact on the lives of the residents.
	Dewsbury Close	Would like a space between the end of his access and the double yellow line
	Dewsbury Close	Would like to know the justification of the double yellow lines at the end of Dewsbury Close. Waited on response and will now formally object along with fellow residents.
Q078	Downs Avenue	I have had a problem reversing out of my drive. This is caused by people parking on the other side of the road directly opposite my drive. Can bay be re located slightly
Q112	Downs Avenue	Fully accepts Councils proposals for Rayners Lane cpz and double yellow line as an essential safety measures (included lots of background comments and observations)
L034	Exeter Road	Objection in Trescoe Gardens to the proposal for double yellow lines.

Ref	Road	Concern
E018	Fern brook drive	Welcomes the proposal of double yellow lines but would also want to see a gap on the first left hand side corner entering from Alfriston Avenue, Would like continous double yellow lines on all the corners of the street, as in winter the road is never gritted making these corners treacherous to road users. Regards to The Ridgeway objects in having double yellow lines as there are hardly any cars parked on this road and is the taxpayes money wasted.
E072	Fernbrook Drive	Supports the double yellow lines at the junction and requests that they be extended from No.75 Alfriston Avenue up to 120 Alfriston Avenue.
L048	Fernbrook drive	Supports the proposal .
	Fernbrook Drive	Wishes for the double yellow line adjacent to 75 Alfriston Avenue to be extended
E001	Hawlands Drive / Eastern Avenue	Concerns raised over refuse vehicle access at location
Q002	Hillcroft Avenue	We fully support the double yellow line proposals which are sensible safety proposal.
QN033	Hillcroft Avenue	I see there wont be enough parking bays- where will our visitors go?
E019	Hillcroft Avenue/The Avenue	Objects to the insincerity purpose of the double yellow lines, and has issues on building car parks for commercial and private use.
LR1	Kenton Road	Objects to the proposals- due to the current economic situation affecting most businesses, the proposal to restrict parking in westfield lane will not only affect our business but all the other small companies around.
Q005	Kings Road	Support the single yellow line from Capthorne Avenue to the end of Chichester Court and 234 Kings Road. Would like to see some enforcement on the double yellow lines 275 and 275a Kings Road, cars blocking the pavement and cars driving over the verge into 275.
Q113	Kings Road	Totally in favour as have lot problems people parking in front of house
Q132	Kings Road	Supports proposal as fed up with people parking across drive, selling cars, continuous arguments between opposing drivers, should be pm restrictions also to help buses
QD012	Kings Road	Do not think my opinion will make much difference

Ref	Road	Concern
QN006	Kings Road	I do not see the need for controlled parking as this area is not too near Rayners Lane station. Many houses have driveways and I believe that the situation as it is at present is more than adequate.
QN024	Kings Road	I have not experienced any difficulty parking, there appears to be very limited resident parking bays and elderly people will have difficulty reaching transport.
E023	Kings Road / Capthorne Avenue	Request for extension of double yellow lines around northeast corner to improve visibility and traffic flow for H10 buses.
E023a	Kings Road / Capthorne Avenue	Councillor not satisfied with response. All 3 councillors have asked for extension and feels that consultation is a waste of time. Agrees officer has received a lukewarm response from Transdev but states significant money has been spent on both H9 and H10 services.
E021	Lankers Drive	Has objected to the proposal, comments they are cosmetic and ineffectual and the fact that the roads are not wide enough for two way traffic comments saying this is the problem that really needs solving.
L003	Oakington Avenue	Supports to the proposal. At present parking is dangerous as blocks the view, but has concerns why parking bays have been established on alternative sides of the drive and some other local roads, it will also be difficult for refuse vehicles and other large vehicles, as parking should be on one side only.
Q096	Ovesdon Avenue	I feel it is best to implement the scheme & see how it goes and anticipate problems will arise which I trust can be tackled. I can see no reference to multiple occupancy ie will only one permit be issued to each address? How will visitors, workmen be catered for?
Q097	Ovesdon Avenue	Fri, Sat, Sun top of Kings Road by Imperial Drive is full of cars parked till 10-11pm by people using local restaurants.
Q104	Ovesdon Avenue	I agree with the proposal and consider that the restrictions should be extended front the 10-11am no waiting period, There has been a white van parked outside mine for months. The restriction will stop this type of inconsiderate parking.
Q133	Ovesdon Avenue	Supports proposed parking but why have to pay to park outside house
QN004	Ovesdon Avenue	Any parking issue that occurs in our part of the road is down to residents cars . Putting in a CPZ will simply cost us money and yield no benefit to the residents.

Ref	Road	Concern
QN005	Ovesdon Avenue	We do not experience any parking difficulties on our road. The road does not have a problem with commuter parking.
QN008	Ovesdon Avenue	We do not want residents parking bays in Ovesdon Avenue.
QN022	Ovesdon Avenue	Do not see the need for CPZ in our street. We approve of the proposed double yellow lines in the narrow part of our road for safety reasons. The councils money would be better spent on resurfacing all the local side roads or at least filling in the pot holes that damage our vehicles.
QN028	Ovesdon Avenue	Not happy with the proposal feels its not needed, will cost a few hundred more on designated areas in these days of hardship.
QN036	Ovesdon Avenue	We don't want any yellow lines front of our road.
E011	Rayners Lane	Objects to proposal. Has issues the fact that all cars are parking in front of property. Without assurance, that no cars will be parked on 558 Rayners lane, will not propose.
E017	Rayners lane	Objects to the proposal due to have to park the car in front of the house to pick her up and drop off family members.
L013	Resident	Would like double yellow line to be extended in Berriton Road and Perwell Avenue, to cover both roads and crossing the driveways. Having issues with cars parked across the driveways and on mini pavements blocking drives.
E001	Rodney Close / Raleigh Close	Concerns raised over refuse vehicle access at location
E004	Romney Drive	Has concerns about the leaflets delivered as were not posted in the rightful manner, received leaflet on the doorway. Now proceeded to a formal complaint.
Q070	Romney Drive	About time something was done!
Q103	Romney Drive	We are in full support of the CPZ but we feel the proposed double yellow lines are unnecessary between nos 4 and 10 Romney Drive also on the island site of Alfriston & Romney Drive.
QN039	Romney Drive	We all have own drive to park; public road is public; North Harrow has gone down in last years, don't want to become more insular; residents will be encouraged to destroy the little green left at front gardens to make more parking; its very bad

Ref	Road	Concern
E038	Shaftesbury Avenue	Feels very strongly against the double yellow lines opposite the green due to how it will restrict neighbours. Would like to know where residents are meant to park if all double yellow lines.
LR3	Shaftesbury Avenue	Objects to proposals on Shaftesbury Avenue and Welbeck Road as it is believe nobody is complaining and there will be nowhere to park.
L011	Station Road	Supports the proposal and would like to see the double yellow line to go further to replace single yellow lines as is having problems with cars parked in front of driveways, In addition if signs can be put on for road users.
Q009	The Avenue	Is delighted with the progress being made, the CPZ extension is so important to address the parking situation on this road. Hopes the implementation will not be long delayed and is 100% in favour of the extended CPZ proposals.
Q015	The Avenue	Live just outside the current CPZ, I hope that the current proposal will alleviate the problem we have drivers parking their cars partially over our driveway making a right hand turn from our property impossible and left hand turn extremely dangerous.
Q041	The Avenue	I fully support the proposals as detailed in your leaflet Rayners Lane Proposed parking zone dated April 2011, particularly as they concern the upper end of The Avenue.
Q054	The Avenue	The controlled parking zone will be beneficial to residents who live in this part of The Avenue. There should be two parking spaces outside number 58 and 60 and not one. There are two cars parked there at present and there is ample space for two cars the plan only shows one space.
Q080	The Avenue	I fully support the Rayners lane CPZ L extension proposal on the grounds it will improve safety.
Q135	The Avenue	Not in favour of permit bay opposite our drive, concerned about any restriction to exiting/entering drive. This comment was made in June 2010 questionnaire but has not been taken into account
Q140	The Avenue	The road is full of cars. It's very difficult to drive or getting out of drive
QN026	The Avenue	Do not agree it is not needed, if this proposal moves further it will mean that more people will tarmac their gardens to park on. CPZ no way!

Ref	Road	Concern
QN031	The Avenue	We do not think there are enough commuters parked in our area to put this part of the street under a CPZ.
QN046	The Avenue	Does not Support the revised parking proposals, is not experiencing any issues with parking.
E009	The Croft	Are in favor of CPZ in the Croft and nearby areas.
E041	The Drive	Comments that non-resident vehicles park opposite bays as they think they cannot park in them. This then blocks road
E008	Torbay Road	Objects to the proposal to CPZ as not many cars are parked in this area and have no problems. The 10.00 am to 11.00 am restriction is adequate. Double yellow line are needed at the beginning of High Worple from Alexandra Avenue. On weekends and evenings becomes difficult to enter the road as the cars are parked on both sides. Difficulty for Emergency services to enter the road as for the inconsiderately parked cars.
E025	Torbay Road	Has plans to extend driveway to have further off street parking. Given proposals finish on corner of driveway will double yellow line affect future applications. Would like CPZ. Requests for speed humps like other roads but claims high level of congestion on main route to school.
E044	Torbay Road	Would like more information on the proposals as has checked the Council Website and cant find relevant information.
L046	Torbay Road	Supports the proposal, feels monitoring the existing yellow lines would be useful!
E002	Village Way	Would like clarification of a CPZ. Can they park on SYL with resident permit? Can they with a blue badge? If not can we look at concrete post obstructing their access.
E040a	Village Way	Response to e-mail: Stating pleased with proposals, adding they have observed heavy parking on Village Way suggesting restrictions on Sunday should be considered.
Q023	Village Way	Parking restriction will help but as Village Way is a long road it is essential to have speed bumps to stop cars speeding. At the moment doubledecker buses are making too much noise as they should be stopped on residential roads.



Ref	Road	Concern
Q028	Village Way	The proposed controlled parking zone is a good idea but I believe a restriction of 10-11am Mon to Fri would stop commuters which I believe is the main source of cars along Village Way. But still allow visitors to visit my home.
Q029	Village Way	I welcome the proposed plan as for parking south side of Village Way. Requests zebra crossing between bus stops on Village Way as this might slow traffic down as well
Q036	Village Way	Happy with proposed plans.
Q043	Village Way	We welcome the proposed parking controls they are long overdue.
Q053	Village Way	There are health and safety issues with buses and larger vehicles mounting the pavement
Q071	Village Way	At the present time it is almost impossible to exit my driveway. Buses and emergency vehicles sometimes cannot get down Village Way easily due to parking on both sides of the road.
Q101	Village Way	All the junction on Village Way, The Ave, Central Ave, West Ave, Downs Ave and The Glen should be extended so that you can see outgoing traffic-double yellow lane to extend double the present line.
Q106	Village Way	Would like to see some form of speed restrictions on Village Way as I think its needed
Q108	Village Way	I am not in favour of resident permits as additional cost that goes up and turns into a local tax
Q119	Village Way	Supports proposal to introduce cpz on south side of Village Way as this will prevent all day commuter parking
Q147	Village Way	Would like double yellow lines as having issues with parked lorries and cars and causes Traffic Jams.
Q156	Village Way	Concerns over lack of parking on Village Way due to private parking
QD004	Village Way	There is no traffic problem in this area, so I would suggest you should stop yellow lines outside no 93 from which area the traffic moves safely.
QN002	Village Way	Your proposal for 8-6.30 no parking discriminates against residents in Village Way.
QN011	Village Way	I am not supporting the parking proposals, I had to fight for my parking. Please see attached Plan regarding my problems with parking.

Ref	Road	Concern
QN015	Village Way	We do not need parking restrictions to be altered, they are ok as they are. The problem is there are not many parking spaces in Rayners Lane shopping area which is why people have to park somewhere.
QN021	Village Way	I oppose the proposal as there is no problem with parking outside my house. I would recommend a restriction only between a few hours of the day so it deters commuters of Rayners lane station. Saturday restrictions are not needed at all this has not been a problem at all.
QN045	Village Way	In favour of the double yellow line, would like restrictions Between 10am to 11am and 2pm to 3pm.
QN060	Village Way	I do not think both sides of Village way should have a 8.am- 6-30pm restriction. One side of the road should be a 10-11am restriction to allow people to visit the residents without the risk of a parking ticket.
E006	Warden Avenue	Are in favor of the double yellow lines extended over driveway,as will solve a big issue,as people parking all over the driveway entrance.
Q011	Warden Avenue	It would be a good idea to have parking restriction down Warden Avenue, during daylight hours it is impossible to find parking due to people using it as a car park for Rayners Lane station.
Q030	Warden Avenue	I should appreciate that I can park outside my property when I want.
Q047	Warden Avenue	Supports proposal due to inconsiderate commuters and has concerns with commercial vehicles.
Q065	Warden Avenue	I personally would like to have the CPZ because of the station users. Will this include double yellow lines on all the corners? When will get a response to this survey?
Q114	Warden Avenue	Thanks for doing this. I have parking problem in front of my house
Q118	Warden Avenue	The double yellow lines on corners have been well over due
Q126	Warden Avenue	Supports proposal as far as it goes, but wants parking bays in Torbay Rd at side of house as cars from Warden Ave will park there and will find it difficult to carry shopping from car, willing to pay annual fee
Q149	Warden Avenue	Would like double yellow lines as having issues with parked cars on bends and causes Traffic Jams.

Ref	Road	Concern
Q153	Warden Avenue	Can you please ensure that any proposed parking bays are kept away from the garage access so that cars can turn in and out easily especially if on an angle.
Q158	Warden Avenue	Problem with cars park over drive, is yellow line going to stop this. Extremely difficult to get out of drive as space not big enough for average car
Q160	Warden Avenue	We fully support the double yellow lines on the grounds of safety.
QN012	Warden Avenue	I do not support the revised parking plan, 90% of residents on Warden Avenue have own driveways, with limited parking spaces there it would be impossible to park a 2nd vehicle outside between 10-11am Mon Fri. The charges for parking permits are much higher than other boroughs. The council must review their charges if they want this to work.
QN017	Warden Avenue	We pay sky high council tax and do not get enough service. The road is full of pot holes, we do not have a parking problem and do not want parking permits.
QN035	Warden Avenue	By not having enough bays we are just pushing the parking problem for residents into other areas. I think where there could be a box for a parking bay, it does not appear on the plans, eg. outside 55 Warden Ave there could be a bay but it does not show on the plans it's the same for 92 Warden Ave.
QN050	Warden Avenue	Quite happy with double yellow lines. Don't feel the need for parking bays.
QN052	Warden Avenue	We do not feel it is necessary to implement a controlled parking zone in Warden Avenue and surrounding areas.
E020	Waverley Road	Concerns over refuse vehicle access at location
E028	Waverley Road	Objects to double yellow line where they lives as they are happy with how it is at present and would like it to stay that way.
L001	Waverley Road	Supports the proposal and recommends a number of other locations where restrictions should be covered, and also raises concerns over the size and type of large vans in streets overnight, suggests restrictions should be considered.

Ref	Road	Concern
E039	Waverly Road	Supports the proposals and recommends a number of other locations where restrictions should be covered. Furthermore raises concern over the size and type of large vans in streets overnight, suggesting restrictions should be considered.
E067	Waverly Road	Has concerns regarding double yellow line outside home. Rather than object to this can the lines be shortened so we get some parking outside our house or a disabled parking bay. I have not recieved a response to my comments last time on the questionnaire, please give me some feedback this time.
Q001	West Avenue	Proposed spaces at junction of West Avenue/Village Way and Downs Avenue / Village Way are too close to junction creating problem a possible accident. Plan attached.
Q014	West Avenue	Please see attached plan- When cars park here now it causes a blind spot when turning from Hillcroft to West Ave. These cars are not visible due to parked cars!
Q079	West Avenue	This has been a long time coming but here at last! Perhaps a dedicated traffic warden to oversee it all
Q090	West Avenue	Where can one purchase a book of visitor permits? If speed of traffic does not improve then a pedestrian island/refuge should be provided on the curve of Village way to be able to cross safely between West and Central or Central and The Avenue.
Q093	West Avenue	The parking bay at the roundabout between West Ave & Hillcroft Ave make it difficult to turn into West Ave, because it obscures seeing oncoming traffic.
Q100	West Avenue	How will this effect a dropped kerb application?
Q124	West Avenue	Supports proposals; suggests parking bays all on one side rather than make traffic zig-zag and would be better for large vehicles
Q128	West Avenue	It will be great to have parking restrictions on my road to stop the inconsiderate drivers who park encroaching on my drive. I fully support the proposed parking restrictions
Q137	West Avenue	Believe large resident bay at south end of West Ave should be moved across road and other bays adjusted for sight lines when turning into road from Village Way would be safer and superior
Q162	West Avenue	Experiences access problems to their property and also experiences problems with parking on Village Way

Ref	Road	Concern
QD009	West Avenue	If you are going to go ahead with the implementations regardless of the outcome of the survey, then why wait at all. Surely these lines should be painted asap to prevent any further accidents due to obstruction of sight lines.
QD013	West Avenue	No opinion marked but comments on back; see need to unblock Village Way but as regular cyclist worried even more hazardous to turn right into West Ave if average speed increases. what steps council have to keep drivers to 30mph. Question also applies to West Ave and other roads
QN020	West Avenue	I am not happy as this gives people freedom to park at any time why do you want to restrict everything? What will happen if we have visitors between 10-11 do we turn them away?
QN027	West Avenue	This is just another tax do we really Need a CPZ?

**Please Note - Responses to the statutory consultation that did not have any comments attached or were received after the 6th April 2011 have not been included within this summary.**

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# APPENDIX F

David Eaglesham  
Service Manager  
Traffic and Highway Network Management  
Harrow Council  
P O Box 39  
Civic Centre  
Harrow  
HA1 2XA

## OBJECTION;

### PUBLIC CONSULTATION PROPOSED DOUBLE YELLOW LINES

#### NEWLYN GARDENS HA2 9TA

We, the occupants and residents of Newlyn Gardens object to the proposed double yellow lines shown in the customised plan with this document.

We do not have a problem with access issues, for emergency services, refuse vehicles and impairing sightlines for motorists or pedestrians. Nor resident parking in general. The only time when access problem could occur is when the utilities Companies are replacing old pipework, drains, cables etc. Very rarely this will happen.

NAME	ADDRESS: NEWLYN GARDENS
------	-------------------------

Signed by 19 residents from 16 addresses

# PETITION

## Objection to Proposed Double Yellow Lines on Raynton Close – Ref DP 2010-19

We the undersigned strongly object to the above being implemented on our road.

**NAME**

**ADDRESS**

Signed by 17 residents from 11 addresses





*Southbourne Close,  
PINNER,  
HA5 5BA.*

*Your Ref: DP 2010-19*

*22 March 2011*

*Mr. David Eaglesham  
Service Manager, Traffic & Highway Network Management.  
Harrow Council,  
PO Box 39,  
Civic Centre,  
HARROW, HA1 2XA.*

*Dear Sir,*

**Re: Objection to Double Yellow Lines in Southbourne Close**

We the undersigned, being residents in Southbourne Close, Pinner, object to the proposed painting of Double Yellow Lines outside the properties numbered 22 to 28 and 23 to 29. We believe they are unnecessary and will cause considerable inconvenience to the occupiers of these properties and others in the Close. In your publication of Consultation Responses - June 2010 you implied that there was not enough interest in Southbourne Close to warrant going ahead with additional yellow lines and most of the residents responding did not want further lines. We are surprised, therefore, with your latest proposal.

In your recent notification you refer to rule 243 of the highway code. Much of the area in question is covered by unkerbed entrances to our properties, in twenty years we have never known anyone to park in front of these that was not an invited visitor to the property; the area is not on a bend, it is not near a road junction and when we have had to have an emergency vehicle to one of the properties there has been no access problems in front of these dwellings. We are not aware of any access problem to our houses for the refuse vehicles or any other large delivery lorries. The area where there is an access problem, experienced by emergency vehicles, dust carts and others entering the Close, is at the junction with Village Way and other narrow parts of the Close. By preventing anyone parking at the kerbed sections outside numbers 25 and 24 you are forcing the occasional visitor to park further down the Close in narrower areas where access is restricted. We are a friendly community in the Close and if one of our neighbours

needs to park their vehicle in front of our property for a short period with permission, we are always happy to help out.

We see this as another bureaucratic action which will infringe on our liberties and freedom.

Signed by 6 residents from 6 addresses

Copies to: Councillor John Nickolay  
Councillor Chris Mote  
Councillor Kamaljit Chana.

QC001013.

Petition Against the Double Yellow lines as proposed.

Ref DP 2010-19

Waverley Road Residents

20 March 2011

PC  
Reid by hand  
31/3/11.

