Traffic and Road Safety Advisory Panel AGENDA

DATE: Thursday 29 November 2012

TIME: 7.30 pm

VENUE: Committee Rooms 1 & 2, Harrow Civic Centre

MEMBERSHIP (Quorum 3)

Chairman: Councillor Mrinal Choudhury

Councillors:

Ajay Maru Jerry Miles (VC) David Perry Susan Hall Mrs Vina Mithani John Nickolay

Advisers:

Mr A Blann Mr L Gray Mr A Wood

Reserve Members:

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

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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 <u>whole</u> 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 disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Panel;
- (b) all other Members present.

3. MINUTES (Pages 1 - 16)

That the minutes of the meeting held on 3 October 2012 be taken as read and signed as a correct record.

4. PUBLIC QUESTIONS

To receive questions (if any) from local residents or organisations under the provisions of Executive Procedure Rule 51 (Part 4D of the Constitution).

5. PETITIONS

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

6. DEPUTATIONS

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

7. INFORMATION REPORT: PETITIONS RELATING TO 1. WEALD SCHOOL -OBJECTION TO 20 MPH ZONE 2. PARKING IN SOUTHBOURNE CLOSE RAYNERS LANE 3. OBJECTION TO PARKING PROPOSALS CHURCH STREET, PINNER (Pages 17 - 30)

Report of the Corporate Director of Environment and Enterprise.

8. PINNER ROAD/COUNTY ROADS CONTROLLED PARKING ZONE - PROPOSED PHASE 2 EXTENSION (Pages 31 - 74) Report of the Corporate Director of Environment and Enterprise.

9. CANONS PARK AREA PARKING REVIEW STATUTORY CONSULTATION (Pages 75 - 168)

Report of the Corporate Director of Environment and Enterprise.

10. TRANSPORT PROGRAMME ENTRY PROCEDURE (Pages 169 - 210)

Report of the Corporate Director of Environment and Enterprise.

11. INFORMATION REPORT: TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 211 - 240)

Report of the Corporate Director of Environment and Enterprise.

12. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL



TRAFFIC AND ROAD SAFETY ADVISORY PANEL



3 OCTOBER 2012

Chairman:	Councillor Mrinal Choudhury		
Councillors:	* Susan Hall* Ajay Maru* Jerry Miles	* Mrs Vina Mithani* John Nickolay* David Perry	
Advisers:	† Mr A Blann * Mr L Gray	* Mr A Wood	
In attendance: (Councillors)	Stephen Greek Joyce Nickolay Christopher Noyce Bill Phillips	Minute 142 Minute 139 Minute 139 Minute 140	

* Denotes Member present

† Denotes apologies received

132. Attendance by Reserve Members

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

In accordance with Executive Procedure Rule 40.1-part 4D of the Constitution, the Panel agreed that the following Members could speak at the meeting:

Councillor Stephen Greek, Councillor Joyce Nickolay, Councillor Christopher Noyce and Councillor Bill Phillips.

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133. Declarations of Interest

RESOLVED: To note that the following interests were declared:

<u>Agenda Item 7 and 8 – Petitions Report; Burnt Oak Broadway Controlled</u> <u>Parking Zone Review – Results of Statutory Consultation</u>

Councillor Susan Hall declared a non-pecuniary interest in that she sat on the Board of the London Fire Brigade and was Ward Councillor for Hatch End. She would remain in the room whilst the matter was considered and voted upon.

<u>Agenda Item 8 – Burnt Oak Broadway Controlled Parking Zone Review –</u> <u>Results of Statutory Consultation</u>

Councillor Mrinal Choudhury declared a non-pecuniary interest in that he was a Local Authority appointed governor at Elmgrove Primary and Nursery School and Ward Councillor for Burnt Oak. He would remain in the room whilst the matter was considered and voted upon.

Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was Ward Councillor for Kenton West. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 11 – Traffic and Parking Schemes Programme Update

Councillor Stephen Greek declared a non-pecuniary interest in that he was a Local Authority appointed governor at Weald Infant and Junior Schools. He would remain in the room whilst the matter was considered and voted upon.

134. Minutes

RESOLVED: That the minutes of the meeting held on 21 June 2012 be taken as read and signed as a correct record.

135. Public Questions

RESOLVED: To note that the following public questions were received:

1.

Questioner:	Mr	Michael	Rosenfeld,	Chairman,	Gayton	Road
	Management Company					

- Asked of: Councillor Mrinal Choudhury, Chairman of the Traffic and Road Safety Advisory Panel
- Question: 'In preparing a report for this meeting of the Traffic and Road Safety Advisory Panel on the petition presented to the June meeting of the Panel asking for parking restrictions to be imposed by Harrow Council on the Knowles Court access road, has any officer of the

Council visited the site and seen the parking problem that now exists in order to prepare the report? The tone of the report seems remarkably complacent.'

- Answer Thank you for your question. I can confirm that the (provided by the officer has visited the site on several occasions and is aware of the parking problems that exist. The report is Chairman): designed to bring the facts to this panel so that we are aware of the local concern and therefore the tone may appear business like. I can assure you that the panel does take parking issues very seriously, however, I must point out that unfortunately there are very large number of other roads across the borough with similar problems that also need to be considered. When this panel next considers the priorities for funding in next year's programme of works, officers will take into consideration the very valid concerns that have been raised.
- **Supplementary Question:** Are the Panel prepared for the embarrassment and the loss of reputation that will be caused to the Council if a death were to occur as a result of emergency vehicles not being able to gain access to the flats due because of displaced parking caused by the parking restrictions imposed in Gayton Road by the Council?

Answer (provided by the Chairman): The Council is obliged to follow a set procedure and carry out consultations and ensure funds are available before parking restrictions can be implemented in an area. These streets will be considered for parking controls in early 2013. Please note that further clarification will be provided about this issue by officers under agenda item 7, the petitions report.

- 2.
- Questioner: Ann Freeman

Asked of: Councillor Mrinal Choudhury, Chairman of the Traffic and Road Safety Advisory Panel

- Question: 'Concerning Item 2.27 of the Information Report and the decision to allow one side of Devonshire Road to be in the extended Controlled Parking Zone (CPZ) and not the other although the majority count was against joining the CPZ, is it legal under Harrow Council rules to change the terms of a consultation after it is closed?'
- Answer (provided by the Chairman): Thank you for your question. In September 2011 officers, Ward Councillors, members of this panel and the Portfolio Holder for Community and Environment considered the results of the public consultation on whether residents supported a CPZ in their road.

The results in the Northern section of Devonshire Road showed strong support for a CPZ on the eastern side but not on the western side. The decision also took into account the supplementary question about whether residents might wish to change their mind if an adjoining road decided to support a CPZ and the comments expressed in consultation responses. At the time of drafting the questionnaire, opposing views on opposite sides of the road could not be foreseen.