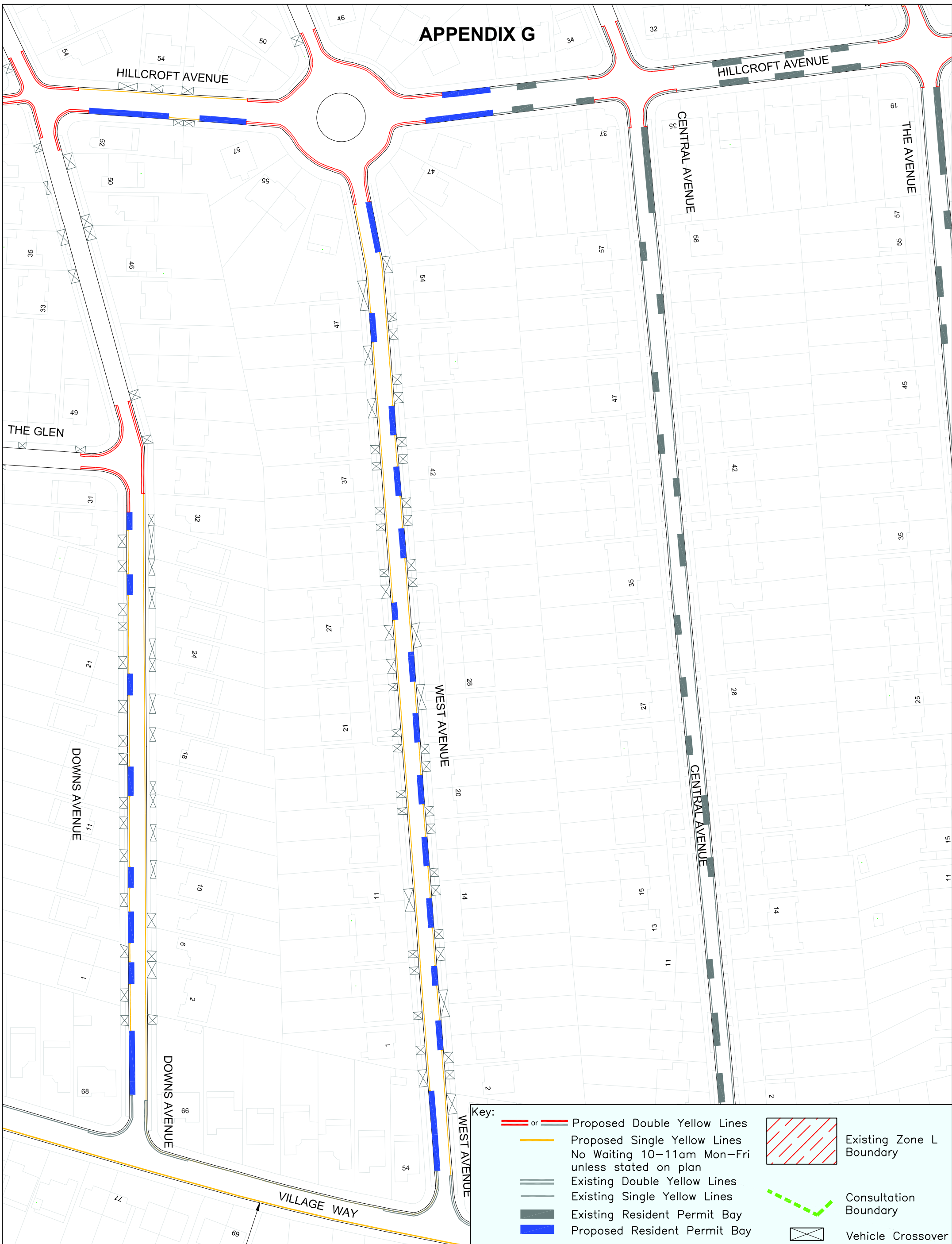
We object to the proposal for double yellow lines, as this will move all the traffic into Waverley Road.  
As proven by the recent Public works to upgrade the pavements in Tresco gardens, residents cars from Tresco Gardens moved into Waverley Road. **This created tensions amongst the neighbours!!! And that's the last thing we want.**  
**We have no objections to limited Double Yellow lines around the roundabout at the end of High Worple as a safety measure.**

<i>Objections</i>	<b>Date</b>	<b>Name</b>	<b>ADDRESS</b>	<b>Signed</b>
-------------------	-------------	-------------	----------------	---------------

Signed by 22 residents from 21 addresses

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# APPENDIX G



**Key:**

- or Proposed Double Yellow Lines
- Proposed Single Yellow Lines  
No Waiting 10–11am Mon–Fri unless stated on plan
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Resident Permit Bay
- Proposed Resident Permit Bay
- Existing Zone L Boundary
- Consultation Boundary
- Vehicle Crossover



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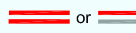






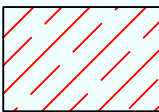


Project  
**Rayners Lane Controlled Parking  
Zone L Review - Revised Plan**

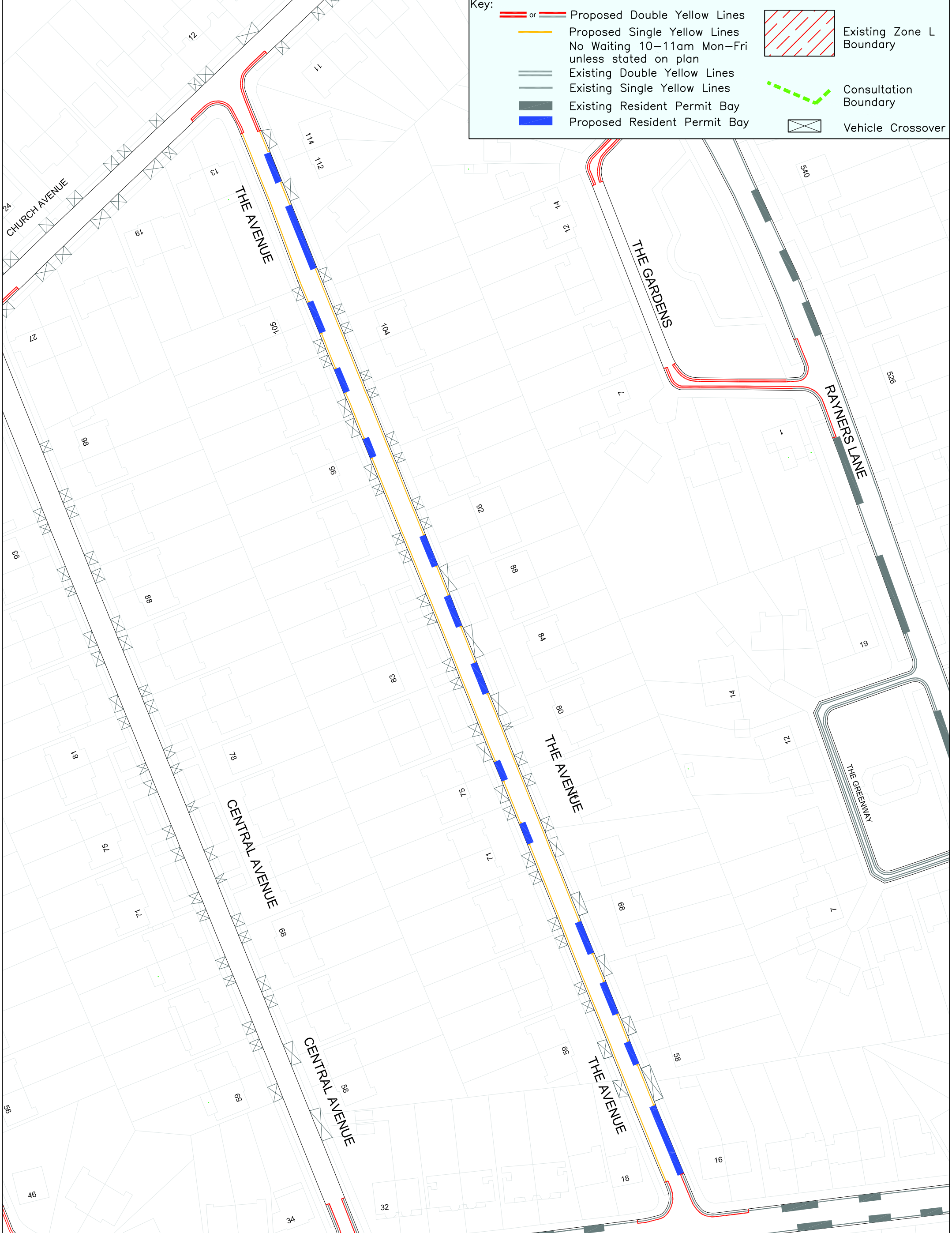
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**249 Proposed Extension  
June 2011 - TARSAP  
Plan 1 of 7**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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-  Consultation Boundary
-  Vehicle Crossover



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Zone L Review - Revised Plan

Title  
Proposed Extension  
June 2011 - TARSAP  
250 Plan 2 of 7








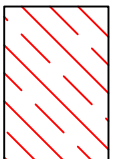


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-  Consultation Boundary
-  Vehicle Crossover

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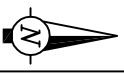
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June 2011 - TARSAP  
Plan 3 of 7

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Key:



Proposed Double Yellow Lines



Proposed Single Yellow Lines

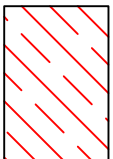
No Waiting 10-11am Mon-Fri unless stated on plan

Existing Double Yellow Lines

Existing Single Yellow Lines

Existing Resident Permit Bay

Proposed Resident Permit Bay



Existing Zone L Boundary



Consultation Boundary



Vehicle Crossover



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Zone L Review - Revised Plan

Title

Proposed Extension  
June 2011 - TARSAP  
Plan 4 of 7

Scale

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Date 03/05/11

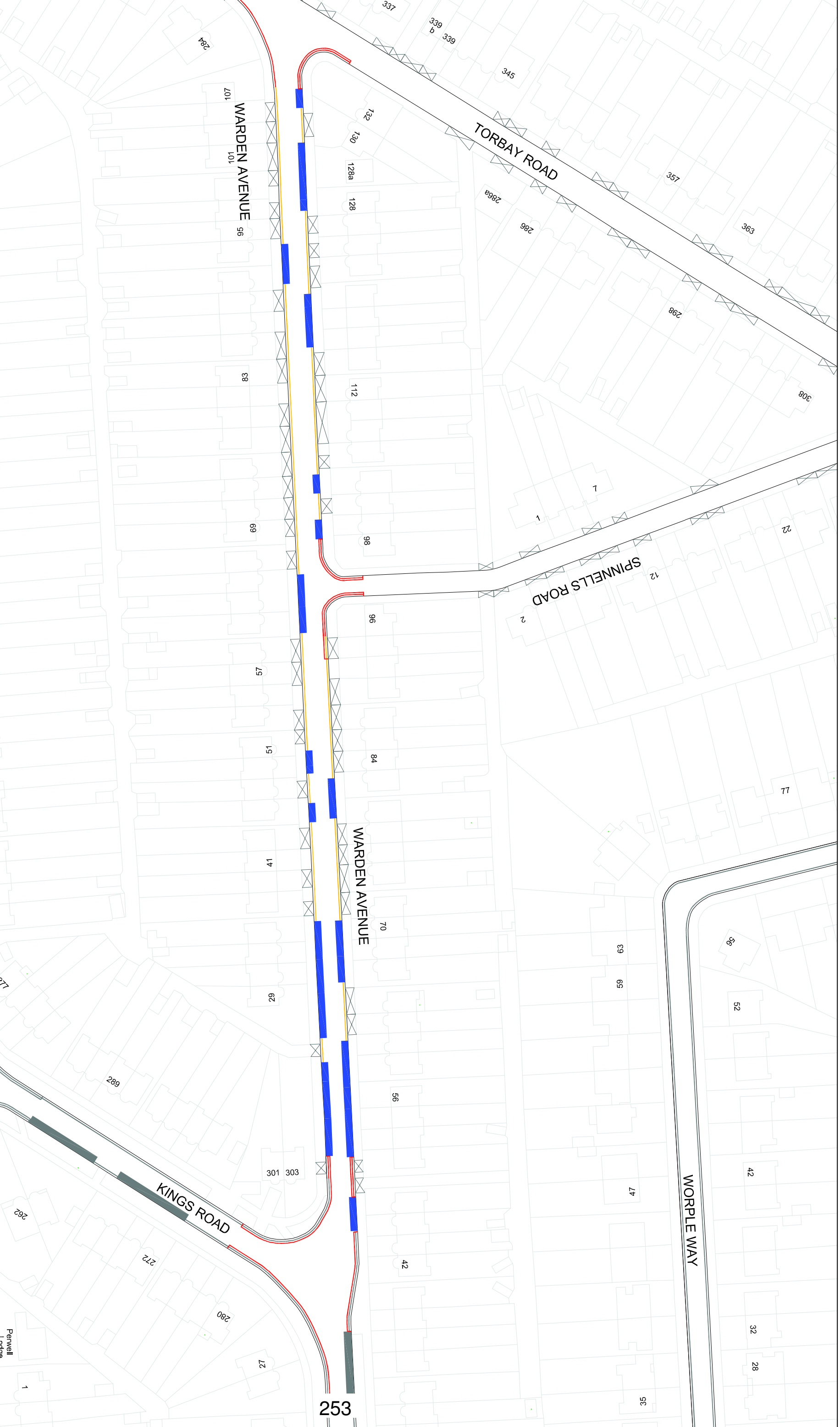
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- Existing Single Yellow Lines
- Existing Resident Permit Bay
- Proposed Resident Permit Bay
- Existing Zone L Boundary
- Consultation Boundary
- Vehicle Crossover

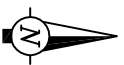
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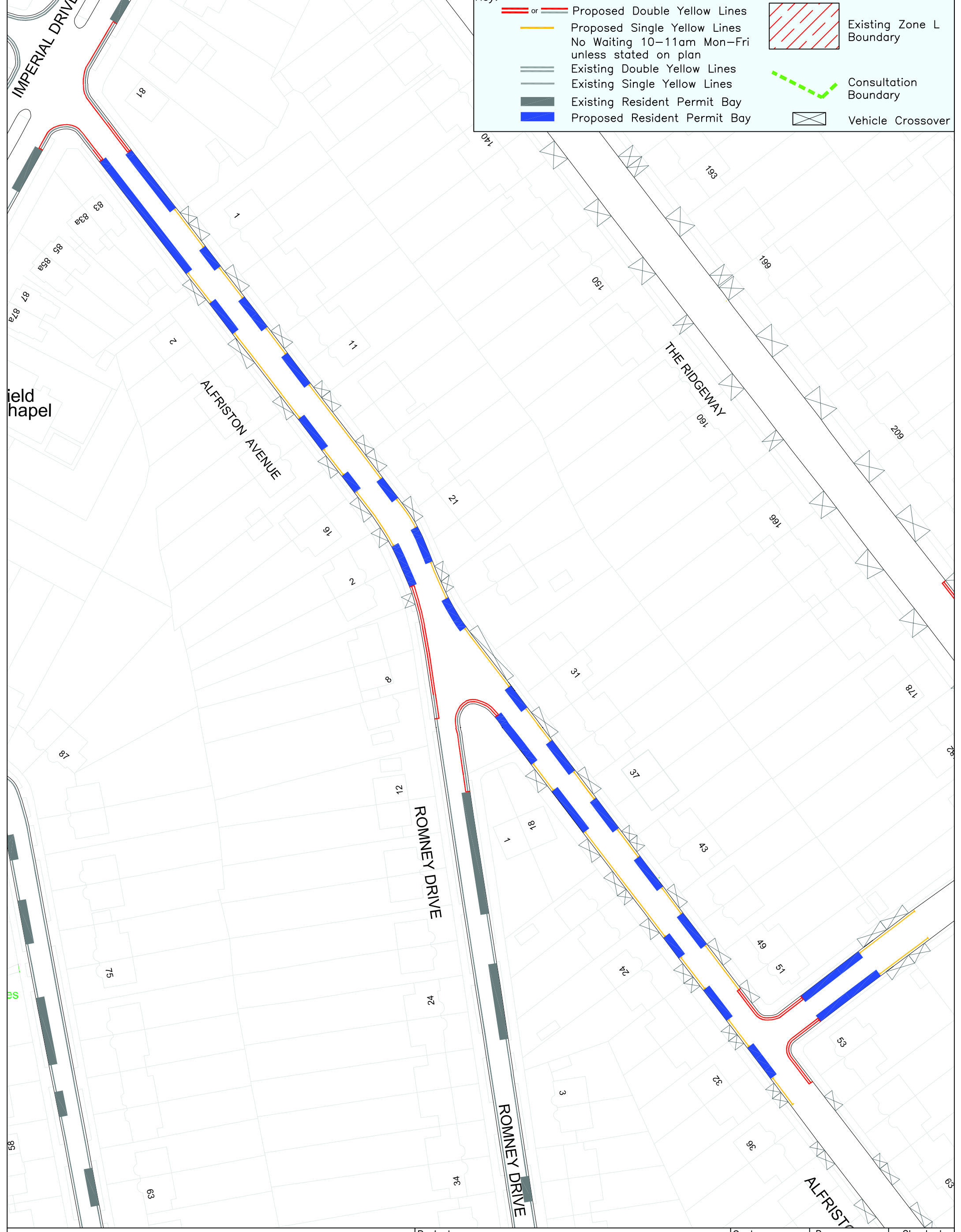
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<b>Project</b>		<b>Scale</b>	
Rayners Lane Controlled Parking Zone L Review - Revised Plan		N.T.S	
<b>Title</b>		<b>Drawn</b>	<b>Checked</b>
Proposed Extension June 2011 - TARSAP Plan 5 of 7		AJL	EH
		<b>Date</b>	
		03/05/11	

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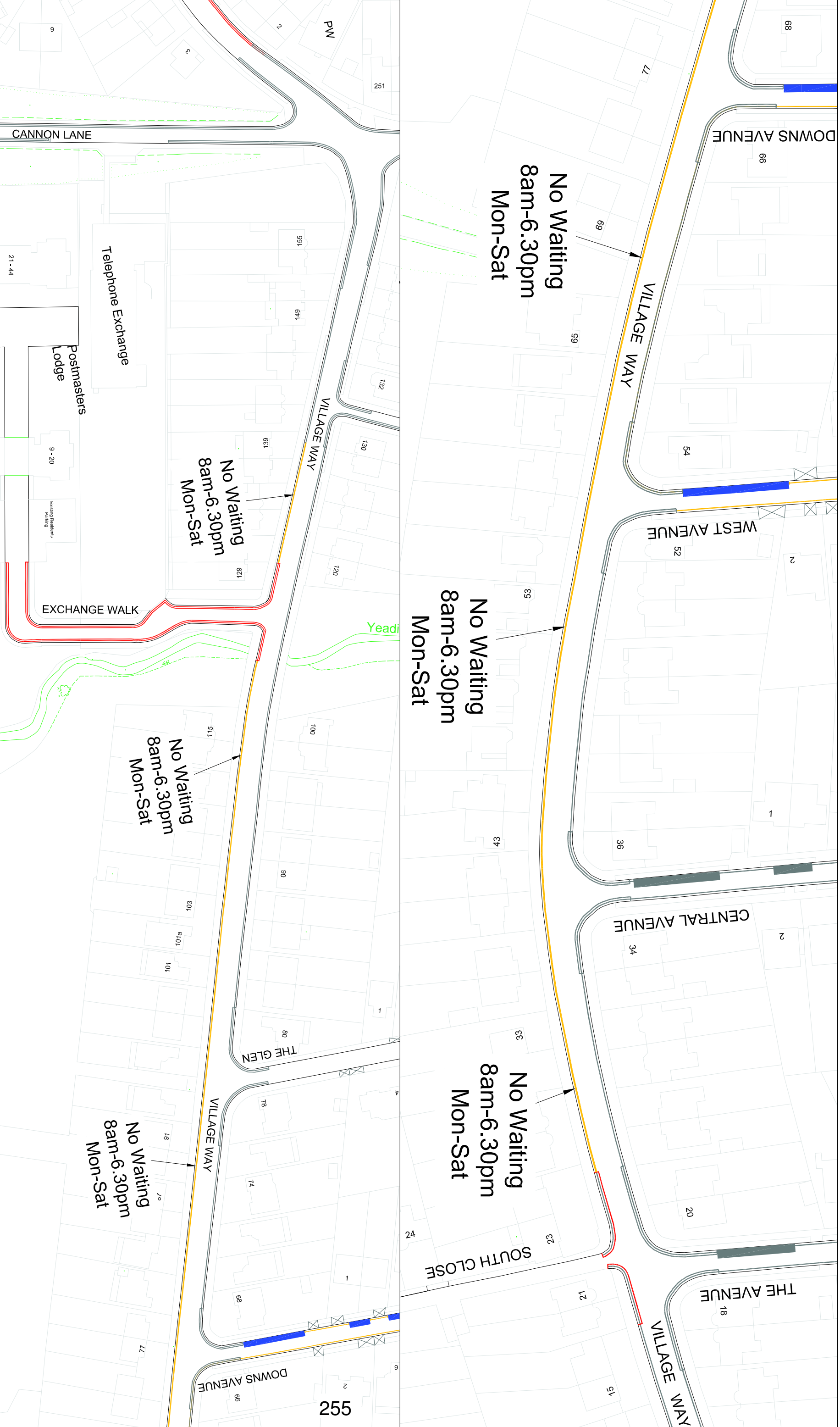
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Title  
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254 Plan 6 of 7