The Council wishes to support the majority views of residents and this is why the decision to progress free parking bays to statutory consultation was taken, which means effectively that there is no change on the western side of Devonshire Road.

The terms of the consultation have not changed, however, because a statutory consultation has been advertised, it is not now possible to simply implement different arrangements on the western side of Devonshire Road because residents have changed their views. The Council does not have unlimited funds to keep re-consulting in one area. I am mindful that there are many areas of the borough, some reported to the panel at this meeting, who have yet to have any consultation on parking controls.

To make any changes to the western side of Devonshire Road would require a new statutory consultation. As the officers have stated in paragraph 2.32 of the petitions report to this meeting, this will be taken into account at the November meeting of the panel.

Supplementary Question: The consultation document did not specify Eastern and Western side of Devonshire Road. Did you take into consideration the fact that the majority of those who responded to the consultation, 6 respondees and not 5 as indicated in your consultation results, stated that they were against the Controlled Parking Zone being extended to Devonshire Road?

Answer (provided by an officer): All responses to the consultation, the supplementary consultation question and comments were taken into consideration. In drafting the consultation questionnaire, officers could not have foreseen the polarisation of views of residents of Devonshire Road. Detailed results of the consultation could not be presented to the Panel due to data protection issues. The results were collated and meetings held with the local Ward Councillors, who were in agreement with officers' view that the western side of Devonshire Road not be included in the CPZ. This issue

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will be reconsidered at the November meeting of the Panel.

136. Petitions

RESOLVED: To note the receipt of the following petition which was referred to the Divisional Director of Environmental Services for consideration:

Petition from the residents of Southbourne Close, Pinner, containing 19 signatures, with the following terms of reference:

"We, the residents of Southbourne Close, Pinner, request that the Council provide Parking controls in Southbourne Close to ensure clear access at all times into and to the end of the close. This is required because of inconsiderate parking by non-residents who have often prevented refuse vehicles getting down the close to empty bins and furthermore, potentially more serious, causing an impediment to emergency vehicles when needed."

137. Deputations

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

RECOMMENDED ITEMS

138. Burnt Oak Broadway Controlled Parking Zone Review - Results of Statutory Consultation

The Panel received a report of the Interim Corporate Director, Environmental Services, which outlined the proposed changes to the existing Controlled Parking Zones (CPZ) in the Burnt Oak Broadway area. An officer advised that the report provided results of the statutory consultation and the review of the measures implemented in the area in 2011. The proposed recommendations reflected the majority views of the consultation responses. He stated that the key elements of the proposals were as follows:

- CPZ X would now be extended to the remaining section of The Chase;
- double yellow lines would be extended to junctions to alleviate access problems;
- following surveys to monitor traffic flow on the side roads off Burnt Oak Broadway, double yellow lines (DYLs) on one side, parking restrictions to allow loading at busy times, with pay and display (P&D) during the rest of the day are being proposed;
- comments from residents in the vicinity of the Krishna Avanti School (KAS) had been taken into consideration and section 106 monies would be available to review parking in the area surrounding the school. Recently granted planning permission would allow the school to increase its pupil intake annually which was likely to impact on the

volume of traffic in the area. A 20 mph scheme largely following the Burnt Oak CPZ area was currently under consideration funded by TfL.

Following questions and comments from Members of the Panel, an officer advised that:

- the potential impact of large sporting events being held at the Hive Football Centre was being evaluated and proposals were being formulated to deal with this. He added that event day parking schemes such as the one in operation at Wembley Stadium had high ongoing maintenance costs. Although these costs were funded by contributions from Wembley stadium, this would not be possible for the Hive as it was unlikely that it would be commercially viable to do so. Officers were considering options that used a conventional CPZ scheme in the area and discussions about this were ongoing;
- the Canons Park area parking schemes should not be delayed while plans relating to the Hive were being finalised as this would disadvantage residents were seeking relief from parking problems currently. The parking schemes proposed could be extended to include the Hive at a later date. Timescales for implementation would depend on whether the parking schemes or the proposals for funding for The Hive were finalised first;
- A reduction in the number of vehicles parked in the Burnt Oak CPZ had lead to the perception that vehicle speeds in surrounding streets had increased, which was partly the reason for the proposed 20 mph zone in the vicinity of the KAS. This would help lower vehicle speeds and improve pedestrian safety in the area. £60k funding from TfL for this project had been agreed at the June panel meeting and the proposed 20 mph zone and it was noted that this was not a departure from current council policy. The Council was working to promote a modal shift in the borough by encouraging more cycling and walking amongst residents. This policy was also in keeping with the Mayor's transport strategy.

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

That parking schemes be implemented as set out below:

- 1. The Chase from Columbia Avenue to Oakleigh Avenue be included in the CPZ as advertised;
- Columbia Avenue between Burnt Oak Broadway and Vancouver Road – the two existing south westerly Pay and Display (P&D) parking bays be converted to Shared Use P&D / Resident Permit parking bays, the other two bays remain only P&D as advertised;
- 3. Oakleigh Avenue and The Highlands at their junction with Burnt Oak Broadway – the existing loading bays be removed, double yellow lines

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be installed and the existing P&D bays opposite be converted to allow morning peak time loading while retaining P&D for shoppers etc as advertised;

- 4. Axholme Avenue, Broomgrove Gardens, Orchard Grove the existing double yellow lines be extended by 5 metres on the southwestern side of each road at its junction with Oakleigh Avenue as advertised;
- 5. Camrose Avenue the existing double yellow line on southeast side be extended by approximately 10.0m northeast as advertised;
- 6. residents within the consultation areas be informed of this decision;
- 7. the Service Manager Traffic and Highway Network Management be authorised to make minor amendments where required for technical or practical reasons.

Reason for Recommendation: To control parking in the existing Burnt Oak Broadway CPZ – Zone X as detailed in the report. The measures are in direct response to resident and business requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

139. Rayners Lane Controlled Parking Zone review (specified roads) -Results of Statutory Consultation

The Panel received a report of the Interim Corporate Director, Environmental Services which set out how parking concerns raised by local residents and traders in the Rayners Lane area were being addressed. An officer advised that:

- the programme for statutory consultation regarding reviewing sections of some roads had been agreed at a previous meeting of the Panel;
- there was now majority support among the residents of Central Avenue in Rayners Lane for inclusion in the existing Controlled Parking Zone (CPZ);
- following a petition submitted to the Panel in 2011, Alfriston Avenue and Fernbrook Drive had been re-consulted and traffic flow and parking in these streets had been monitored. Subsequently, Alfriston Avenue was now recommended for inclusion in the scheme but Fernbrook Drive had been omitted;
- officers had met with the residents of High Worple, Newlyn Gardens, Raynton Close, Trescoe Gardens and Waverley Road and carried out a statutory consultation. Although the consultation had a low response rate, the results demonstrated that residents were in agreement with the revised proposals;

• residents of Southbourne Close had raised concerns regarding obstructive parking and this issue was dealt with under the Petitions report in agenda item 7.

A Member stated that following site visits by Members and officers to Southbourne Close, residents had indicated that some of them wanted the existing double yellow lines (DYLs) removed and new DYLs implemented in other areas. Refuse vehicles had experienced difficulty in gaining access to Southbourne Close on four separate occasions this year, and on several other occasions had only managed to gain access on the second or third attempt during the same day. He added that he had concerns about access for emergency vehicles and proposed an amendment to the officer recommendation. This motion was seconded and unanimously agreed by the Panel as set out in paragraphs (g) and (h) below:

'(g) the officers are instructed to review the yellow lining for Southbourne Close to enable refuse and emergency vehicles to gain access;

(h) the officers reconsider the double yellow lines around the two islands in Waverley Road to allow for some parking to be reinstated without affecting road safety.'

A Member, who was not a member of the Panel, stated that he had previously been Ward Councillor for Southbourne Close and knew it to be a very narrow road. He was in agreement with the recommendations in the report and was pleased that DYLs would be implemented in the five Closes in question.

Another Member, who was not a member of the Panel, thanked officers for taking on board comments and feedback from residents. The roads in question were access roads with little through traffic. The Member asked for double yellow lines around an island at the junction of Waverley Road with Yeading Avenue to be considered for modification along the lines applied to another island at the junction of Lynton Road with Newquay Crescent.

A Member of the Panel stated that there was a second island in Waverley Road at the junction with Spinnells Road, and asked for similar action to be taken there as well.

An officer stated that with regard to the proposed amendment in paragraph (h), officers would take into consideration the geometry, width, access, sightlines in Waverley Road when reaching a decision about the double yellow lines around the two islands.

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

That

1. an extension to the existing CPZ – Zone L be introduced in the roads and extents as shown in **Appendix E**, as set out in the report of the Divisional Director Environmental Services:

- Central Avenue Junction with Hillcroft Avenue to junction with Church Avenue
- Alfriston Avenue 55 Alfriston Avenue to the junction with Fernbrook Drive
- 2. residents and businesses within the new CPZ be informed of the details of how to obtain resident, business or visitor permits;
- 3. double yellow lines be introduced at junctions, bends and pinch points as shown in **Appendix F**, as set out in the report of the Divisional Director Environmental Services:
 - Raynton Close
 - Trescoe Gardens
 - Waverley Road
 - Newlyn Gardens
 - High Worple
- 4. the proposed extension of the controlled parking zone in Fernbrook Drive **not** be included within the extension as detailed in **Appendix A**, as set out in the report of the Divisional Director Environmental Services;
- the Service Manager Traffic & Highway Network Management be authorised to take all necessary steps to implement the scheme shown in Appendix E and F, as set out in the report of the Divisional Director Environmental Services, subject to all recommendations of the Panel;
- 6. all objectors, residents and businesses at addresses within the consultation area be informed of the final decision;
- 7. the officers be instructed to review the yellow lining for Southbourne Close to enable refuse and emergency vehicles to gain access;
- 8. the officers reconsider the double yellow lines around the two islands in Waverley Road to allow for some parking to be reinstated without affecting road safety.

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

RESOLVED ITEMS

140. Information Report - Petitions relating to: 1.Cymberline Court, Knowles Court, Line Court, Charville Court Gayton Road Harrow - Request for double yellow lines 2.Westfield Park, Hatch End - Concern about parking 3.Dudley Gardens - Request for road widening and parking review 4.Whitchurch Gardens DYL- Objection (Canons Park Station Parking review) 5.Pinner Road and County Roads - Western side of Devonshire

Road to be included in the CPZ extension. 6.Pinner Road and County Roads - Objection to the

The Panel received a report of the Interim Corporate Director, Environmental Services which set out details of the petitions that had been received since the last meeting of the Panel and provided details of the Council's investigations and findings where these had been undertaken.

Officers made the following points about the petitions listed below:

Cymbeline Court, Knowles Court, Line Court, Charville Court Gayton Road Harrow

- residents had requested that parking controls be introduced in the above streets, which were adjacent to the existing zone E CPZ;
- officers had carried out a thorough investigation as to why Gayton Road had been omitted from the existing zone E CPZ, but had been unable to identify any reasons for this omission;
- local Ward Councillors had been contacted and discussions had focused on the possibility of funds from the Neighbourhood Investment Scheme (NIS), where £10k was allocated to each ward. This could be used to fund the extension of the existing CPZ to this road and the feasibility of doing this would be confirmed shortly.

A Member stated that if Gayton Road had been omitted from the CPZ due to an oversight by the Council, then it was the Council's responsibility to rectify the situation and requested that this issue be considered at the November meeting of the Panel. Another Member agreed with this, and added that she was concerned about lack of access for emergency vehicles.

A Member, who was not a member of the Panel, made the following points:

- meter parking in the streets adjacent to Gayton Road cost 50 pence for 10 minutes. This led to motorists to park in the access road off Gayton Road, which was currently free of any parking controls;
- Gayton Road, which provided access to 4 blocks of flats, was a narrow access road;
- the residents of the last block of flats were mainly over 60 years of age and there was a higher incidence of emergency vehicles being called to this block. When there was a high volume of cars parked on this road, the only way for emergency vehicles to gain access to this block would be by mounting the pavement;
- if this road had been omitted from the existing CPZ due to an error by the Council, then the Council should take prompt measures to rectify the situation;

• he hoped that it would be possible to allocate NIS funds to deal with this.

An officer stated that this road was not part of the current programme of works, however, it may be possible to fund this with NIS funds. Officers would need to meet residents and other local stakeholders and agree draft proposals and timescales before progressing to the statutory consultation stage.

Following questions and comments from Members of the Panel, an officer stated that NIS funds could only be used for capital expenditure. Streets and highways were considered assets and any improvements to assets were considered capital expenditure. This would include the associated costs of the consultation process. Therefore, the cost of extending the scheme to Gayton Road would be deemed a capital expenditure.

Westfield Park Hatch End – Petition regarding concerns about parking

- the Panel, in agreement with the Portfolio Holder for Environment and Enterprise, had agreed to carry out further consultation on proposals to introduce parking charges in the Grimsdyke Car Park and the service roads along Uxbridge Road;
- traffic officers would meet with the relevant Ward Councillors, residents, traders later in the week and report back at the November meeting of the Panel.

Following questions and comments from Members of the Panel, an officer advised that all parking projects were agreed annually at the February meeting of the Panel, when Members recommended how much money should be allocated to each project.

Dudley Gardens – Request for road widening and parking review

- the petition stated that the carriageway of Dudley Gardens be widened to allow refuse and emergency vehicles to get through;
- parking restrictions were introduced mainly on one side of the road in a bid to make the road accessible to refuse collection vehicles and to discourage non-resident parking.