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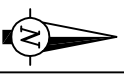
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June 2011 - TARSAP  
Plan 7 of 7

**Scale**  
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**Drawn**  
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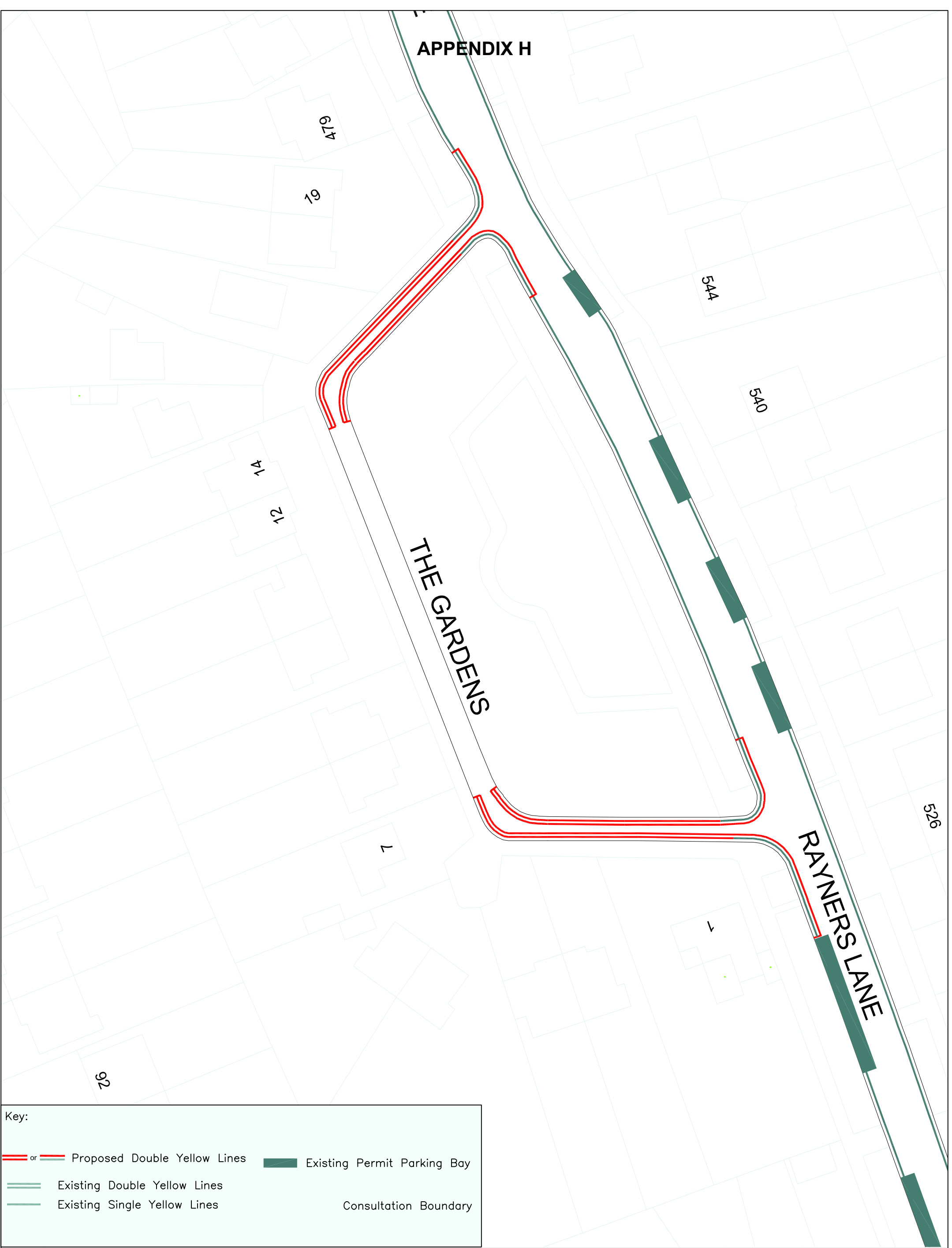
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APPENDIX H



Key:

 or 	Proposed Double Yellow Lines		Existing Permit Parking Bay
	Existing Double Yellow Lines		
	Existing Single Yellow Lines		Consultation Boundary



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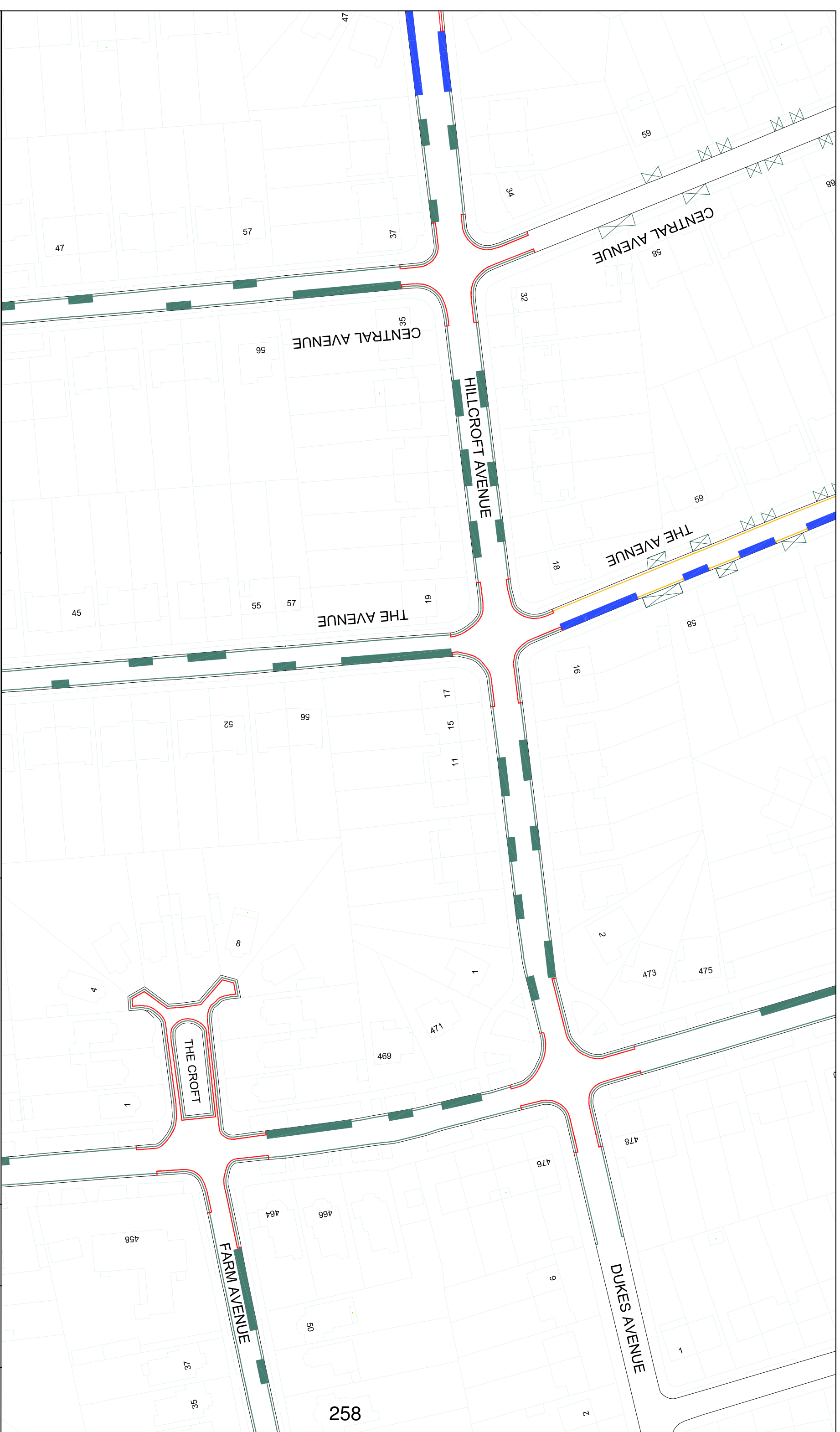
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
257 Plan 1

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Key:

- || Proposed Double Yellow Lines
- || Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay
- Consultation Boundary



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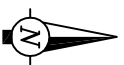
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**Project**  
Rayners Lane Controlled Parking  
Zone L - Review

**Title**  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 2

<b>Scale</b> N.T.S	<b>Drawn</b> AJL	<b>Checked</b> EH
	<b>Date</b> 03/05/11	

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Key:

Proposed Double Yellow Lines

Existing Double Yellow Lines

Existing Single Yellow Lines

Existing Permit Parking Bay

Consultation Boundary

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Zone L - Review

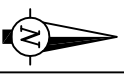
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June 2011 - TARSAP  
Plan 3

Scale  
N.T.S

Drawn  
AJL  
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Existing Single Yellow Lines

Existing Permit Parking Bay

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Zone L - Review

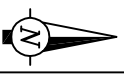
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June 2011 - TARSAP  
Plan 4

Scale  
N.T.S

Drawn  
AJL  
Date  
03/05/11

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**Key:**

- or Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



**COMMUNITY & ENVIRONMENT**  
TRANSPORTATION

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

Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

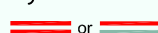






Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
261 Plan 5**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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Key:

 or 	Proposed Double Yellow Lines		Existing Pay & Display Bay
	Existing Double Yellow Lines		Consultation Boundary
	Existing Single Yellow Lines		
	Existing Permit Parking Bay		



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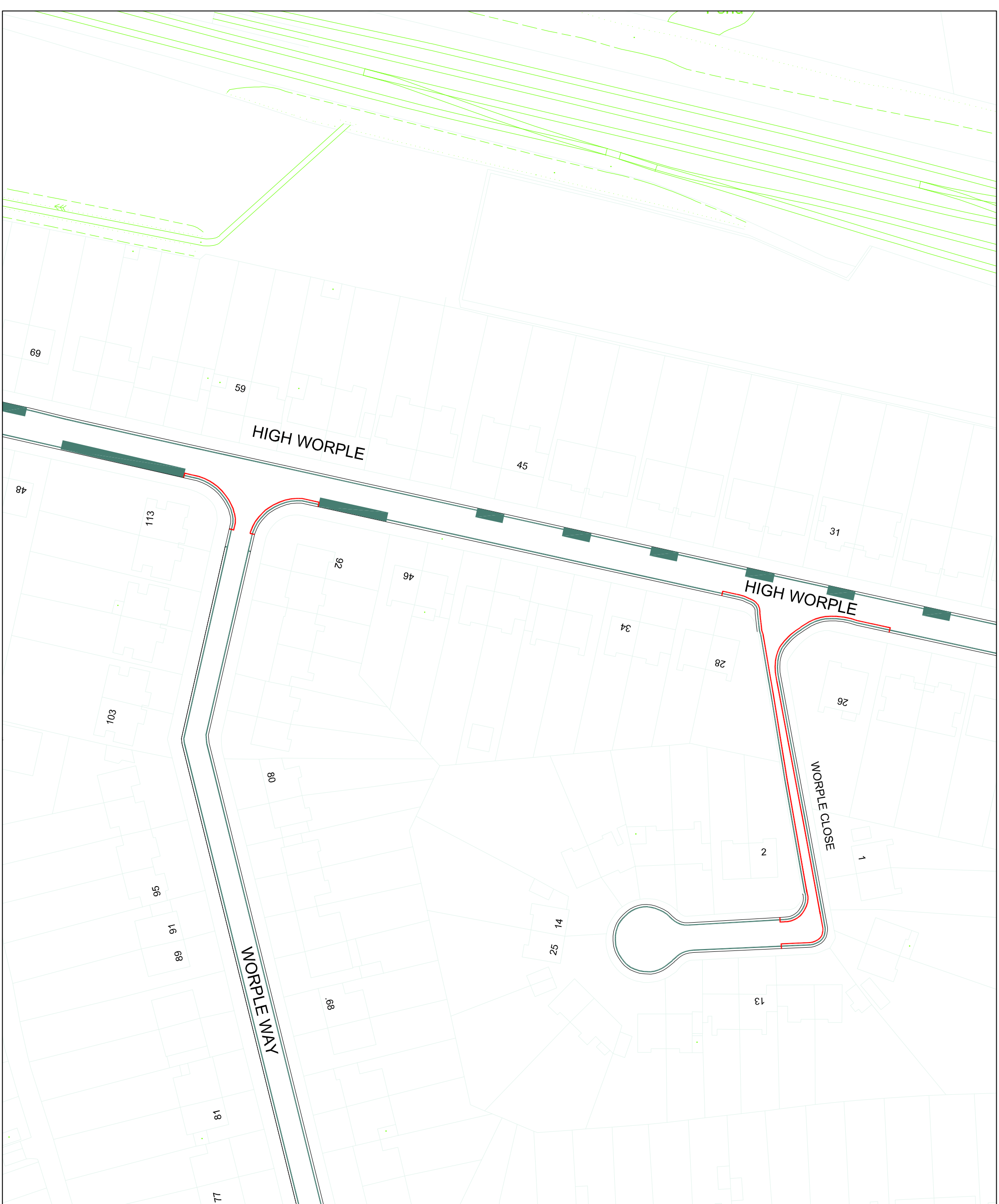
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
262 Plan 6

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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Key:	or	Proposed Double Yellow Lines		Existing Permit Parking Bay
		Existing Double Yellow Lines		Consultation Boundary
		Existing Single Yellow Lines		



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TRANSPORTATION

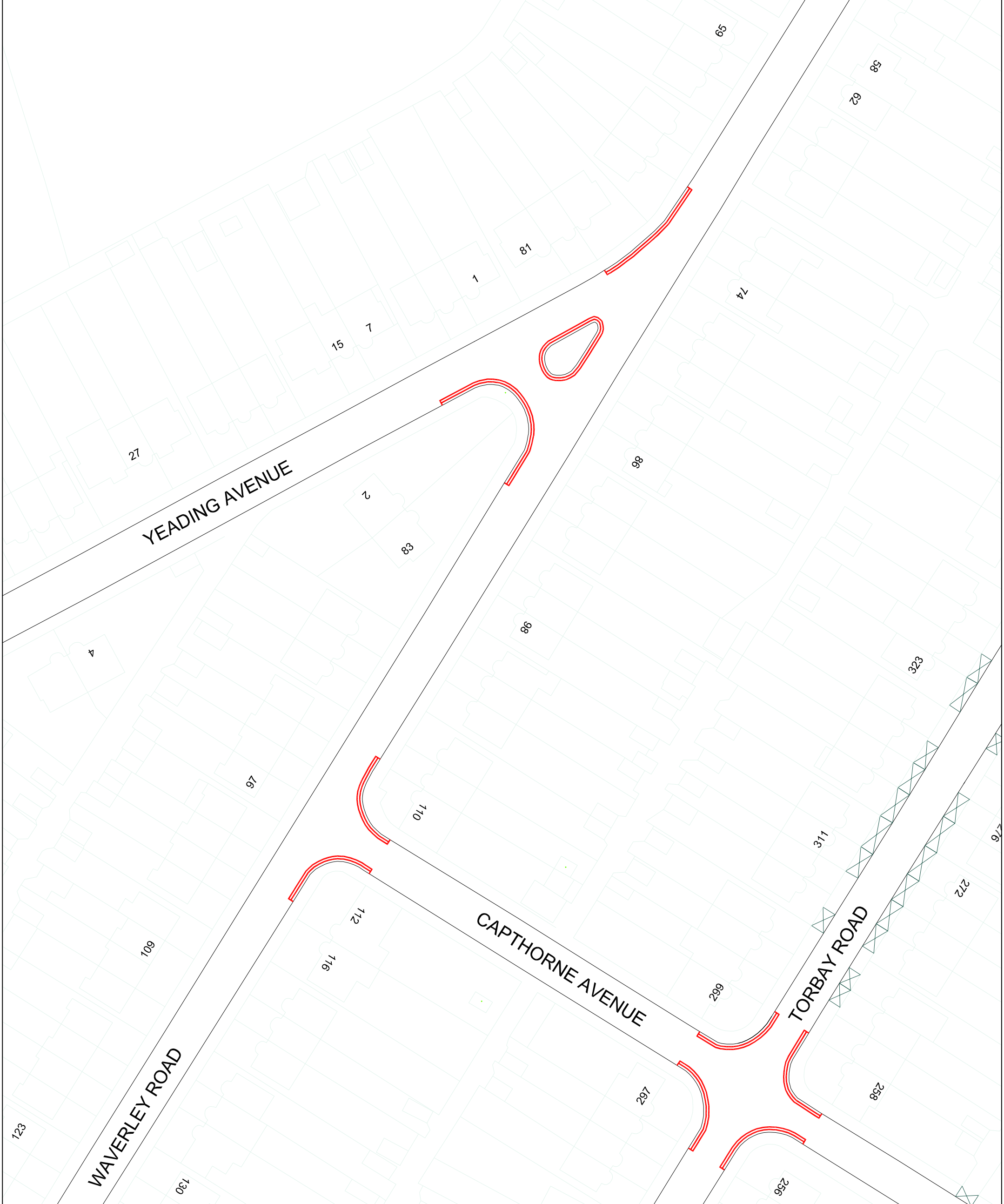
P.O. Box 39, Civic Centre,  
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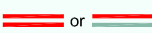



Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
263 Plan 8

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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Key:	
 or 	Proposed Double Yellow Lines
	Existing Double Yellow Lines
	Existing Single Yellow Lines
	Consultation Boundary



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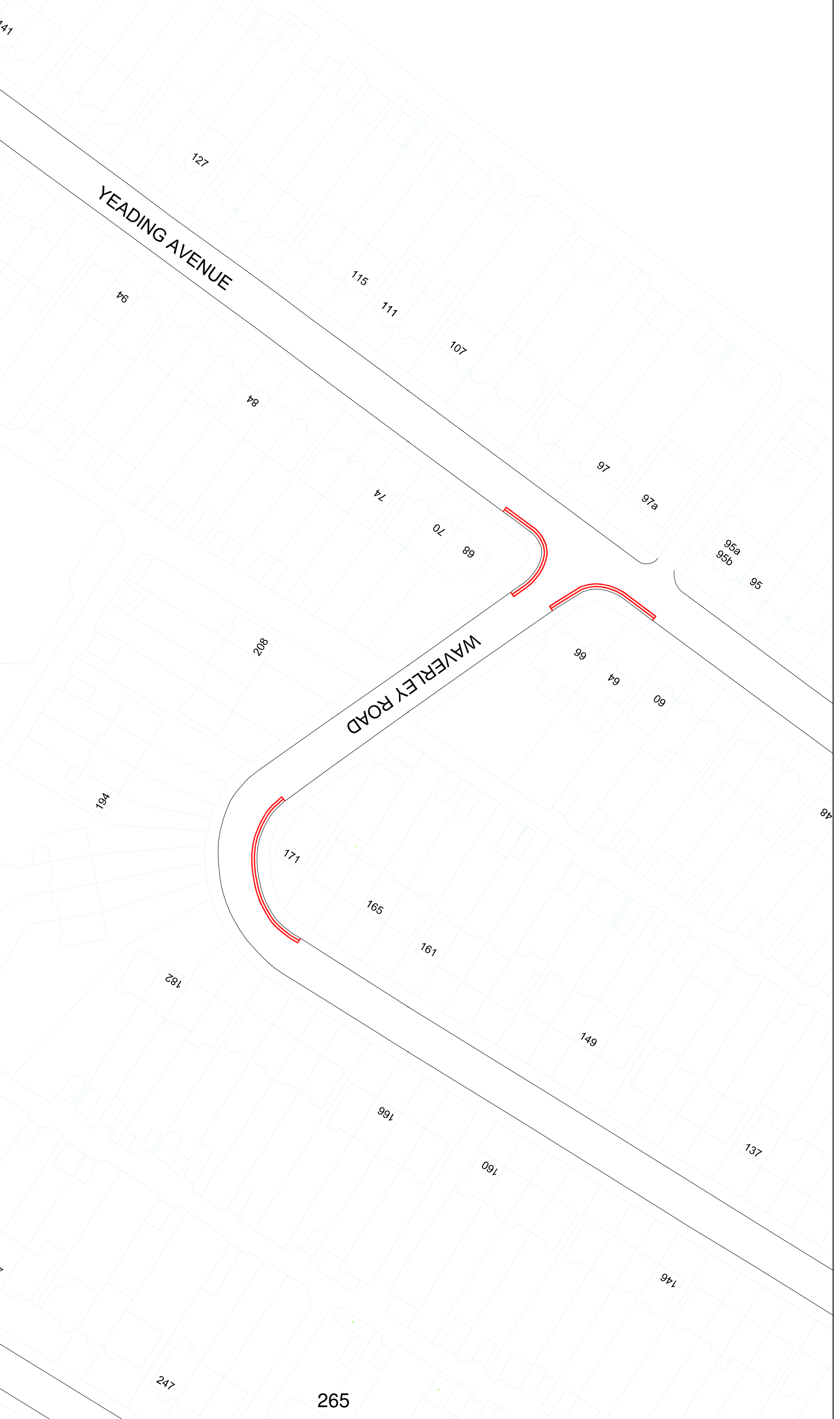
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
264 Plan 9

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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





Key:

 Proposed Double Yellow Lines

 Existing Double Yellow Lines

 Existing Single Yellow Lines

 Consultation Boundary

**Harrow** COUNCIL LONDON

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**Project**  
Rayners Lane Controlled Parking  
Zone L - Review

**Title**  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 10

<b>Scale</b> N.T.S	<b>Drawn</b> AJL	<b>Checked</b> EH
	<b>Date</b> 03/05/11	

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Key:

Proposed Double Yellow Lines

Existing Double Yellow Lines  
Existing Single Yellow Lines

Consultation Boundary



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Project

Rayners Lane Controlled Parking  
Zone L - Review

Title

Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 11

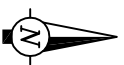
Scale

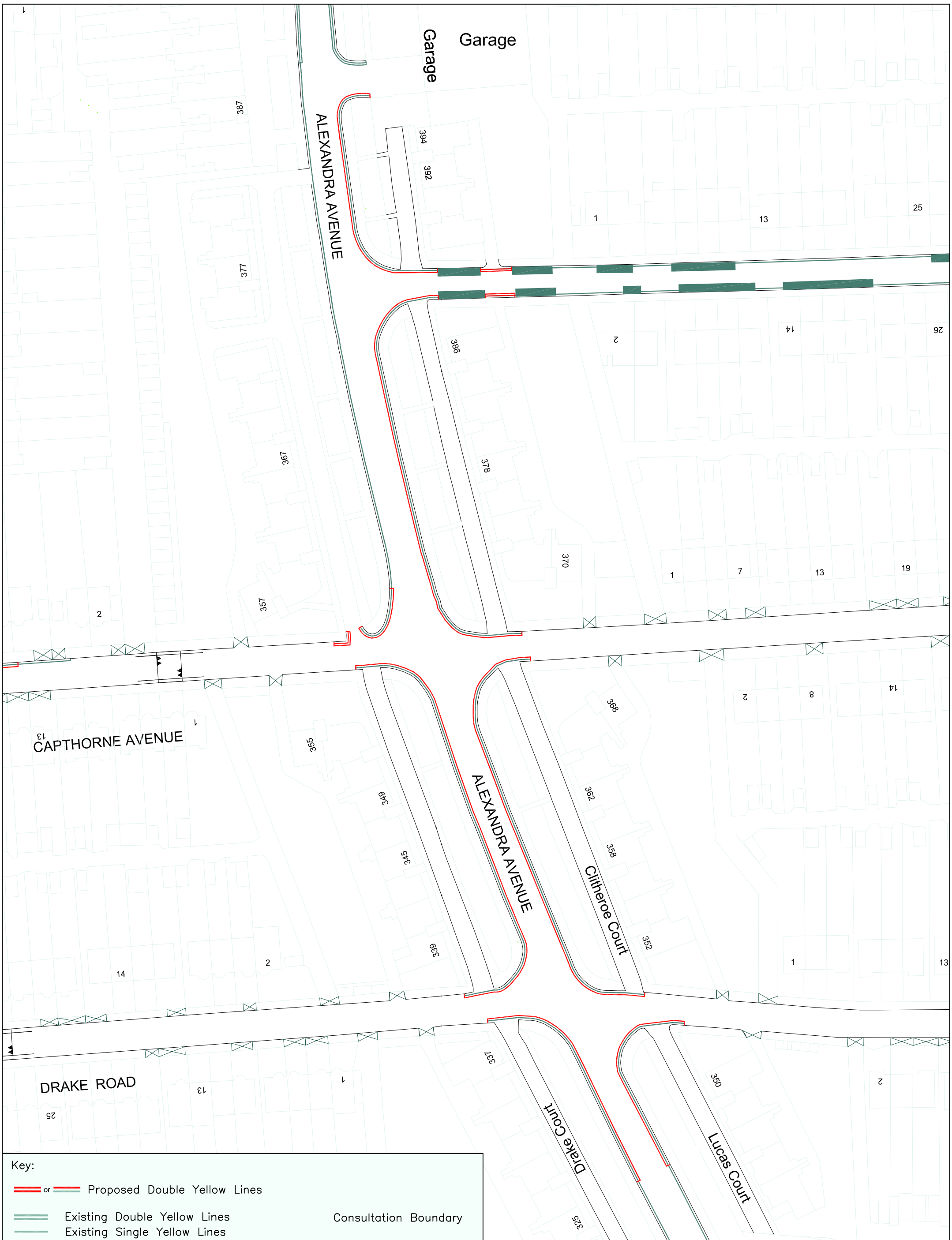
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Drawn AJL  
Date 03/05/11

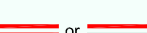

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Key:

 or  Proposed Double Yellow Lines

 Existing Double Yellow Lines

 Existing Single Yellow Lines

 Consultation Boundary



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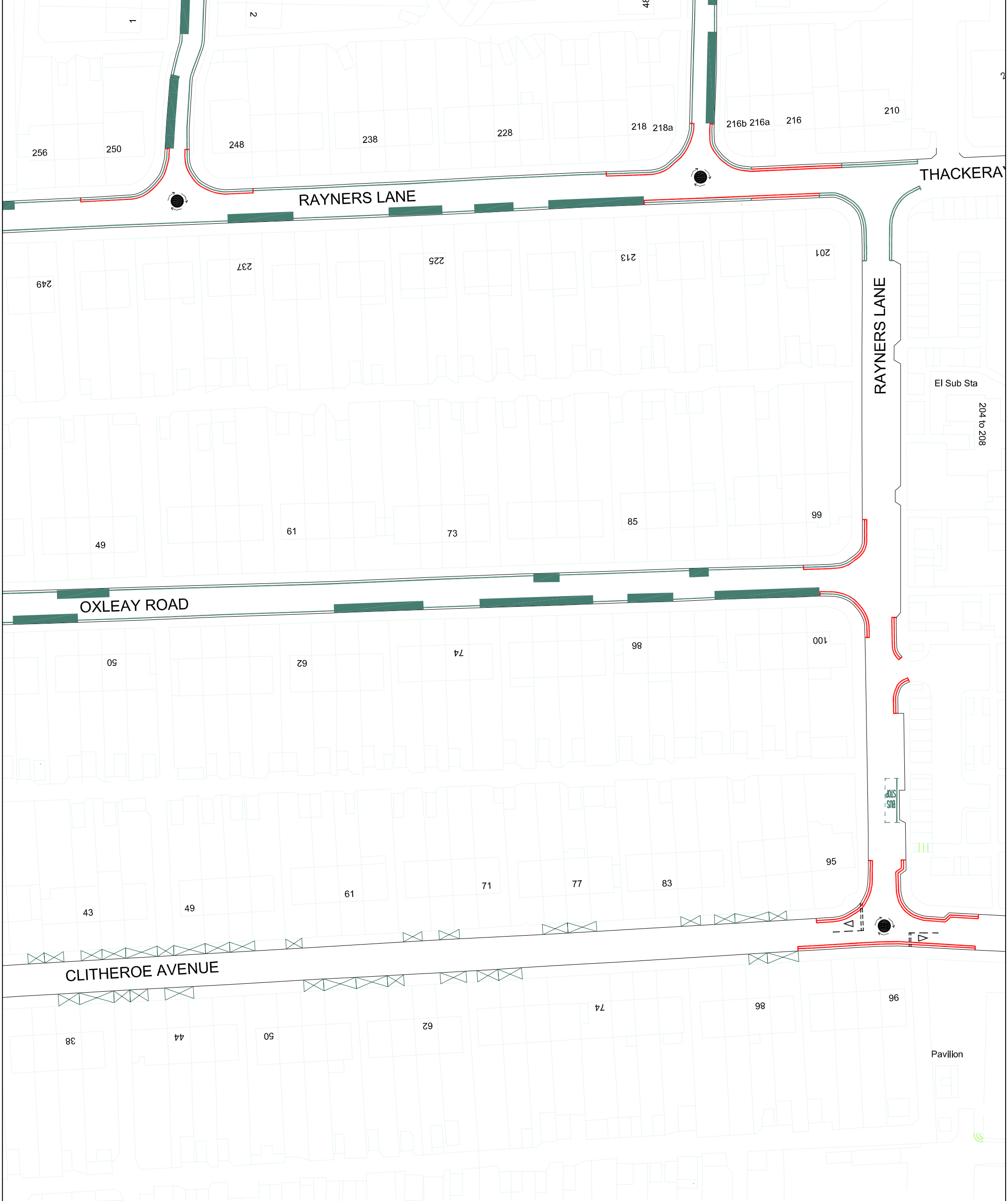
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
267 Plan 12

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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**Key:**

- or Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines

Consultation Boundary



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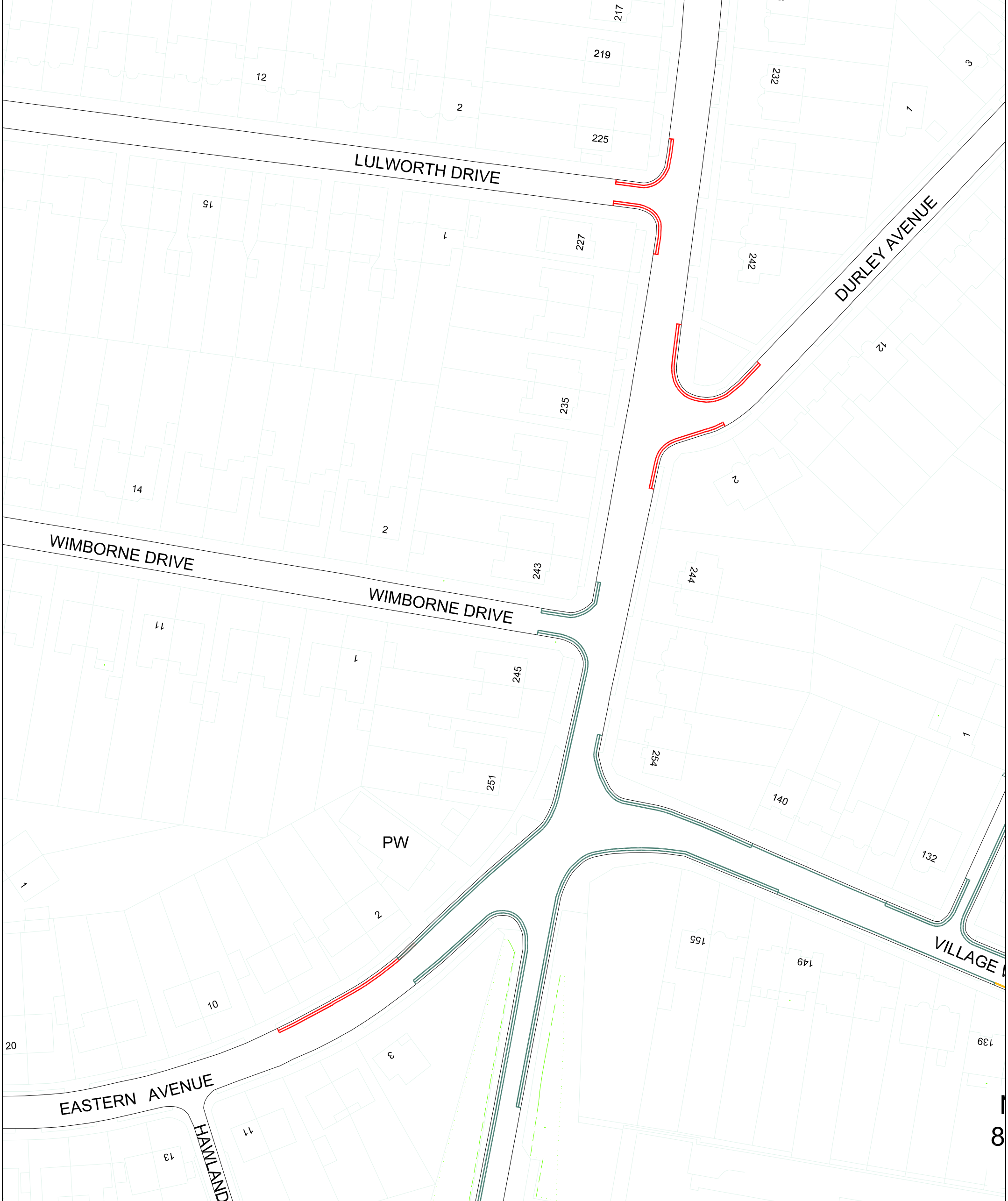
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
268 Plan 13**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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**Key:**

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- Existing Double Yellow Lines
- Existing Single Yellow Lines

Consultation Boundary



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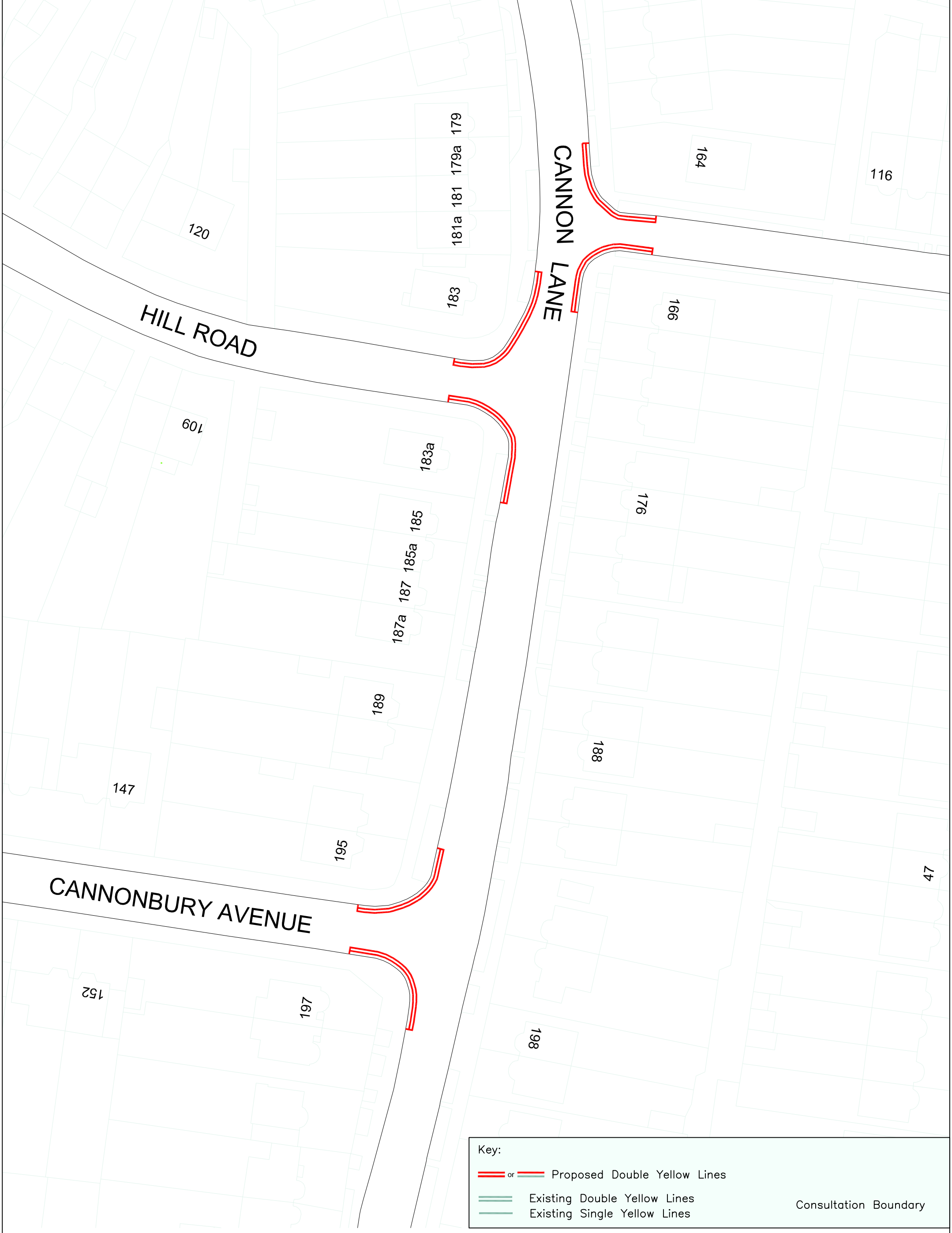
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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
269 Plan 14**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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Key:

- or Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines

Consultation Boundary



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TRANSPORTATION

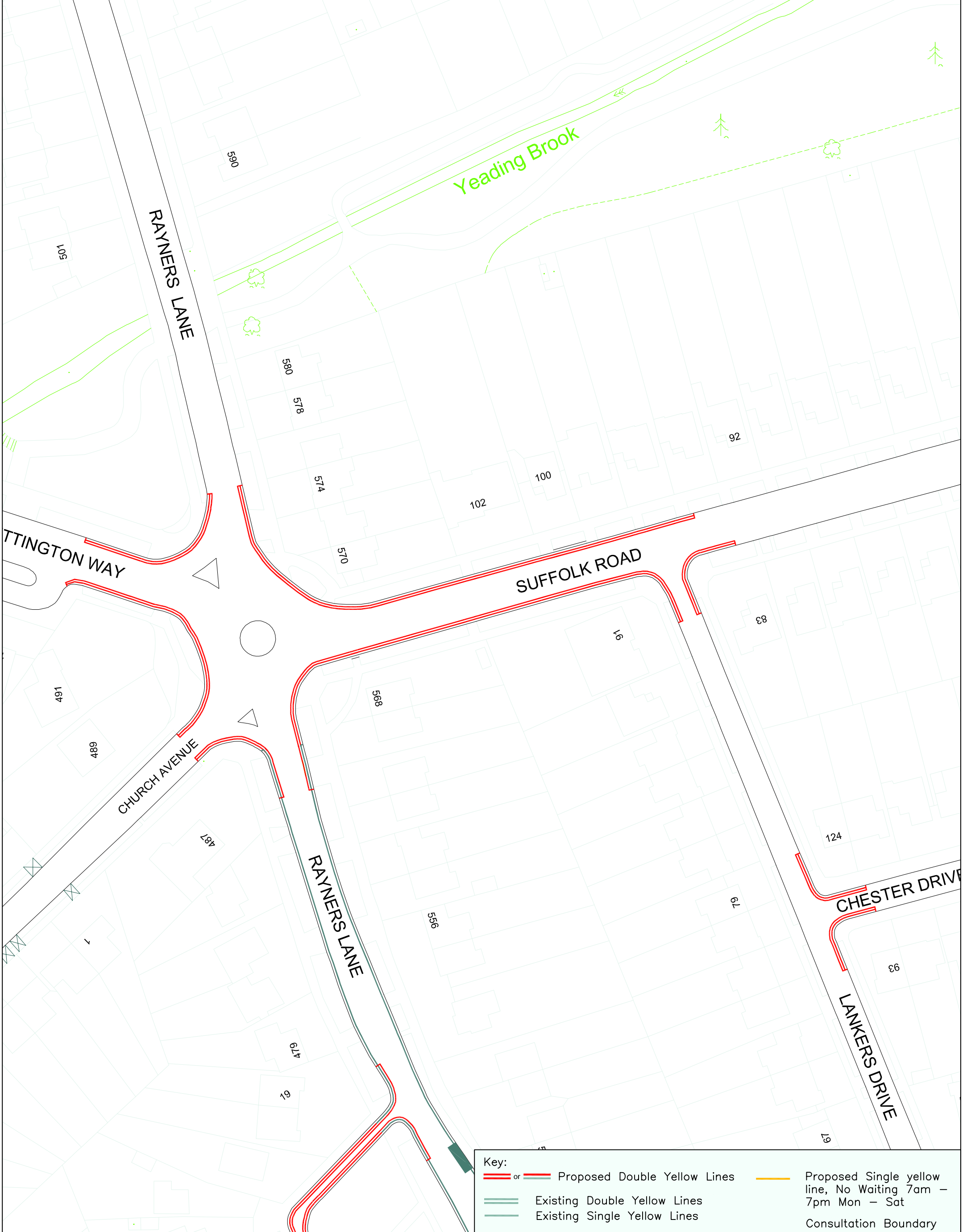
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Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
270 Plan 15