Whitchurch Gardens Canons Park - objection to double yellow lines

- the petition objected to the double yellow lines as this would reduce parking spaces;
- analysis of objections and comments raised by residents and in the public consultation would be presented to the November Panel meeting for consideration.

Devonshire Road off Pinner Road - Objection to statutory consultation for exclusion from CPZ in western section of road

- the petition from residents of the western side of Devonshire Road requested that their side of the road now be included in the CPZ;
- following receipt of the petition, a public consultation was carried out during the summer of 2012;
- the results of the statutory consultation would be presented to the November meeting of the Panel.

Devonshire Road off Pinner Road - Objection to statutory consultation for introducing passing places in CPZ

- a second petition from 37 households in Devonshire Road objected to the 5 passing places in Devonshire Road due to the proposed extension of the Pinner Road CPZ and the associated loss of parking spaces;
- the results of the statutory consultation would be presented to the November meeting of the Panel.

RESOLVED: That the report be noted.

141. Information Report: Network Management Duty 2011/12

The Panel received a report of the Interim Corporate Director, Environmental Services which set out the performance of the highway network since the introduction of additional regulatory powers under the Traffic Management Act (TMA), which aimed to control street works and other activities such as Fixed Penalty Notices (FPNs).

An officer reported that the Council had been successfully managing its Network Management Duty as set out under the TMA. He advised that:

- there had been significant improvement in average journey times, particularly in bus journey times during peak periods, which were a good indicator of congestion and traffic flow;
- there had been a slight drop in the performance of the Council's works in comparison to works carried out by utility companies, but this was not a significant cause for concern as this coincided with the highways contract renewal process, which had resulted in a drop in performance;
- there had been an initial increase in the use of FPNs against contractors who had not complied with their permits and a subsequent decline as compliance improved, showing that the use of FPNs was proving successful;

• the Council operated a systematic inspection regime after utilities works had been completed by contractors to ensure that the quality of reinstatements was satisfactory.

Following feedback from a Member of the Panel regarding the poor condition of Christchurch Avenue after completion of recent works, an officer undertook to look into this.

RESOLVED: That the report be noted.

142. Information Report: Traffic and Parking Schemes Programme update

The Panel received a report of the Interim Corporate Director, Environmental Services which provided an update on the progress with delivering the 2012/13 programme of traffic and parking schemes, including schemes funded by Transport for London (TfL).

An officer made the following points about the schemes listed below:

<u>Stanmore - linking of traffic signals in Stanmore Hill / the Broadway / Elm Park</u> / Marsh Lane / pelican crossing outside Sainsbury's

• the scheme was progressing well and TfL had begun installing new signalling equipment which would enable the linking of signal controllers. Once this was operational, officers would evaluate the feasibility of introducing an all red pedestrian phase without adversely affecting traffic flow in the area.

20mph zone programme 2012/13

- the aim of this was to improve walking and cycling and create a safer environment by reducing congestion, accidents and vehicle speeds, particularly around local schools.
- Elmgrove School, Bacon Lane (Krishna Avanti School) & Weald School
 20mph zone

Elmgrove School

• consultation results showed that 89% of respondents were in favour of the scheme and the scheme would move forward to implementation.

Bacon Lane (Krishna Avanti School)

• consultation results showed that 89% of respondents were in favour of the scheme and the scheme would move forward to implementation.

Weald School

• a petition from 72 households in Chestnut Drive and Weald Rise objecting to speed cushions and the proposed one-way section in

Robin Hood Drive had been received. The cushions were deemed to increase traffic noise. Proposals to make the road one-way had not been supported. Officers had discussed the petition with the Portfolio Holder for Environment and Community Safety and agreed that the 20 mph scheme would advance to statutory consultation;

- a majority of residents of The Avenue had been in favour of being included within the proposed 20 mph zone and officers would be liaising with residents about including the Avenue within the zone during the statutory consultation process.
- there was majority support for the double yellow line proposals in Elms Road, Wilsmere Drive, White Gate Gardens and Wynchgate and these would be taken forward to statutory consultation.

A Member, who was not a member of the Panel, made the following points:

- he was pleased that the petition had been considered and hoped that officers and the Panel would take its contents into consideration along with the consultation results for Chestnut Drive and Weald Rise, as these roads were directly affected by the proposals;
- 80% of the residents in these streets had been in touch with local Ward Councillors and given feedback about local traffic and parking related issues;
- some residents felt that speeding was not currently an issue and therefore residents did not feel speed cushions were necessary. The current arrangements worked well and should be maintained;
- 15 residents of The Avenue were in favour of being included in the proposed 20 mph zone. The statutory consultation should separate out questions regarding the speed limit and the introduction of speed cushions;
- there was a strong feeling amongst residents and the school that there should be targeted enforcement of existing parking restrictions at peak times and residents had requested that officers monitor this;
- he thanked officers for engaging with residents and taking their views on board.

Following questions and comments from Panel Members, an officer stated that:

- officers had raised concerns about enforcement at a recent traffic liaison meeting and parking enforcement officers had been made aware of the issues;
- the Portfolio Holder for Environment and Community Safety had been informed that not every signatory to the petition had been opposed to the 20 mph scheme;

- officers hoped to minimise the impact of speed cushions and the consultation documents had clearly set out the advantages and disadvantages of implementing these;
- speed surveys had been carried out in the area by an independent consultant and the value of introducing either speed humps, speed cushions or platforms had been evaluated;
- residents of The Avenue would be consulted about being included within a 20 mph zone and the petition would be reported at the next meeting of the Panel;
- with regard to the proposed Old Redding LSS the possibility of both horizontal and vertical deflections being introduced would be considered within the design;
- officers would not advocate the use of rumble strips in these areas, as these were more effective in rural areas;
- officers would look carefully at the siting of any vertical deflections as part of this scheme.
- a proposed pedestrian and cycle safety campaign would be consulted on shortly and the campaign would target teenagers. The artwork for the poster campaign was being finalised;
- the promotion of adult and child cycle training was being publicised on the council's website and posters had been circulated to schools, libraries and community notice boards;

With regard to the remaining schemes, an officer reported that:

- the St Ann's Road town centre projects is currently at design stage and expected to begin implementation in early 2013. This project would see the continuation of the granite paving from Station Road along the length of St Ann's Road together with new lighting, trees and benches and removal of excess street clutter.
- the Kymberley Road project is also at design stage. The aim was to increase capacity at the bus station by creating additional bus standing spaces on street and better pedestrian and cycle routes between the west of town to St Ann's Road and the stations.;
- car park indicator signs in the town centre, which would give motorists real-time information about parking spaces available in the town centre car parks, was under discussion as was the introduction of Legible London signs.

• these projects were being funded through Harrow's Capital programme, Transport for London's outer London Fund and some Section 106 monies from the Neptune Point development if approved.

RESOLVED: That the report be noted.