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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Key:		
	Proposed Double Yellow Lines	Proposed Single yellow line, No Waiting 7am – 7pm Mon – Sat
	Existing Double Yellow Lines	
	Existing Single Yellow Lines	
		Consultation Boundary



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TRANSPORTATION

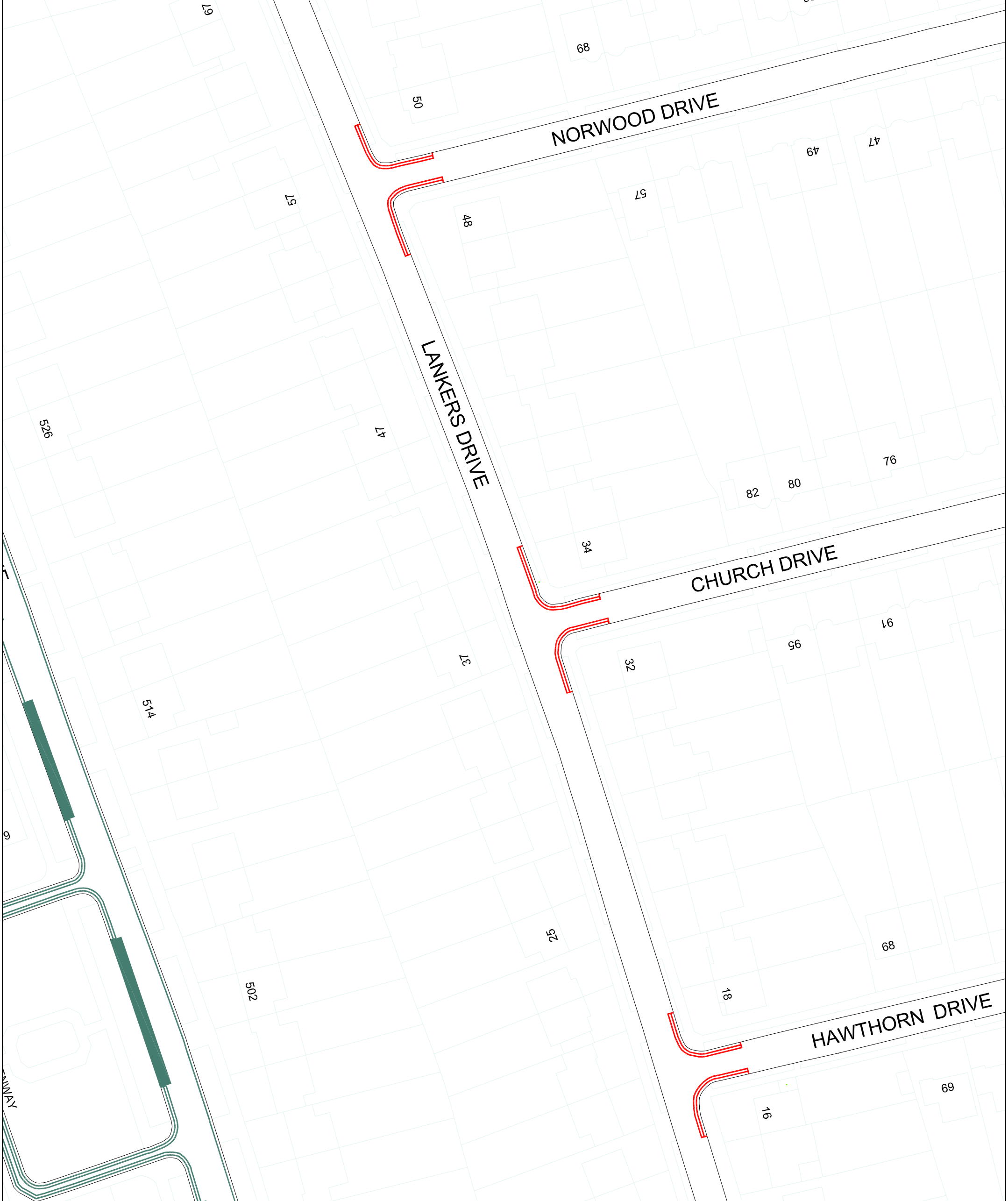
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Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
271 Plan 16

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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 or 	Proposed Double Yellow Lines		Existing Permit Holders Parking Bay
	Existing Double Yellow Lines		Consultation Boundary
	Existing Single Yellow Lines		



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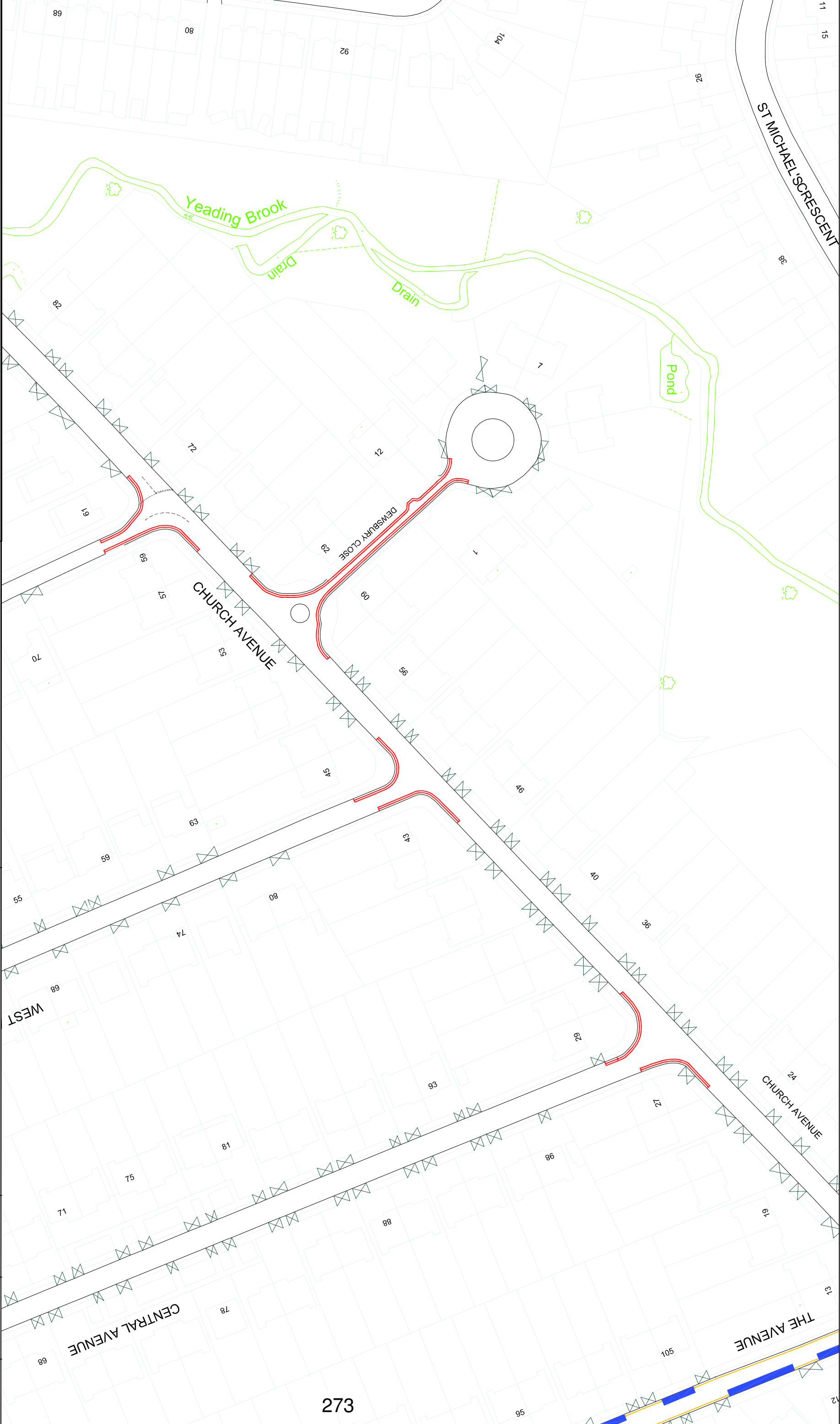
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
272 Plan 17

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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- Key:
-  Proposed Double Yellow Lines
  -  Existing Double Yellow Lines
  -  Existing Single Yellow Lines

Consultation Boundary



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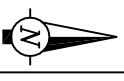
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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 18**

Scale	N.T.S	Drawn	AJL	Checked	EH
Date	03/05/11				

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Key:

 Proposed Double Yellow Lines

 Existing Double Yellow Lines

 Existing Single Yellow Lines

 Consultation Boundary

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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 19**

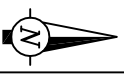
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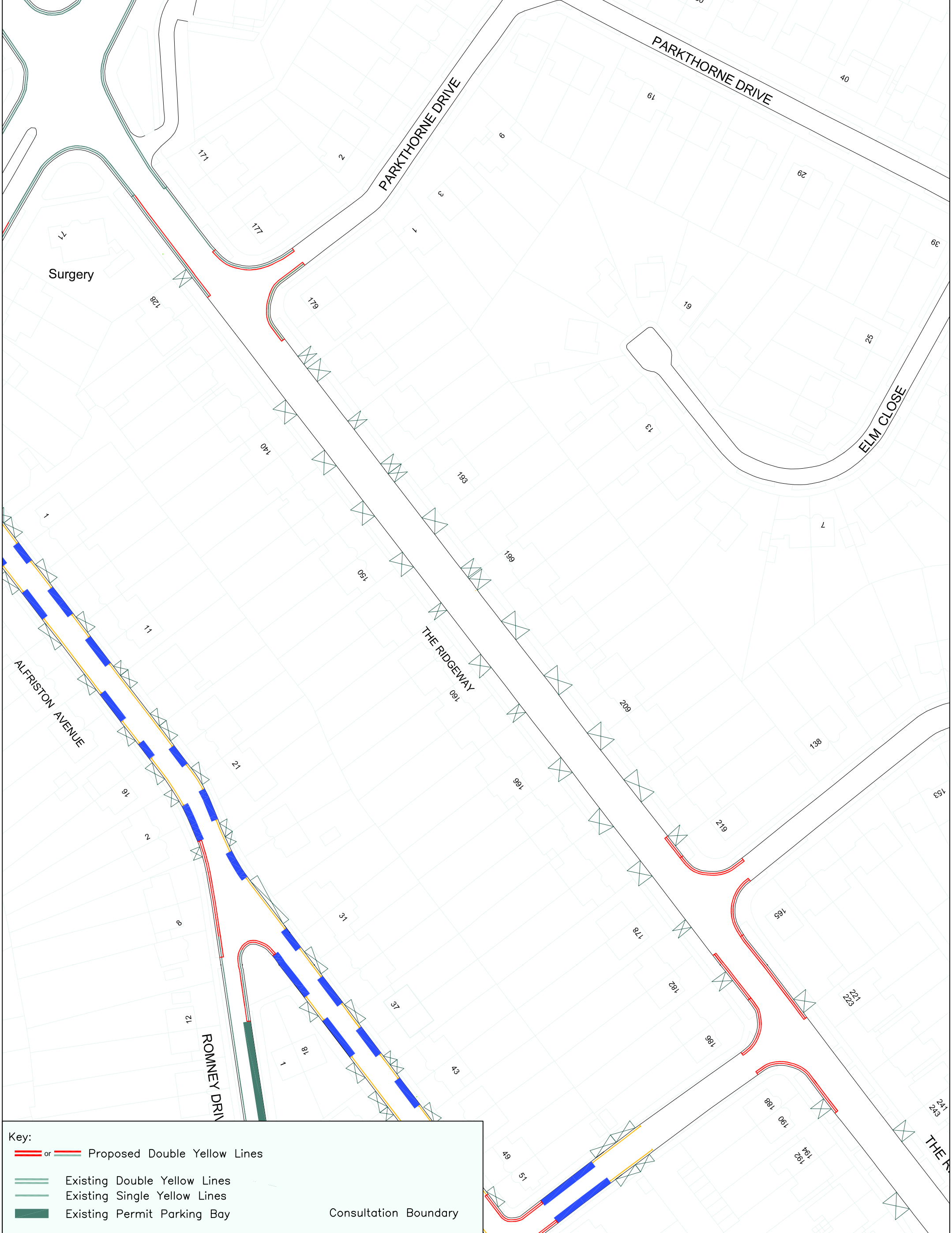
Drawn  
AJL

Checked  
EH

Date  
03/05/11

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



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TRANSPORTATION

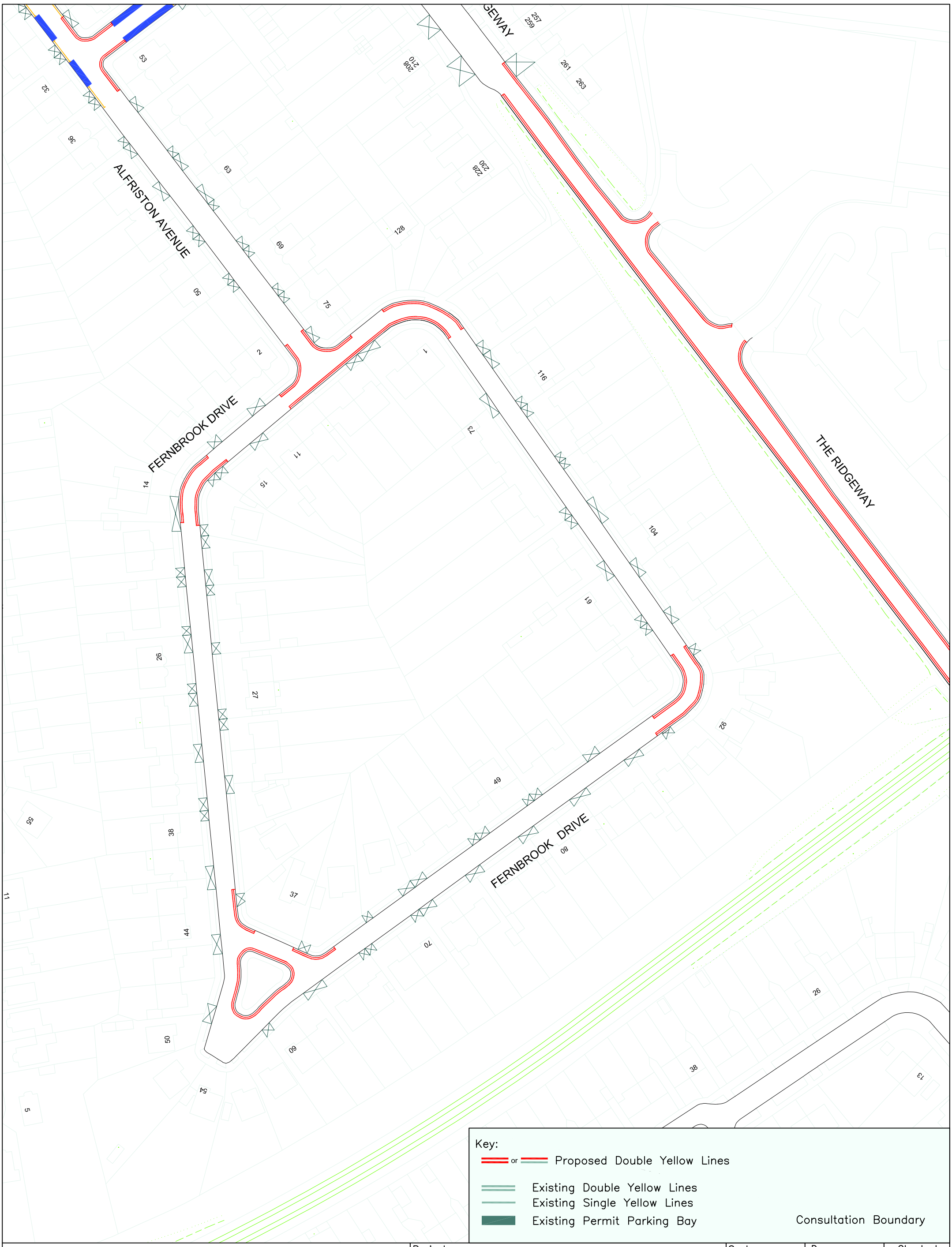
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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
275 Plan 20**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



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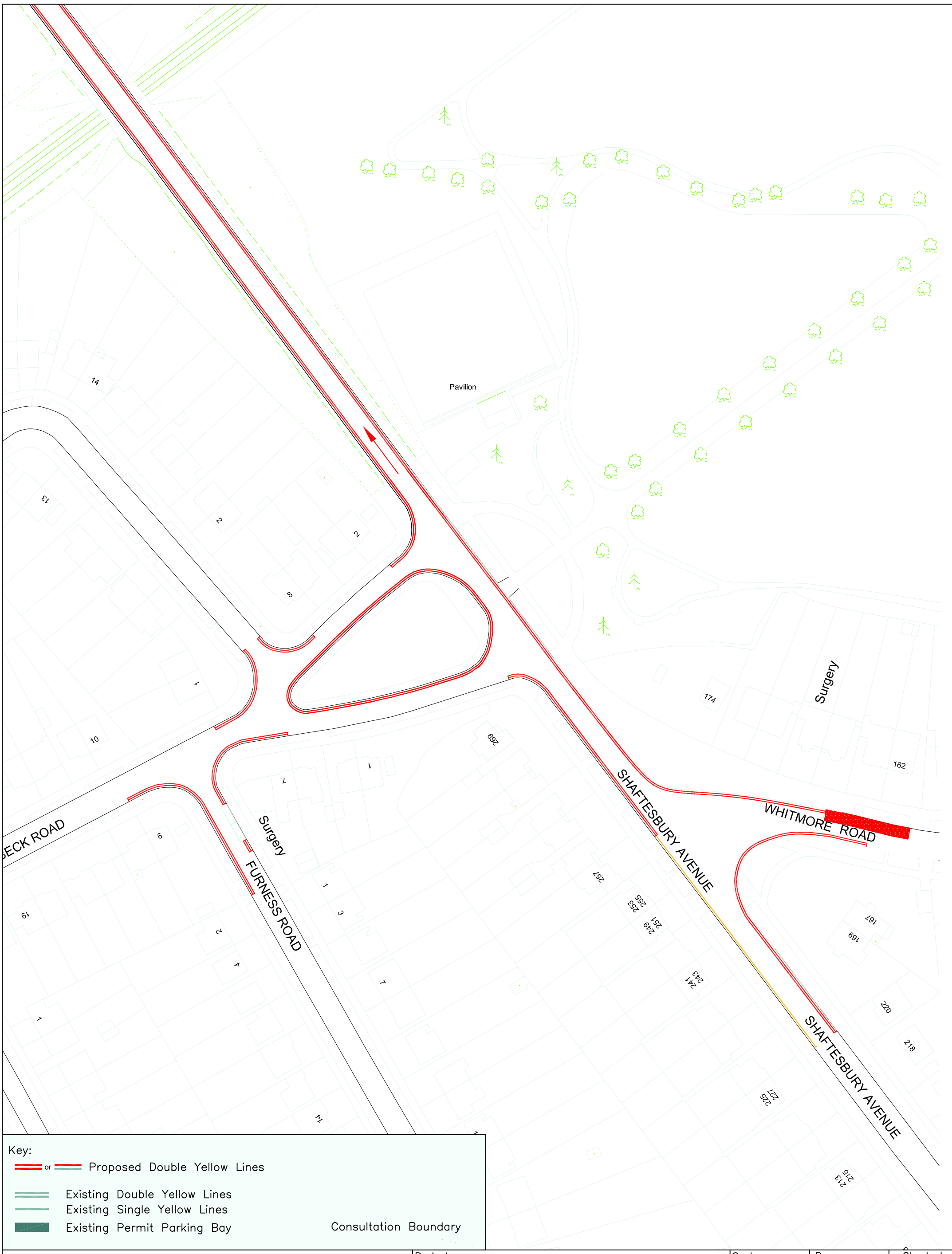
Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
276 Plan 21**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