143. Any Other Urgent Business

In accordance with the Local Government (Access to Information) Act 1985, the following items were included late on the agenda due to concerns relating to the health and safety of motorists, pedestrians and public transport users:

An adviser to the Panel stated that:

- the double yellow lines outside the Old Etonian restaurant on the High Street on Harrow on the Hill allowed loading. This meant that there could be no disabled parking during loading times. He had recently witnessed buses having to either try to manoeuvre through a narrow gap or having to reverse due to loading outside the restaurant. This section of DYLs should be designated no loading and be implemented as a matter of urgency to ensure free flow of traffic and access to emergency vehicles;
- many street signs in Harrow were obscured by foliage, which should be trimmed back.

Members of the Panel stated that:

- officers had informed a panel member that some signs had been reduced to reduce street clutter. There was a sign 100 yards along High Worple, off Alexandra Avenue, which referred to parking restrictions between 6.30-8.30 pm. However, the Rayners Lane Controlled Parking Zone operated between 10.00-11.00 am. This was causing confusion amongst motorists. Additionally, the cycle lanes in this area were clearly visible and the signs referring to these could be removed;
- there were a number of redundant signs on Petts Hill which caused confusion to motorists and should also be removed.

Officers undertook to look into the above issues.

RESOLVED: That the comments be noted.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.37 pm).

(Signed) COUNCILLOR MRINAL CHOUDHURY Chairman

REPORT FOR:	
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Traffic and Road Safety Advisory Panel

Date of Meeting:	29 th November 2012
Subject:	INFORMATION REPORT Petitions relating to:
	 Weald School – objection to 20 mph zone
	 Parking in Southbourne Close Rayners Lane
	 Objection to parking proposals Church Street, Pinner
Responsible Officer:	Caroline Bruce - Corporate Director, Environment & Enterprise
Exempt:	No
Enclosures:	Appendix A - Weald School, plan of revised measures
	Appendix B - Southbourne Close, existing waiting restrictions
	Appendix C – High Street, Pinner parking proposals



Section 1 – Summary

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

Weald School - Objection to 20 mph zone

- 2.1 A petition was sent to the council by a local resident of Chestnut Drive. The petition contained 75 signatures and states:
 - 1. "Whilst overall we are not against a proposed 20 mph zone (sings at the beginning of both streets will remind drivers that they should pay more attention to pedestrians and reduce their speed (if required), we are not in favour of speed humps. Speed humps could cause "weaving", thus creating additional hazards. Also they do not necessarily slow down most of standard cars (saloons and estate cars), and 4x4's and van's speed is not affected by humps at all.

There is no speeding issue on both Chestnut Drive and Weald Rise. During the school-run hours, when the road is merely congested, you can only drive at 10-15 mph speed. These two streets are not "through" roads, they are short and only used by resident's delivery vehicles and parents bringing their kids to school. Excessive speeds in these roads are almost impossible during school-run hours and rarely possible outside school hours because of parked cars.

One resident even mentioned that he has lived here for 70 years now and no traffic incident occurred at all within this period. This confirms that both streets have a very good safety record.

Speed humps will only be an irritant to residents, creating unnecessary noise in these streets which are very quiet outside school-run hours.

The proposed raised table with tactile paving outside the school could create a hazard as children will see it as an extension to the footway.

2. We are not in favour of the proposal for a one-way system in Robin Hood Drive. The situation in all three roads will be made

worse if there is no escape for vehicles that enter Chestnut Drive from the Avenue other than turning round.

The danger to pedestrians will dramatically increase by vehicles backing and doing three points U-turns causing a backup of the traffic existing Robin Hood Drive, which will encourage turnarounds in Weald Rise creating further danger.

The problems will continue outside school times with service vehicles and cars having to perform U-turns to exit a heavily parked Chestnut Drive.

The original road layout was designed to avoid these issues and works well.

- 3. Applying yellow lines on roads around White Gate Gardens will reduce parking facilities for parents bringing kids to school, thus creating more school traffic via Weald Rise and Chestnut Drive.
- 4. The voluntary one-way system works well if it is adhered to. Should the school keep educating the parents to leave their cars home or further away from school (on main roads), there would be no heavy traffic on both streets during school-run hours.
- 5. Could "access for residents only" be implemented on both Chestnut Drive and Weald Rise? Will these affect parent drivers that bring kids to school?
- 6. Because the funds are already secured from TFL, there are plenty of potholes in these two roads, plus on The Avenue. They do create additional danger for pedestrians as drivers try to avoid them, swerving. Re-doing the tarmac on these roads would be a good investment and an improvement of the road safety.

The pathways need attention in several places on both streets. Broken and raised slab edges create walking hazard and because more than 50% of the residents are elderly people (including disabled people), greater attention should be paid to this matter."

- 2.2 This area is currently subject to the development of a 20mph zone scheme in the current financial year which includes these roads. A public consultation on proposals was undertaken recently. Responses to the various points are provided in order.
- 2.3 <u>Point 1</u> The views expressed by local residents are noted with regard to the speed of traffic in Weald Rise and Chestnut Drive. Independent speed surveys carried out in both these roads over a one week time period (24 hours / day) indicated an 85% ile speed of 24.6 mph northbound and 26.2 mph southbound in Weald Rise and 26.6 mph northbound and 25.9 southbound in Chestnut Drive. These figures are slightly above the threshold when considering whether traffic calming measures are required within a 20 mph zone and therefore speed

cushions were considered necessary in order to make the zone selfenforcing. There will be a further opportunity for residents to express their views about the proposals at the statutory consultation stage.

- 2.4 <u>Point 2</u> The one way proposals have been omitted from the revised scheme following discussion with the Portfolio Holder.
- 2.5 <u>Point 3</u> The yellow lines are being proposed at junctions to reiterate the well established principles in The Highway Code which require that a vehicle should not park within 10 metres of a junction. The effects of parking at undesirable locations can impact on drivers, pedestrians and those with mobility difficulties.
- 2.6 <u>Point 4</u> Officers will work with the School to promote the advisory one way scheme which operates at morning and afternoon peaks in the vicinity of the school via the school travel planning process.
- 2.7 <u>Point 5</u> It is not possible to introduce *"access for residents only"* as Weald Rise and Chestnut Drive are both public highway.
- 2.8 <u>Point 6</u> TfL provide an allocation to London boroughs each year to implement identified schemes within the Local Implementation Plan (LIP) programme of investment and the boroughs confirm to TfL the actual projects and associated budgets within that allocation. The development of a LIP is a statutory requirement of all boroughs required to show how the Mayor of London's Transport Strategy is delivered at a local level therefore the money has to be used on the implementation of a 20 mph zone and not for highway maintenance.

Parking in Southbourne Close

2.9 At the panel meeting on 3rd October 2012 a petition was presented by the lead petitioner. The petition, containing 20 signatures representing 20 households in the Close and states:

"We the residents of Southbourne Close, Pinner, request that the Council provide Parking Controls in Southbourne Close to ensure clear access at all times into and to the end of the close. This is required because of inconsiderate parking by nonresidents who have often prevented refuse vehicles getting down the close to empty bins and furthermore, potentially more serious, causing an impediment to emergency vehicles when needed."