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TRANSPORTATION

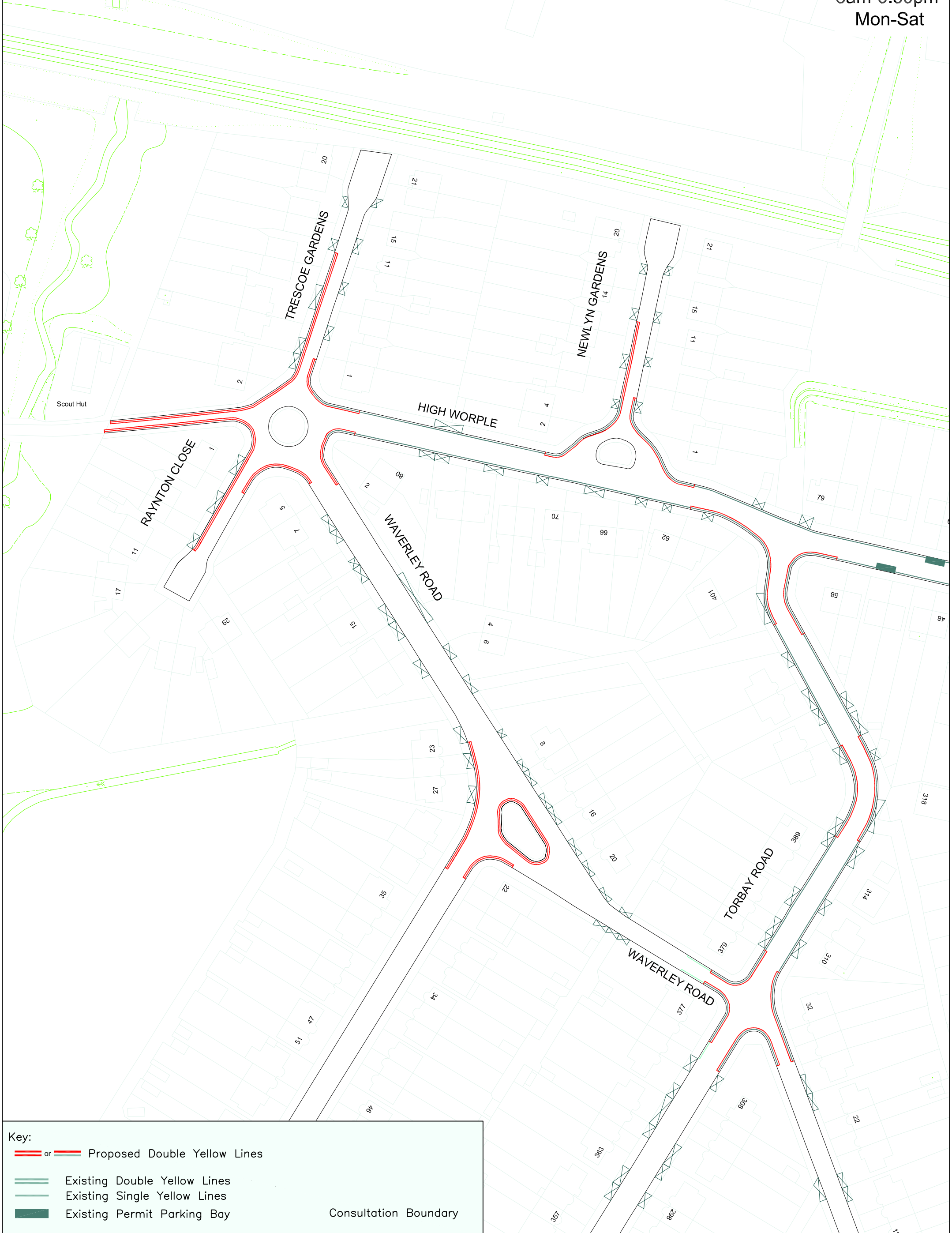
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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**

Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
277 Plan 22**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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**Key:**

- or — Proposed Double Yellow Lines
- Existing Double Yellow Lines
- Existing Single Yellow Lines
- Existing Permit Parking Bay

Consultation Boundary



**COMMUNITY & ENVIRONMENT**  
TRANSPORTATION

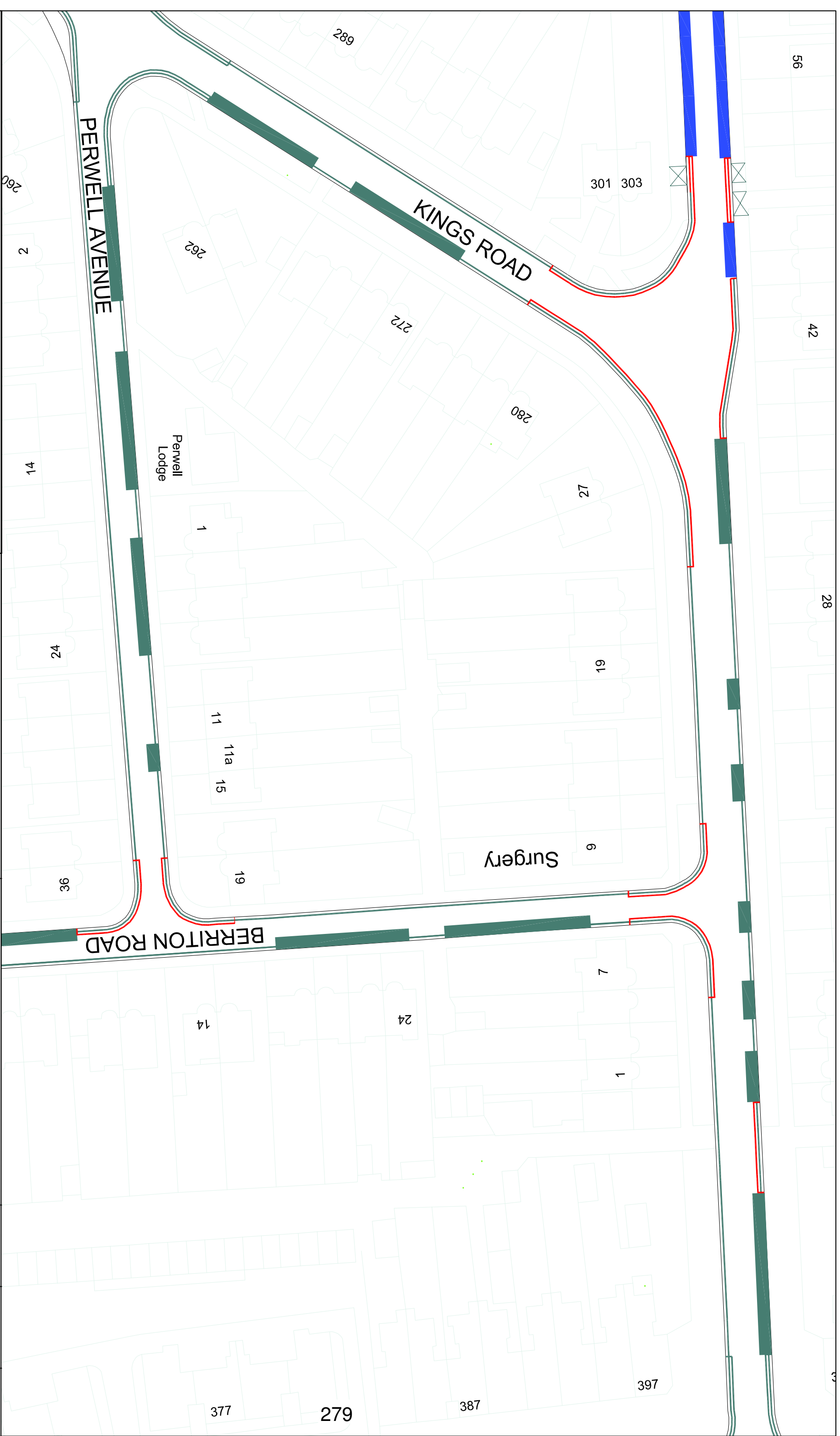
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Project  
**Rayners Lane Controlled Parking  
Zone L - Review**



Title  
**Proposed Double Yellow Lines  
June 2011 - TARSAP  
278 Plan 23**

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	


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


Key:

 or  Proposed Double Yellow Lines

 Existing Double Yellow Lines

 Existing Single Yellow Lines

 Consultation Boundary

**Harrow**  
**COUNCIL**  
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**COMMUNITY & ENVIRONMENT**  
TRANSPORTATION

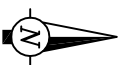
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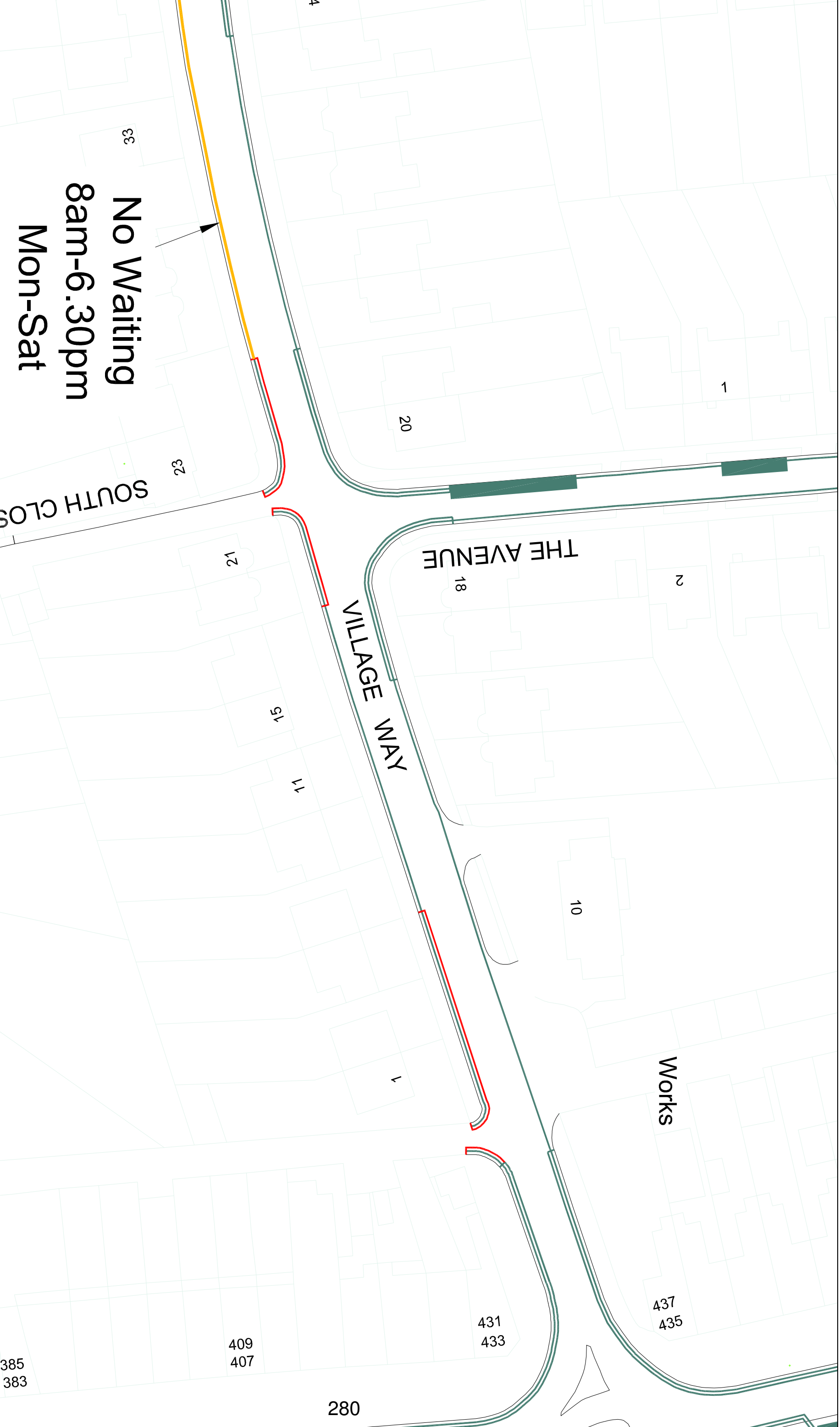
**Project**  
Rayners Lane Controlled Parking  
Zone L - Review

**Title**  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 24

<b>Scale</b> N.T.S	<b>Drawn</b> AJL	<b>Checked</b> EH
	<b>Date</b> 03/05/11	




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**No Waiting**  
8am-6.30pm  
Mon-Sat

Key:

-  Proposed Double Yellow Lines
-  Existing Double Yellow Lines
-  Existing Single Yellow Lines

Consultation Boundary



**Harrow Council**  
LONDON  
COMMUNITY & ENVIRONMENT  
TRANSPORTATION  
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Project

Rayners Lane Controlled Parking  
Zone L - Review

Title

Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 25

Scale

N.T.S

Drawn A.J.L

Date 03/05/11

Checked

EH

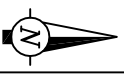
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383

409  
407

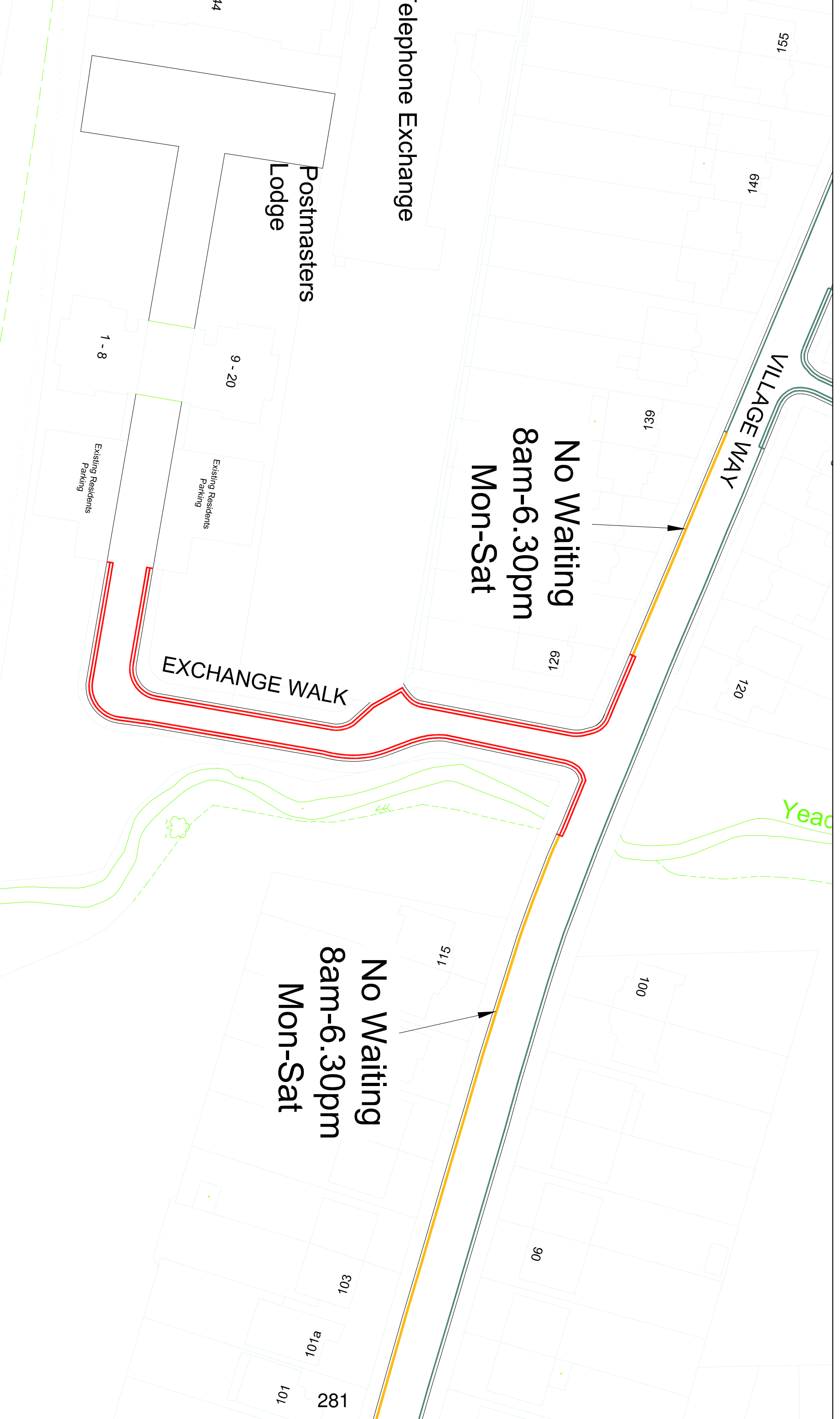
431  
433

437  
435

280



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- Key:
- ▬▬ Proposed Double Yellow Lines
  - ▬▬ Existing Double Yellow Lines
  - ▬ Existing Single Yellow Lines

Consultation Boundary

**Harrow**  
COUNCIL LONDON

**COMMUNITY & ENVIRONMENT**  
TRANSPORTATION

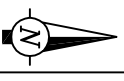
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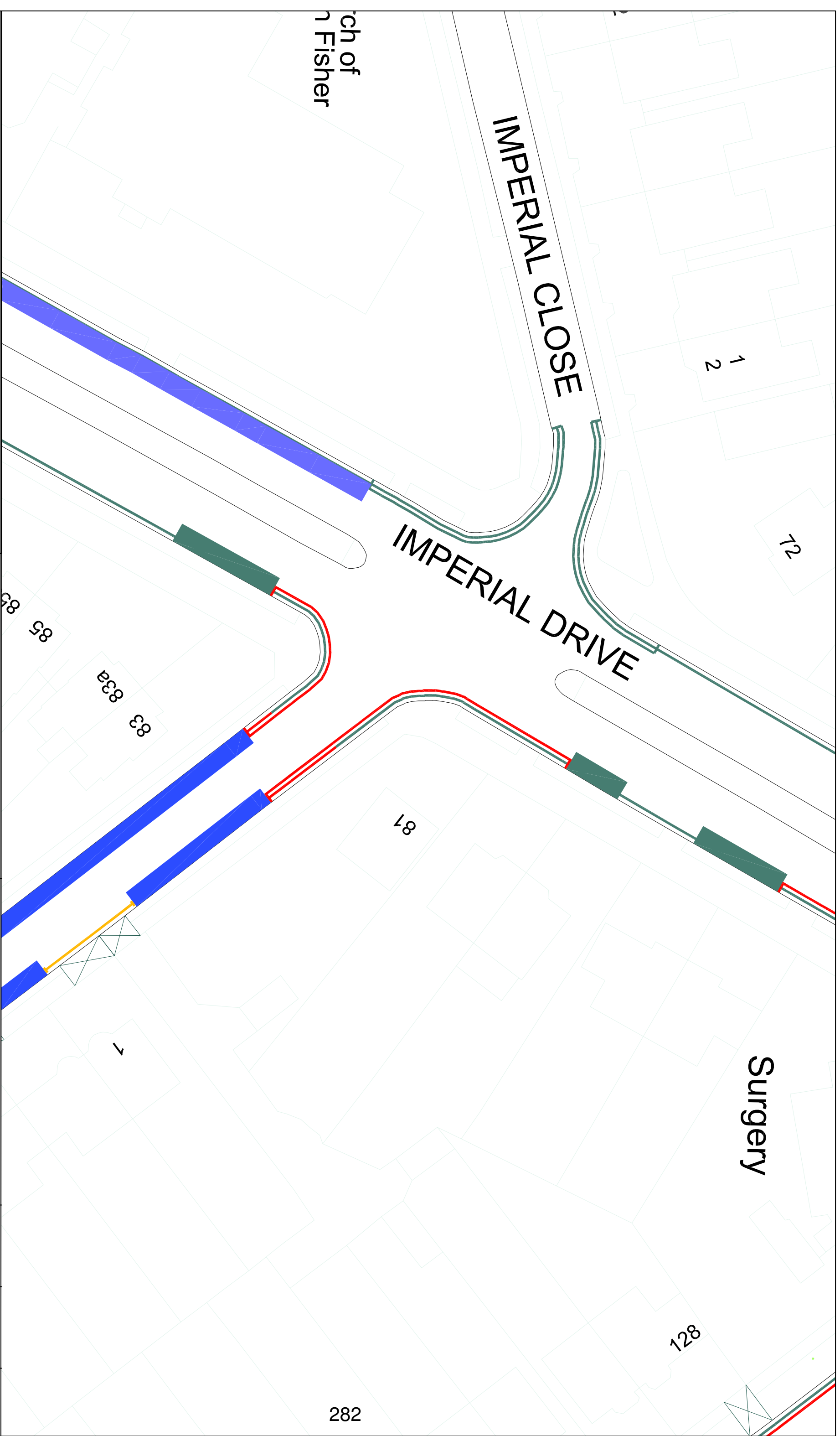
Project  
Rayners Lane Controlled Parking  
Zone L - Review

Title  
Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 26

Scale N.T.S	Drawn AJL	Checked EH
	Date 03/05/11	

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Key:

Proposed Double Yellow Lines

Existing Double Yellow Lines  
Existing Single Yellow Lines

Consultation Boundary



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Project

Rayners Lane Controlled Parking  
Zone L - Review

Title

Proposed Double Yellow Lines  
June 2011 - TARSAP  
Plan 27

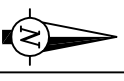
Scale

N.T.S

Drawn AJL  
Date 03/05/11

Checked  
EH

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

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**Date of Meeting:** 23rd June 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  
2011/12

**Appendix B** – West Harrow Residents  
Group – 10/5 the residents solution

**Appendix C** – Emergency Services  
response to 10/5 the residents solution

## Section 1 – Summary

This information report is presented to members to provide an update on progress with delivering the 2011/12 Capital Programme of transport schemes. 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 May 2011.

**FOR INFORMATION**

## Section 2 – Report

### General

- 2.1 This information report provides members with an update on progress with completing last year's programme (2010/11) and the current programme of transport schemes and initiatives (2011/12) in the capital programme. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's own 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.

### Completion of TfL schemes - 2010/11

#### Courtney Avenue / Harrow View – local safety scheme

- 2.4 This local safety scheme programme included proposals to upgrade all four of the existing zebra pedestrian crossings to make them more conspicuous. In addition, two of the zebra crossings were fitted with retro-fit 'zebrite' units to further highlight and illuminate the zebra crossing areas. The scheme has now been completed.

#### Uxbridge Road – Hatch End

- 2.5 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.



- 2.6 The public consultation indicated strong local support for the retention of the existing pelican crossing west of Grimsdyke Road and officers agreed with the Portfolio Holder to retain the existing pelican crossing rather than the conversion to a zebra crossing. In addition, the proposed additional zebra crossing west of Anselm road will not now proceed and a pedestrian refuge will be introduced instead to act as an additional informal crossing facility.
- 2.7 The scheme is now under construction, however, due to resurfacing works planned over the bridge near Hatch End railway station the westbound 24 hour bus lane will not be implemented until completion of the resurfacing in July 2011.

#### Northolt Road / Eastcote Lane mini roundabout

- 2.8 Modelling of a mini roundabout at the junction of Eastcote Lane / Northolt Road has been completed. The modelling showed that turning movements and congestion at the junction could be reduced if the mini roundabout was implemented.
- 2.9 Public consultation with local residents, businesses and stakeholders was completed in February and implementation of the mini roundabout is about to commence following approval from the Portfolio Holder. The existing zebra crossing at the junction of Eastcote Lane will be relocated 5m northwest of the junction with Northolt Road as part of this project.
- 2.10 It was agreed with the Portfolio Holder that the scheme would be reviewed approximately six months after completion to assess its effectiveness in reducing accidents, delays and congestion.

#### **Harrow Capital schemes - 2011/12**

##### Forward Drive / Christchurch Avenue – Proposed mini roundabout

- 2.11 Because of problems with congestion and restricted traffic flow, during the last financial year 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 contains the Council's amenity site.
- 2.12 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.
- 2.13 The introduction of a mini roundabout has been proposed and is expected to reduce vehicle speeds on the approach to the junction and assist drivers wanting to turn right into or out of Forward Drive thereby relieving congestion. The measures proposed should have a

beneficial impact on road safety. A pedestrian refuge will also be provided on Forward Drive to assist pedestrians crossing this busy road.

The scheme was deferred from the 2010/11 programme into 2011/12 and is scheduled for implementation in the next few months.

#### West Harrow CPZ zones V & W - Review

- 2.14 A site trial of the existing double yellow lines using a Council refuse vehicle was carried out. The test identified locations in Bouverie Road, Bowen Road and Lance Road, where the extent of double yellow lines could be reduced. Statutory consultation on these locations was undertaken and was implemented in March 2011. A small number of additional on-street parking spaces were created.
- 2.15 Following a meeting with ward councillors and representatives of the West Harrow Residents Group (WHRG) at the end of Oct 2010 it was agreed that the WHRG be given the opportunity to carry out their own appraisal of parking in the area.
- 2.16 The WHRG subsequently produced a report entitled 10/5 the residents solution which is shown in **Appendix B**. The WHRG independently organised a trial on 20th April using a fire appliance to test their proposals to reduce double yellow lines at some junctions. This test was attended by ward councillors, the chair of TARSAP, police and fire brigade representatives together with officers. The test was conducted at walking speed to ensure the best results and the independent reports of the Fire Brigade and Police are shown in **Appendix C**. It is clear that the proposals are not workable and would impede access and compromise safety and are therefore not supported by officers.
- 2.17 Following extensive work by both the Council and the WHRG to review the double yellow lines the panel are advised that the process has been exhausted and no further workable improvements can be achieved. Following discussions with the Portfolio Holder for Community and Environment officers have agreed to now proceed with the CPZ review and commenced preparing consultation documents. It is intended to undertake consultation at the end of June and report the results to the September 2011 panel meeting.

#### **TfL Capital schemes - 2011/12**

##### Stanmore - linking of traffic signals in Stanmore Hill / The Broadway / Elm Park / Marsh Lane / pelican crossing outside Sainsbury's

- 2.18 Discussions with TfL signals unit are ongoing regarding the scheme to link the four sets of traffic signals along the Stanmore Broadway corridor. Linking the signals will help to reduce congestion and smooth traffic flow along this corridor and will allow us to consider several

other highway improvements in the area such as the introduction of pedestrian facilities at the Stanmore Hill / The Broadway junction.

- 2.19 The works which started last year are ongoing and new ducts are being laid at present to allow us to link the signals. It is anticipated that the work will be completed by early next year subject to the programming of the signals contractor by TfL.

### **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 2011/12.

### **Section 5 – Corporate Priorities**

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

#### **Keeping neighbourhoods clean, green and safe**

This will be supported by the following programmes of work:

- 20mph zones
- Electric vehicle charging points
- Car clubs
- Freight loading bays
- Local safety schemes
- Road safety campaigns

#### **Supporting and protecting people who are most in need**

This will be supported by the following programmes of work:

- Shopmobility
- Bus stop accessibility schemes
- Bus priority schemes
- Pedestrian crossings

#### **United and involved communities: a Council that listens and leads**

This will be supported by the following programmes of work:

- School travel plans and associated works
- Cycle training

- Bike Week, Walking Works
- Sustainable travel promotions, road safety educational activities and environmental promotions
- Major Schemes

**Supporting our town centre, our local shopping centres and businesses.**

This will be supported by the following programmes of work

- Controlled Parking Zones
- Local safety schemes
- Cycling parking
- Shopmobility
- Major Schemes

## **Section 6 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/05/11		

## **Section 7 - Contact Details and Background Papers**

### **Contact:**

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### **Background Papers:**

2011/12 Capital Programme  
Harrow Council – section 106 Highways / Infrastructure Report  
Feb 2011 TARSAP report

## Appendix A – Capital programme update - Traffic and parking schemes 2011/12

### Harrow Capital – Parking and traffic schemes programme

This is Harrow's own programme of traffic and parking scheme initiatives which support the delivery of the Local implementation Plan. In 2011/12 this comprises of allocations of £270K for controlled parking schemes, £40K for the local safety parking schemes programme and £45K for traffic management schemes.

Scheme	Details	£ K	Status	Contact officer	Planned finish
CPZ zone L - Rayners Lane Review	Review of parking and proposed extension of CPZ and introduction of double yellow lines at junctions, bends and narrowing's	40	Proposal developed. Statutory consultation was undertaken in Mar/Apr 2011. A separate report is on this agenda with details of the consultation results.	Paul Newman	Jul 2011
CPZ zone M - South Harrow review –	Phase 2 localised areas. Proposed extension of CPZ to include Corbins Lane and provision of additional loading bay on Northolt Road	15	Proposal developed. Statutory consultation will be programmed soon.	Paul Newman	Oct 2011
CPZ zone V – West Harrow review	Review of CPZ Zone at eastern part of area close to Bessborough Road which was introduced 1 April 2010	15	Review commenced Oct 2010 with meeting of councillors and West Harrow Residents Group. Main review put on hold while West Harrow Residents Group carried out their own review of parking (see 2.14). Review to continue from May 2011.	Paul Newman	Jan 2012
CPZ zone W – West Harrow review	Review of CPZ Zone around West Harrow Station which was introduced 1 April 2010	15	Same as for zone V above.	Paul Newman	Jan 2012
CPZ zone U – Pinner Road review	Review of Parking controls along Pinner Road, County Road CPZ and introduction of double yellow lines at junctions and bends across majority of Headstone South ward.	20	Review commenced Jan 2011 with meeting of ward councillors. Review of double yellow lines across Headstone South ward (except in area bounded by Devonshire Road/Sussex Road/Pinner View/Pinner Road) carried out in February 2011. Survey of Businesses on Pinner Road carried out in conjunction with Economic Development Unit in March/April 2011. Results analysed and submitted to ward councillors. Agreement	Paul Newman	Nov 2011

Scheme	Details	£ K	Status	Contact officer	Planned finish
			May 2011 to proceed on issuing consultation documents to general area. Review to include Cornwall Road which was result of a petition and Neptune Road. Neptune Road was originally not included in consultation because of uncertainty surrounding redevelopment of the Travers Perkins site at the time.		
New CPZ - Hatch End – shopping centre	Review of parking in the service roads and off street car park	70	Consultation originally proposed to be carried out in association with the TfL funded Uxbridge Road congestion relief scheme. However because of the borough wide parking review this review has been postponed.	Paul Newman	Jan 2012
New CPZ – Canons Park station area	Review of parking in area generally within the vicinity of the station	70	Stakeholders meeting to be arranged shortly to determine consultation area and options followed by informal consultation. Scheme being progressed in conjunction with S106 funded scheme to review parking around redeveloped former government office site. Funding for implementation of changes in 2012/13 programme. Proposals for double yellow lines at Whitchurch Lane/ Hitchen Lane (private road) to be progressed independently at earliest opportunity.	Paul Newman	May 2012
CPZ zone X – Burnt Oak Broadway review	Review of area CPZ, and double yellow lines at junctions, bends and narrowing's and one way system in Park Way implemented 1 <sup>st</sup> April 2010	20	A review of the scheme to be carried out commencing autumn 2011 in conjunction with S106 funded review of parking around Krishna Avanti School	Paul Newman	Mar 2012
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	40	Programme being developed utilising new procedure. A separate report on the agenda has details.	Paul Newman	Mar 2012

<b>Scheme</b>	<b>Details</b>	<b>£ K</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Forward Drive mini roundabout	Implementation of mini roundabout	35	Scheme programmed for implementation in Jun 2011. Details in main body of report	Barry Philips	Mar 2012
Lorry control strategy	Development of a borough strategy to regulate freight traffic on the road network.	10	Developing a new borough wide lorry controls strategy to be reported to cabinet in November. Funds to implement any changes are included in the LIP 2012/13 programme.	Hanif Islam	Nov 2011

## TfL Capital – Corridors, neighbourhoods and supporting measures

This is the main TfL programme funded by the LIP and is for holistic schemes along key corridors or in neighbourhoods that address issues relating to the smoothing of traffic flow, bus reliability, safety, 20 mph zones, cycling, walking, shared space and removal of clutter. It also includes modal shift initiatives and road safety education including travel plans for schools, hospitals and businesses and travel awareness promotions. The overall formula funded allocation is 1749K.

Scheme	Details	£ k	Status	Contact officer	Planned finish
Petts Hill	Repayment of loan	333	A further loan repayment is required in 2012/13	Hanif Islam	Complete
Belmont Trail	To maximise use of this important green corridor (former railway line) through the urban environment, ongoing improvements will be made including rubbish clearance, signage, ground levelling and planting	33	Further design works on accessibility improvements in progress with ramp from Christchurch Avenue to DDA standards proposed for construction. The Belmont Trail also forms part of a major Scheme bid to TfL in which Harrow is acting as lead organisation for an approximate 31 Km flagship route linking Stanmore to Brentford on the river Thames	Paul Newman	Jan 2012
Stanmore Hill / The Broadway / Marsh Lane / Elm Park	Work continuing to link the four sets of traffic signals along the Stanmore Broadway corridor.	150	New ducts to allow the linking of the signals is currently underway and the project will continue into 2011/12 when design work will be completed and linking of the traffic signals implemented.	Barry Philips	Mar 2012
Honeypot Lane (Queensbury to Kingsbury Circle) – local safety scheme	To address accident hotspots along this corridor and improve pedestrian facilities	103	Design being developed.	Barry Philips	Feb 2012
Shaftesbury Avenue / Roxeth Hill – local safety scheme.	To address accident hotspots along this corridor and improve pedestrian facilities.	70	Design being developed.	Barry Philips	Mar 2012



Scheme	Details	£ k	Status	Contact officer	Planned finish
Harrow Town Centre – local safety scheme	Scheme to reduce the number of personal injury accidents particularly those involving pedestrians and motorcycles.	50	Design being developed.	Barry Philips	Nov 2011
Streatfield Road / Christchurch Lane – local safety and cycling scheme	Scheme is to reduce the number of personal injury accidents along this corridor and improve cycle facilities and access.	105	Design being developed.	Barry Philips	Mar 2012
Marsh Lane – cycle scheme	Minor improvements for cycles to cross Marsh Lane which acts as a barrier. These will enable improved bikeability levels	50	Preliminary design work in progress,	Paul Newman	Jan 2012
Long Elmes / College Avenue / The Avenue cycle scheme	Minor improvements for cycles to cross Long Elmes and High Rd which acts as barriers. These will enable improved bikeability levels	50	Preliminary design work in progress,	Paul Newman	Jan 2012
Common Road / Brookshill cycle scheme	Minor improvements needed to enable improved bikeability levels along predominantly rural type roads.	50	Preliminary design work in progress,	Paul Newman	Jan 2012
Cannon Lane School – 20 mph zone	A 20mph zone is proposed in the area surrounding Cannon 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	60	Consultation with local residents and key stakeholders is underway.	Barry Philips	Sept 2011

Scheme	Details	£ k	Status	Contact officer	Planned finish
	form the proposed 20 mph zone.				
Priestmead School – 20 mph zone	A 20mph zone is proposed in the area surrounding Priestmead 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.	50	Consultation with local residents and key stakeholders is underway.	Barry Philips	Sept 2011
Stanmore Hill – bus accessibility	Works to improve access to bus stops	25	Design being developed.	Hanif Islam	Mar 2012
Edgware Road – bus accessibility	Works to improve access to bus stops	30	Design being developed.	Hanif Islam	Mar 2012
Elm Park Road / Canon Lane – bus accessibility	Works to improve access to bus stops	30	Design being developed.	Hanif Islam	Mar 2012
Pinner Road – bus priority scheme	Works to improve left turn movement of buses onto Station Road from Pinner Road	60	Design being developed.	Barry Philips	Mar 2012
Locket Road – parking review	Increase road width for turning buses	10	Parking controls to be incorporated in statutory consultation for another most appropriate scheme for cost efficiency	Paul Newman	Jan 2012
Rayners Lane – bus priority	Carry on for completion of previous year's approved scheme	40	Under construction on site	Hanif Islam	Dec 2012

<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Electronic bus lane signs	To carry out feasibility study and pilot installation of electronic bus lane signs	10	Feasibility study underway.	Barry Philips	Mar 2012
Disabled parking and dropped kerb programme	Additional requirements necessary to address an increasingly mobility impaired population	35	Ongoing programme of assessing and implementing requests for disabled parking bays and dropped kerbs.	Paul Newman	Mar 2012
Pinner area - study	Cycle facilities and legal loading bays	25	Feasibility study underway.	Paul Newman	Mar 2012
Walking - study	Identifying key pedestrian corridors for future work	15	Feasibility study underway.	Paul Newman	Mar 2012
Future programme development	Identify future work and support ongoing work and for traffic surveys	40	Studies and surveys ongoing	Barry Philips	Mar 2012
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Awaiting status of shopmobility	Hanif Islam	Mar 2012
Pedestrian and cycle safety campaign	Campaigns are being developed to educate and warn vulnerable pedestrians and cyclists of the dangers they can expect to encounter on the boroughs roads.	10	Particular attention is being placed on educating new immigrants to the borough. These groups are unfamiliar with UK road culture and require help with basic pedestrian skills.  A campaign aimed at cyclists and HGV drivers is due to be rolled out across the summer. Accidents involving these two groups are still rare but normal serious or fatal in nature.	Barry Philips	Mar 2012

Scheme	Details	£ k	Status	Contact officer	Planned finish
Adult and Child cycle training	TFL funded cycle training is offered free to children and adults who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough. The spring/summer season sees a huge increase in the demand for courses and 'Cycle Experience Ltd.' continue to provide excellent training for all levels of rider.	98	<p>Level 2 Bikeability training for year 6 students has been offered to every school in the borough. Most schools allow training during core lesson time as part of their School Travel Plan commitment to increase the number of children cycling to school.</p> <p>Additional training continues during school holidays for children who are unable to participate in term time training.</p> <p>Students in years 7 and 8 have also been offered Bikeability level 3 training to increase the number of children cycling to high school.</p> <p>Adult training continues to be popular especially at beginner level.</p>	Barry Philips	Mar 2012
Road safety education	Provision of road safety education in all schools in the borough from nursery to 6th form students.	35	<p>High impact presentations to address problem with congestion outside the school gate. Demand from schools is very high and this will be rolled out through the spring and summer. Promotion of the walk to school ethos, school travel plans and Walk to School Week in May.</p> <p>Participation in the 2011 Harrow Junior Citizen event in June hosted by the Met. Police being arranged.</p> <p>Promotion of educational websites to all students and distribution of targeted resources ongoing.</p>	Barry Philips	Mar 2012

Scheme	Details	£ k	Status	Contact officer	Planned finish
			Road safety theatre in education to reinforce important road safety messages to the vulnerable year 6 students across the borough.		
School support	<p>Walk to School Week - promote and encourage this annual event</p> <p>Walk to School Month - promote and encourage this annual event</p> <p>Walk on Wednesday (WOW) - - promote this annual event</p> <p>Schools newsletter to encourage sustainable school travel planning</p> <p>Small grant funding to support initiatives in school travel plans</p> <p>Theatre in education - Promoting the sustainable transport message</p> <p>School Travel Maps for High Schools to promote, cycling, walking and public transport.</p> <p>Borough wide - Workshops to aid the travel plans completion.</p>	75	<p>Walk to School Week on 16th – 20th May has been supported, resources distributed to 39 schools (about 10,000 pupils)</p> <p>Promotional work to support this event.</p> <p>Resources purchased for Apr, May, Jun and Jul and being ordered for Sep to Dec</p> <p>Newsletters are produced quarterly. Summer newsletter in production.</p> <p>School requests for funding are assessed and approved on a priority basis</p> <p>Theatre in Education shows being organised in Oct (Walk to School Month)</p> <p>A trial map for Salvatorian College has been produced. Further maps to be developed during the summer.</p> <p>3 workshops to be held in Apr/ May 2011, with a further 4 held in Jan/Feb 2012.</p>	Hanif Islam	Mar 2012

Scheme	Details	£ k	Status	Contact officer	Planned finish
	Dr Bike Sessions to be held at primary and high schools to fix pupils, staff and parents bikes. Try Cycling Events to be run at a high school during September and October 2011.		Dr Bike sessions booked at 3 primary schools and 1 high school for summer 2011. Discussions ongoing with 2 schools to run a Try Cycling event in September and October 2011		
School travel plan advisor	Staff funding support	22	A school travel plan officer is in post.	Hanif Islam	Mar 2012
Promoting sustainability	<ul style="list-style-type: none"> <li>• Campaigns</li> <li>• Car Clubs</li> <li>• Bike Week and Cycling promotions</li> <li>• Walking and walking works promotions</li> </ul>	45	<p>Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes.</p> <p>Ongoing programme of promotions for sustainable transport initiatives including smarter driving throughout the year.</p> <p>Organising cycling road show at Under One Sky event</p> <p>Promotion of car clubs via leaflets (in libraries and doctor's surgeries), campaigns and liaison with developers. The aim is to raise awareness of car clubs so people understand the service they can provide. The leaflets and events will point to further information for people to register their interest for a car club in their area, which can be then be considered in the future to enable a positive roll out of bays.</p> <p>A focus is providing information events in the</p>	Hanif Islam	Mar 2012

Scheme	Details	£ k	Status	Contact officer	Planned finish
			town centre and at residents committees in areas where car clubs provide a major advantage. These are some planned for September/October subject to availability of car club operators as we require their assistance and expertise.		
Environment	<ul style="list-style-type: none"> <li>• Air Quality Improvement Program</li> <li>• Promotion of electric vehicle technology and charging points</li> <li>• Awareness campaign and integration with smarter travel</li> </ul>	40	Promotion of air quality, Electric vehicle technology and charging points, car clubs and smarter driving for increased awareness. Supported by TfL Plugged in Places initiative.	Hanif Islam	Mar 2012

### TfL Capital - Area based schemes

These TfL LIP schemes are subject to a separate approvals process and are for shared space projects and public realm improvements such as town centre, station access and streets for people initiatives which are identified in the LIP. There is an allocation of £1122K in 2011/12.

Scheme	Details	£ K	Status	Contact officer	Planned finish
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.	1000	Public consultation is underway with the local community (a separate report is included on the agenda regarding this scheme)	Barry Philips	Jan 2012
Rayners Lane Station Access	Enhance access routes to Rayners Lane station, particularly for pedestrians. This is a WestTrans initiative.	122	The scheme is currently under construction.	Hanif Islam	Summer 2011

### TfL Capital – Local transport fund

This TfL programme is for locally prioritised schemes that accord with the general aims of the LIP. There is an allocation of £100K in 2011/12.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Four schemes proposed	A report on the agenda gives details of the programme of schemes proposed.	100	Awaiting TARSAP recommendation and PH approval at this panel meeting.	Barry Philips	Mar 2012



## **"10/5": The Residents' Solution**

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A common sense solution for safe and  
convenient parking in West Harrow Village

Presented by the West Harrow Residents' Group

18 March 2011

## Contents

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## a) Definitions

"Consultation Paper"	Proposed Parking Controls Consultation & Exhibition Paper – May 2009
"Council"	Community and Environment Services of The London Borough of Harrow
"CPZ"	Controlled Parking Zone
"DYLs"	Double Yellow Lines
"Middle Section"	Area between the two CPZs
"Village"	West Harrow Village
"WHRG"	West Harrow Residents' Group

## b) Background

The Consultation Paper set out the proposals of the Council for residential parking in the CPZs and the introduction of DYLs.