- 2.10 The background is that in June 2010 the Council consulted residents of Southbourne Close to establish if there was support for:
 - the introduction of a Controlled Parking Zone (CPZ)
 - for the introduction of double yellow lines in the turning head and also for the extension of double yellow lines on one side close to the junction with Village Way
- 2.11 The consultation results were reported to the September 2010 panel meeting. There was no majority support at this time for inclusion in a

CPZ and a number of negative comments were received about the extent of the yellow lines in the turning head. These proposals were subsequently amended with reduced lengths of yellow lining in the statutory consultation.

- 2.12 The results of statutory consultation were reported to the June 2011 panel meeting. This included a petition with 6 signatures from 6 households objecting to the double yellow lines outside 22-28 and 23-29. Some residents raised concerns about the reduction in parking capacity in the turning head and displacement to the narrow section of the road. These proposals were subsequently amended with reduced lengths of yellow lining. The scheme shown in Appendix B was implemented in December 2011.
- 2.13 During consideration of the statutory consultation results at the October 2012 panel meeting regarding some re-consultations agreed by the panel it was agreed that officers be instructed to review the yellow lining for Southbourne Close in order to enable refuse and emergency vehicles to gain access.
- 2.14 Subsequently a site meeting was held with the lead petitioner and a member of the Panel on 25th October. A number of options were discussed and residents are now considering the best way forward. Once a decision has been made by residents then the necessary formal processes will be put in place to implement the measures which will include statutory consultation. To avoid any delays it is intended to report any formal objections directly to the Portfolio Holder for Environment & Community Safety for a decision.
- 2.15 Any significant progress made after the preparation of this report will be verbally reported at the meeting.

Church Lane, Pinner - objection to parking proposals

- 2.16 A petition has been received containing 35 signatures from people associated with Pinner Parish Pre-School. This is in response to a statutory consultation regarding a scheme to introduce parking controls. The pre-school operates from the church Hall at Pinner Parish Church on Church Lane.
- 2.17 The background is that ward councillors have made a number of comments about parking problems at the junction of Church Lane, Grange Gardens and the High Street.
- 2.18 The Panel will be aware that a review of parking at Pinner has been included on the programme of schemes for a number of years but has not been allocated funding for the active part of the programme. Unfortunately when the Panel last considered the programme in February 2012 it was not possible to fund the review at Pinner for a start in 2012/13. With this in mind ward councillors identified the above site as one of two they would like to see double yellow lines progressed using Neighbourhood Investment Scheme (NIS) funding.

- 2.19 Ward councillors would have preferred to include other adjustments to parking in the area but this would have involved considerable work and was outside the scope of a project that could be tackled using NIS funding. A scheme for at any time waiting restrictions (double yellow lines), shown on the plan in Appendix C, has now been approved for NIS funding and an informal public consultation subsequently undertaken.
- 2.20 The public consultation results were discussed with ward councillors and the Portfolio Holder for Environment and Community Safety who agreed that the scheme should proceed to statutory consultation. No comments were received from the pre-school at the informal consultation stage although there have been discussions between an official of the church and officers to clarify the ability to load and unload goods or passengers on double yellow lines. There was general support for the measures and respondents highlighted the problems with visibility and obstruction that had been indicated to ward councillors.
- 2.21 The representation from the pre-school has supporting information that states the pre-school has operated at the Church Hall since 1966 and offers vital years care and education to 2-5 year olds. The facility operates from 9.30 to 12.30 Monday to Friday and the church hall has no private parking
- 2.22 The statutory consultation period finishes on 31st October 2012 and it is intended to discuss all submissions and objections received including the above petition with ward councillors and the Portfolio Holder for Environment and Community Safety
- 2.23 Due to the timing of receipt of the petition and preparation of this report a verbal update will be given at the meeting.

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 on the progress made with dealing with petitions 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 that require further investigation would be taken forward using existing resources and funding.

Section 5 - Equalities implications

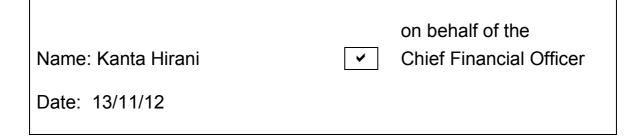
- 5.1 Was an Equality Impact Assessment carried out? No.
- 5.2 The petitions raise issues about existing schemes in the transportation works programme as well as new areas for investigation. The officer's

response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Corporate Priorities

- 6.1. 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 7 - Statutory Officer Clearance



Section 8 - Contact Details and Background Papers

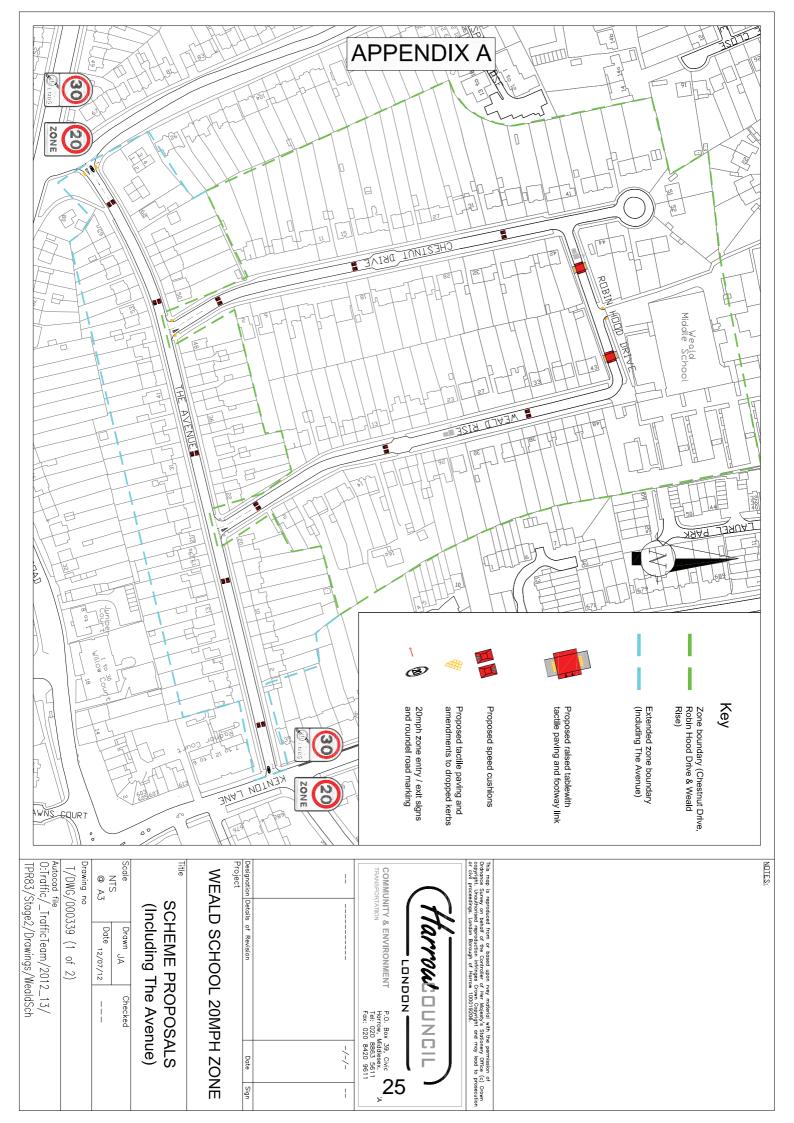
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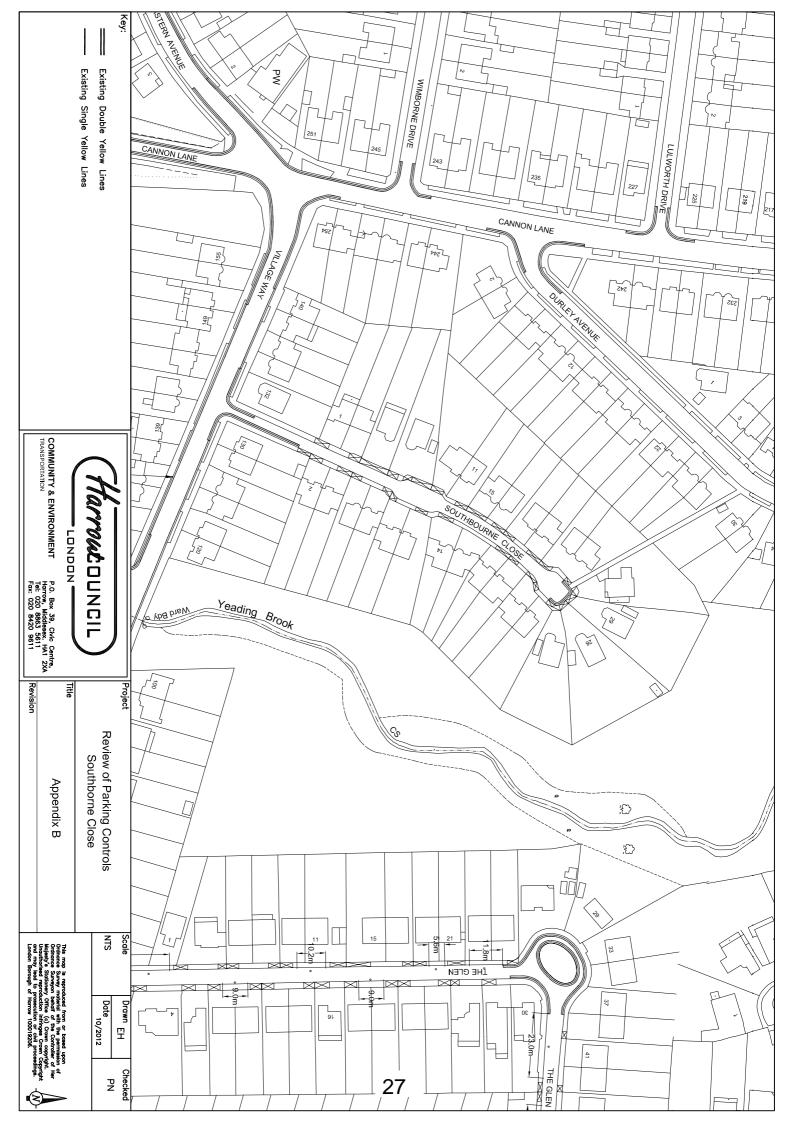
Barry Philips, Team Leader - Traffic and Road Safety Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

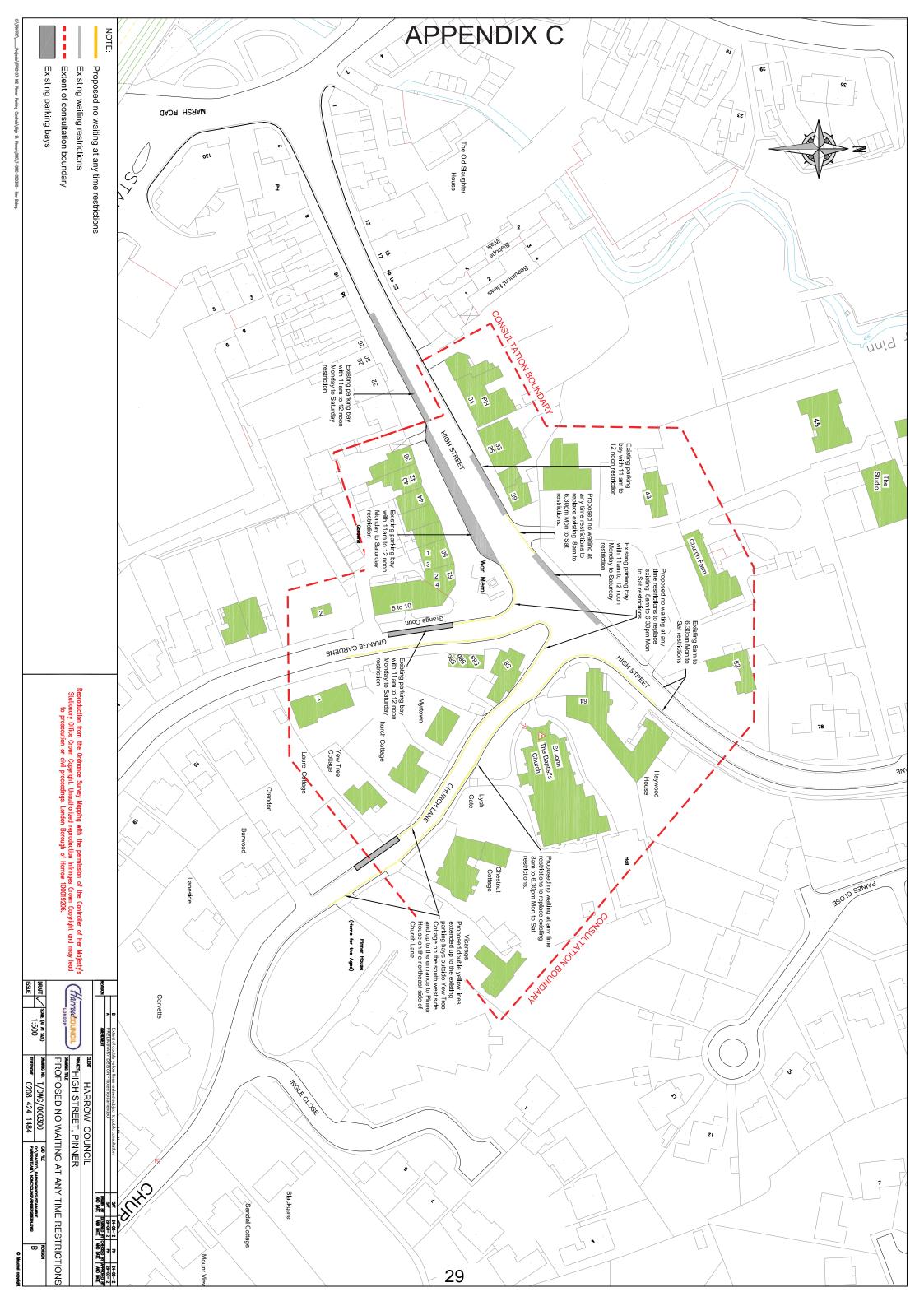
Paul Newman - Team Leader - Parking and Sustainable Transport Tel: 020 8424 1065, Fax: 020 8424 7622, E -mail:paul.newman@harrow.gov.uk