Despite well documented and unprecedented residents' objections to the proposals, the Council authorised the implementation of DYLs as outlined in the Consultation Paper.

Page 2 of the Consultation Paper referred to DYLs as follows:

"We are also taking this opportunity to introduce DYLs at all junctions, bends and pinch points in order to improve visibility for drivers and pedestrians, increase safety and deter obstructive parking, as set out in The Highway Code."

Rule 140 of the Highway Code states:

"Think before you park. DO NOT park your vehicle where it could endanger or inconvenience pedestrians or other road users, for example: within 10 metres (32 feet) of a junction, except in an authorized parking space."

From the Consultation Paper it is abundantly clear that the objective of the Council in introducing DYLs was to improve the safety and convenience of drivers and pedestrians in the Village.

The Council carried out a "Refuse Vehicle Trial" in September 2010 to demonstrate how their largest Refuse Vehicles required 10 metres to manoeuvre with ease at junctions, bends and pinch points and so save time and expense for the Council.

Since the implementation of the DYLs in the Spring of 2010, the Council has stated that the DYLs cannot be reduced by more than six car parking spaces otherwise the manoeuvrability of their large Refuse Vehicles will be impeded.

## c) The various solutions considered

### **i) The "Zero-Zero" Solution**

Please refer to Schedule "A" which demonstrates parking at a crossroad where there are no DYLS. If the area is subject to maximum cars parked it is anticipated that a large vehicle may experience:

- (a) a safe manoeuvre and/or
- (b) readjust by reversing once or twice and/or
- (c) being blocked and having to find an alternative route.

### **ii) The "5/5" Solution**

Please refer to Schedule "B" which demonstrates parking at a crossroad when the DYLS extend five metres. If the area is subject to maximum cars parked it is anticipated that large vehicles may experience:

- (a) a safe manoeuvre and/or
- (b) readjust by reversing once.

### **iii) The "10/5" Solution**

Please refer to Schedule "C" which demonstrates parking at a crossroad where the DYLS extend one side for five metres and the corresponding side for 10 metres. If the area is subject to maximum cars parked it is anticipated that larger vehicles may experience:

- (a) a safe manoeuvre.

### **iv) The "10/10" Solution**

Please refer to Schedule "D" which demonstrates parking at crossroads where the DYLS extend to 10 metres on every corner. This option is currently adopted by the Council in the Village. If the area is subject to maximum cars parked it is anticipated a large vehicle may experience:

- (d) a fast manoeuvre at the junction.

## d) WHRG supports

- 1) The aim of Rule 140 of the Highway Code to make car users park their vehicles where they will not endanger or inconvenience pedestrians or other car users.
- 2) The introduction of DYLS to protect kerbs which have been lowered to help wheelchair users and parents of young children.
- 3) The introduction of DYLS on junctions to deter obstructive car parking.
- 4) The introduction of DYLS to aid the movement of emergency vehicles.

## e) WHRG says

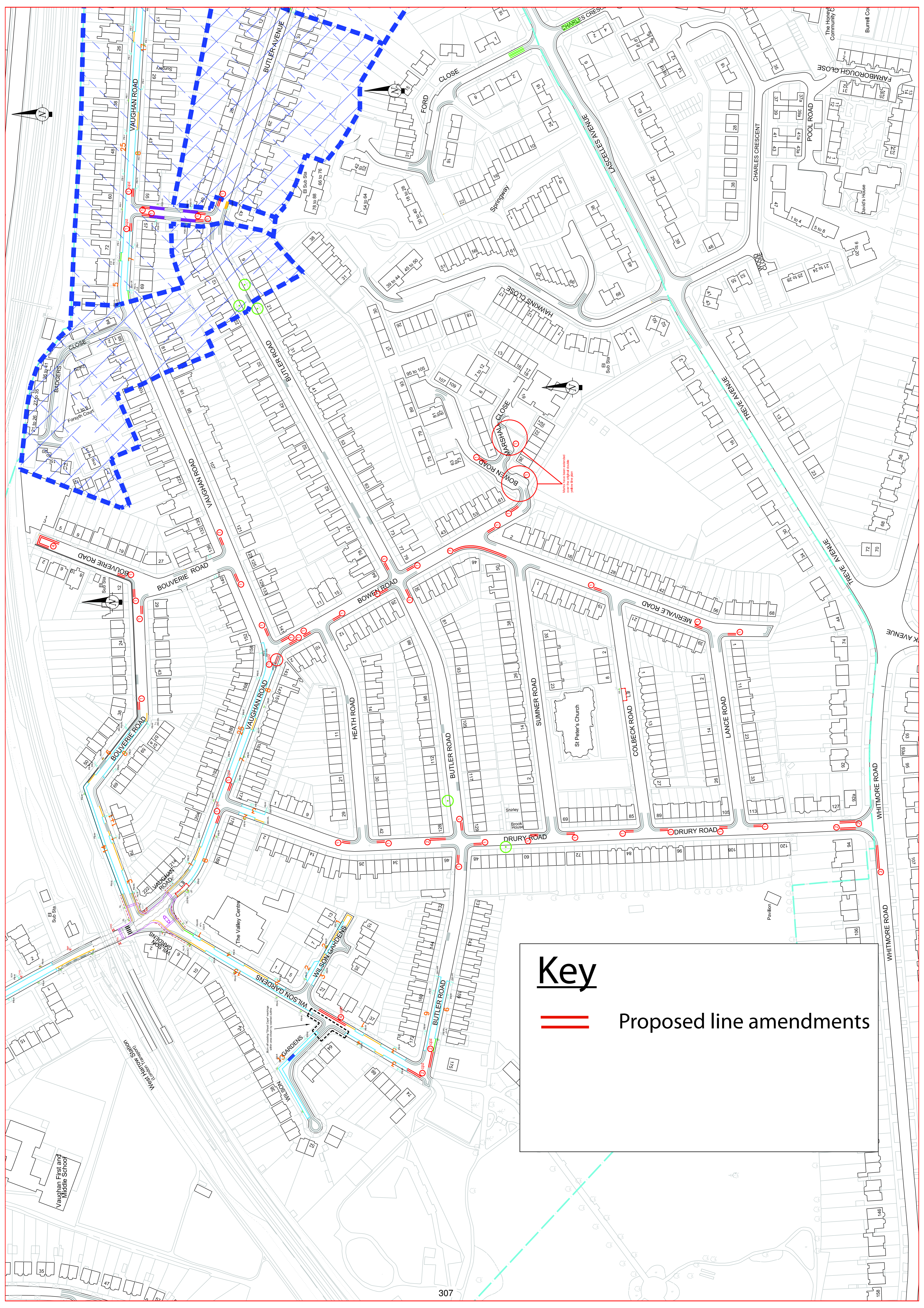
- 1) The Council, by introducing DYLS at the maximum length of 10 metres, failed to consider the increased speed of vehicles due to the greater visibility afforded by the DYLS.
- 2) The Council, by introducing DYLS at the maximum length of 10 metres, simply took too many car parking spaces from the Village. In the evenings and at night, when only residents park, there are just not enough car parking spaces.
- 3) The Council, by introducing DYLS at the maximum length of 10 metres, has caused heated arguments between neighbours when parking and, according to Police statistics, an increase of 350% in reported car crime in the four months following the installation of the CPZ.
- 4) The Refuse Vehicle argument should be dismissed as this was not part of the Consultation Paper which was only to do with the safety and convenience of road users and pedestrians in the Village. The Consultation Paper had nothing to do with the financial viability of the Council and the use of its large Refuse Vehicles.
- 5) Insofar as this argument relates to large emergency vehicles, such as fire engines, it is relevant and of interest to the residents of The Village and must be given serious consideration.
- 6) On the rare occasion of an emergency, The "5/5" Solution would enable fire engines to negotiate junctions in the Village with ease.
- 7) If The "5/5" Solution is adopted it is estimated that at least 110 car parking spaces will be retrieved for residents who live in the Middle Section of the Village.
- 8) If The "10/5" Solution is adopted it is estimated that at least 70 car parking spaces will be retrieved for the residents who live in the Middle Section of the Village.
- 9) If The "10/5" Solution was applied throughout the whole of the Village, then many more car parking spaces would be retrieved.

## f) "10/5": The Residents' Solution


The Council designed the DYLS solely with the aid of a computer software package and ignored all other considerations. WHRG has consulted widely and now proposes The "10/5" Solution - a common sense solution for safe and convenient parking the the Village

WHRG proposes:

- 1) The "10/5" Solution which allows large emergency vehicles such as fire engines to negotiate junctions in the Village with ease.
- 2) The "10/5" Solution which allows adequate visibility for pedestrians and car users but will not give too much visibility which encourages drivers to use excessive speed in the Village.
- 3) The "10/5" Solution which will provide an extra 70 car parking spaces in the Middle Section of the Village and will provide much more additional parking when The 10/5 Solution is applied to the whole of West Harrow Harrow Village, so improving the standard of living of those residents who have a car and need a space to park their car.
- 4) The "10/5" Solution which will assist good relationships between neighbours by avoiding bad parking experiences.
- 5) The "10/5" Solution which will provide a reasonable balance between a safe driving experience and making the Village an attractive place to live.
- 6) The "10/5" Solution as an example of local residents designing local solutions for local problems.



# Key

 Proposed line amendments

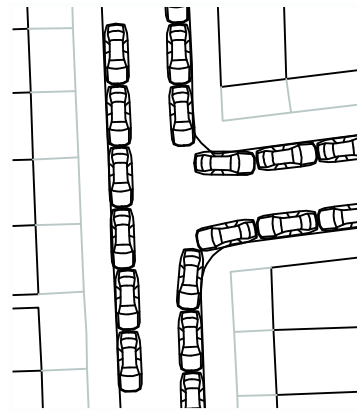
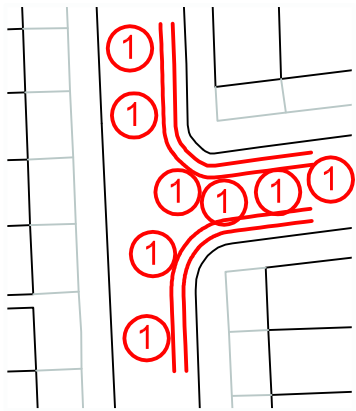
Marks have been removed from the plan

## Schedule "A"

### The 0/0 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a slow and cautious manoeuvre and/or
- (b) readjust by reversing once or twice and/or
- (c) being blocked and having to find an alternative route.



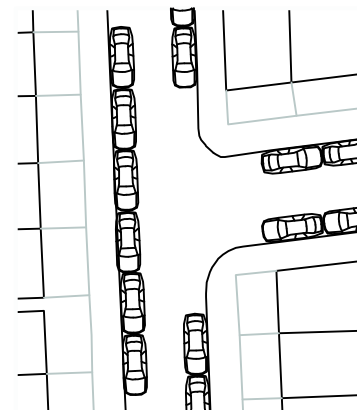
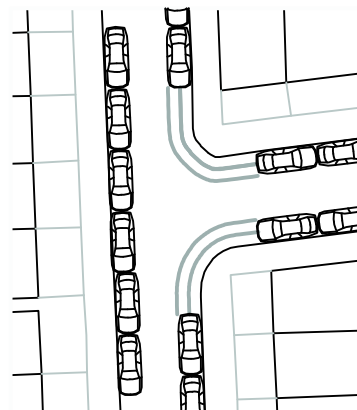
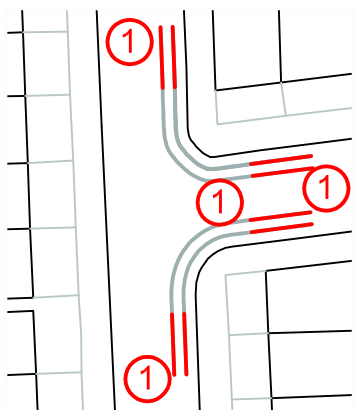
**Before  
Spring 2010**

## Schedule "B"

### The 5/5 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a slow and cautious manoeuvre and/or
- (b) readjust by reversing once.



**Alternative  
Counter  
proposal**

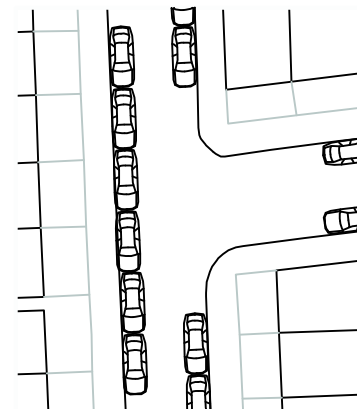
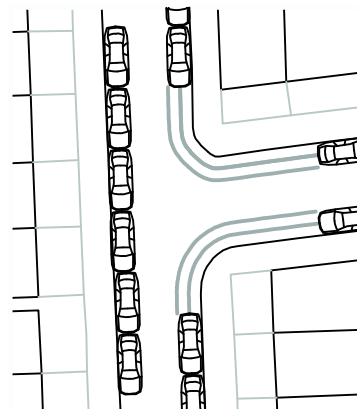
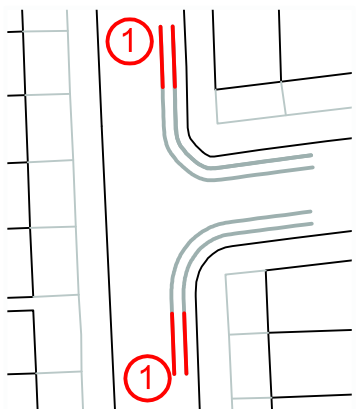
Car parks recovered:  
IN CPZ: ~24  
OUT CPZ: ~86  
TOTAL: ~110

## Schedule "C"

### The 10/5 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a slow and cautious manoeuvre.



**WHRG  
Counter  
proposal**

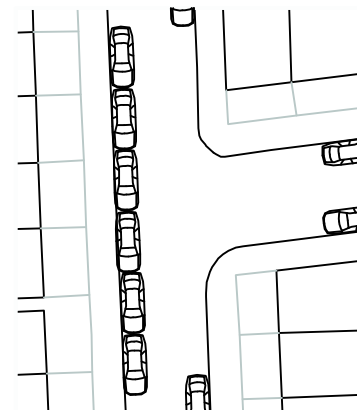
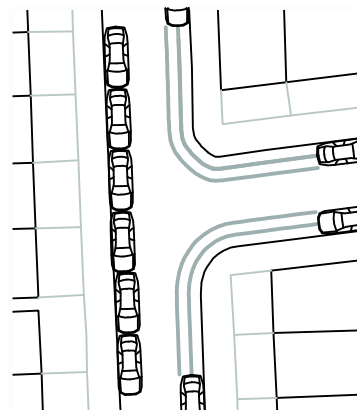
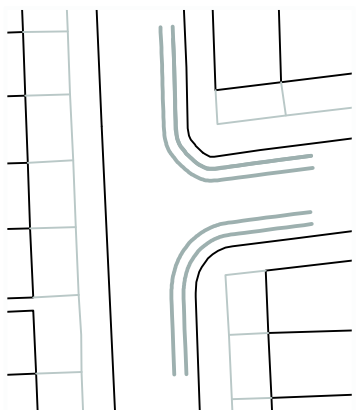
Car parks recovered:  
IN CPZ: 11  
OUT CPZ: 59  
TOTAL: 70

## Schedule "D"

### The 10/10 Option

If the area is subject to maximum cars parked it is anticipated that a large vehicle may exercise:

- (a) a fast manoeuvre at the junction.



**Currently  
adopted by  
the Council**



Paul Newman  
Traffic Department  
London Borough of Harrow  
Harrow Civic Centre

London Fire Brigade is run by the London  
Fire and Emergency Planning Authority

Date 4 May 2011  
Your Ref WHRG 10/5

Dear Paul

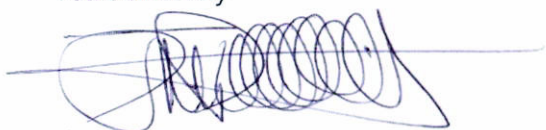
**West Harrow Residents Group Parking Restrictions Proposal**

Following our meeting in West Harrow on Wednesday 20<sup>th</sup> April 2011 where representatives from the Residents Association, Local Authority, Police and Fire Service were in attendance. Along with the Fire Appliance and Crew from Harrow Fire Station a 'walking inspection' of the West Harrow area took place; all of the junctions contained within the Proposal were negotiated by the Appliance to assess access.

As a result of these tests it is my professional opinion that access for fire appliances would be compromised should the proposals be accepted and the existing CPZ be relaxed. On this basis I would object to the proposals put forward by the West Harrow Residents Group.

Please do not hesitate to contact me should you require any further information.

Yours sincerely



**John Doherty MBA. FIFireE**  
Station Manager

Reply to John Doherty  
Direct T 07810 850705  
Direct F n/a  
E john.doherty@london-fire.gov.uk



**Report on West Harrow Residents Group 10/5 Proposal  
Fire Appliance Test**

Wednesday 20th April 2011 1030 - 1230

The test vehicle was a normal sized fire appliance driven by an experienced London Fire Brigade appliance driver in a professional manner.

The test was carried out at walking pace, and all manoeuvres where conducted in slow time.

No emergency warning equipment was used during the test.

Prior to the test being carried out, myself and a colleague walked the proposed test route and placed cones at each location that parking would be allowed under the 10/5 solution.

The test route started from Colbeck Road from outside St Peters Church car park.

- 1) Left turn from Colbeck Road into Merivale Road.  
The appliance was **unable** to turn without hitting the cones. Failed
- 2) Left turn from Bowen Road into Vaughan Road.  
The appliance was **able** to turn without hitting the cones. Successful
- 3) Left turn from Vaughan Road into Drury Road  
The appliance was **able** to turning without hitting the cones. Successful
- 4) Left turn from Drury Road into Heath Road

The appliance was <b>unable</b> to turn without hitting the cones.	Failed
5) Right turn from Heath Road into Bowen Road The appliance was <b>unable</b> to turn without hitting the cones.	Failed
6) Right turn from Bowen Road into Butler Road The appliance was <b>able</b> to turning without hitting the cones.	Successful
7) Left turn from Butler Road into Drury Road The appliance was <b>unable</b> to turn without hitting the cones.	Failed
8) Left turn from Drury Road into Sumner Road The appliance was <b>able</b> to turning without hitting the cones.	Successful
9) Left Turn from Sumner Road into Merivale Road/Bowen Road The appliance was <b>unable</b> to turn without hitting the cones.	Failed

These results show that there were 5 failed turns and 4 successful turns during the test.

From the West Harrow Residents Group 10/5 solution plan, this appears to remove approximately 9 parking places from their total projected gains, however I believe that the argument has always been to have a consistent scheme across the entire West Harrow area, therefore by cherry picking the successful turns and introducing the 10/5 solution but ignoring the failed turns, leaving the present double yellow lines in situ, this consistent approach argument is ignored and discarded.

There were other difficulties around the route, a large rigid UPS delivery van was unable to negotiate the right turn from Bowen Road into Butler Road due to parked vehicles and our cones, and a car (1) turning left from Butler Road into Bowen Road was unable to complete the manoeuvre due to our cones as a car (2) travelling south in Bowen Road approaching the crossroads junction, Vehicle 1 had to give way to vehicle 2 by stopping on the apex of the junction, blocking it almost completely.

There is also the issue of larger vehicles needing access to the area and being unable due to parked vehicles. Local authority refuse vehicles, larger rigid delivery vehicles and larger emergency service vehicles, a London Fire Brigade hose layer and an elevated platform were examples mentioned during the test. From the results of the test the 10/5 solution would clearly not work for these types of vehicles.

The Highway Code is very precise concerning where to and where not to stop or park. It states "**DO NOT** stop or park anywhere you would prevent access for Emergency Services"  
It also states "**DO NOT** stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"

Therefore in conclusion, I have to say that the test was a failure and the 10/5 solution is not viable or workable in its present form.

However that is not to say that there is not room for some relaxation of the double yellow lines to allow some more parking for the residents in the "village", such as in the lay-bys at Marshall Close, the Cul de sac section of Bouverie Road, the Cul de sac

section of Merivale Road at its junction with Lance Road and in Bowen Road between  
Heath Road and Vaughan Road outside nos. 4,-6.

Neil Corfield  
PC 848TD  
North West Traffic Management Unit

4th May 2011