Background Papers:

Previous TARSAP reports LIP programme of investment 2012/13







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REPORT FOR:	TRAFFIC & ROAD
	SAFETY ADVISORY
	PANEL
Date of Meeting:	29 November 2012
Subject:	Pinner Road / County Roads Controlled Parking Zone - Proposed Phase 2 Extension
Key:	No
Responsible Officer:	Caroline Bruce – Corporate Director for Environment and Enterprise
Portfolio Holder:	Councillor Phillip O'Dell – Portfolio Holder of Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	 Appendix A – Proposed CPZ Phase 2 Extension on the county roads Appendix B – Proposed Shared Use Bays, Pay & Display Bays and Waiting Restrictions on Neptune Road Appendix C – Summary of responses & Engineers response Appendix D – Pinner Road _ County Roads CPZ zone U, Proposed Extension, Statutory Consultation Documents Appendix E – Consultation Area



Section 1 – Summary and Recommendations

This report sets out the results of the Statutory Consultation carried out in July-August 2012 on Pinner Road - County roads, proposed Controlled Parking Zone U extension, and the proposals to regulate parking along Neptune Road with a variety of parking controls. The report seeks the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with implementation of the proposals as outlined in this report.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment & Community Safety that the parking scheme (see **Appendices A & B**) be implemented as set out below:

- 1. That the Controlled Parking Zone U permit parking for residents operating Monday to Friday, 11am 12 noon be extended to incorporate the following roads:
 - Oxford Road (up to and including property numbers 28 & 33)
 - Dorset Road
- 2. That the Controlled Parking Zone U permit parking for residents operating Monday to Friday, 11am - 12 noon be extended to Devonshire Road subject to a separate statutory consultation in this road being undertaken and consideration of the results of consultation by the Portfolio Holder for Environment & Community Safety.
- 3. That shared use resident / pay & display bays operating Monday to Friday, 9.30am to 5.30pm and Saturday 9.30am to 1.30pm, be introduced at the western end of Neptune Road,
- 4. That pay & display bays operating Monday to Friday, 9.30am to 5.30pm and Saturday 9.30am to 1.30pm, be introduced at the eastern end of Neptune Road,
- 5. That free parking bays be introduced at 6 locations on Neptune Road,
- 6. That waiting restrictions be introduced on Neptune Road operating Monday to Saturday, 8.30am to 6.30pm and Sunday 10am to 6pm,
- 7. That 'No waiting at any time' restrictions be introduced at strategic locations along Neptune Road to aid through movement/access,

- 8. That 3 loading bays be introduced on Neptune Road operating Monday to Friday, 7am to 7pm and Saturday 7am to 2pm,
- 9. That the Service Manager Traffic & Highway Network Management is authorised to take the necessary steps to implement the above recommendations
- 10. That residents within the consultation area are informed of this decision.

Reason: (For recommendation)

To recommend for implementation an amended scheme for Controlled Parking Zone U having considered the results of statutory consultation. To introduce measures to regulate parking on Neptune Road with a variety of parking controls designed to accommodate residents and businesses requests for changes to the existing parking arrangements in their area and also maintain road safety and accessibility for all traffic.

Section 2 – Report

Introduction

2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in the Pinner Road, county roads and Neptune Road area are to be addressed in order to support local residents and businesses.

Options considered

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object to the proposed scheme advertised.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultations and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 Since introduction of the original scheme in May 2010 the council received complaints from traders on Pinner Road that the new restrictions were affecting their business. Residents in the neighbouring side streets outside the CPZ, in particular Cornwall Road, Devonshire Road, Dorset Road and Oxford Road (known locally as the county roads) complained that parking places were hard to find due to commuters leaving their vehicles parked at these locations for long periods at a time.
- 2.5 This situation will be further exacerbated by the new development taking place at Trident Point adding to the demand for on-street parking spaces. Neptune Road was not included in the original proposals because at the time of making the decision, insufficient details were available about the proposed redevelopment of the former Travis Perkins site (now called Trident Point) which includes 147 residential units and a supermarket 6,425 m² (gross floor area). It is clear that parking controls will be required in Neptune Road itself to mitigate the impact of that development, control parking and loading in the area and enable the free flow of traffic.
- 2.6 The existing extents of the CPZ are shown in (**Appendix A**) operating with Monday to Friday, 11am to 12 noon restrictions. A CPZ review was initiated approximately 6 months after the original scheme was introduced.
- 2.7 Phase 1 of the CPZ review which focussed on Pinner Road was previously reported to TARSAP on 21st June 2012 when the statutory consultation results and the proposed changes were recommended and subsequently agreed by the Portfolio Holder. The proposals which are to be implemented in December 2012 consist of pay and display and disabled bays along Pinner Road, loading restrictions on the northern side of Pinner Road and at any time waiting restrictions at its junctions with Bedford Road, Rutland Road, and Oxford Road as well as relaxations of loading restrictions on the southern side of Pinner Road between its junction with Gardens and its western junction with Neptune Road.
- 2.8 Phase 2 of the CPZ review (dealt with in this report) focuses on the surrounding area of the County Roads and Neptune Road. A public consultation on these proposals was carried out between February and July 2011 which sought the views of residents and businesses in the county roads area about whether they would like the CPZ to be extended into their road and for introducing controlled parking proposals and waiting / loading restrictions in Neptune Road. The results were reported to the TARSAP meeting held on 20th September 2011 and members recommended that the amended proposals proceed to statutory consultation. This was subsequently approved by the Portfolio Holder.

Statutory Consultation

- A statutory Consultation on the phase 2 review proposals was undertaken between 19th July 2012 and 8th August 2012 (see Appendix D). This consultation took into account, where practicable, all the comments received during the previous consultation stages.
- 2.10 As part of the statutory consultation process, leaflets were delivered to residents and businesses which are directly affected by the proposals. The extent of the area where leaflets were distributed is shown in **Appendix E**. Notices were displayed on lamp columns along Pinner Road, County roads and Neptune Road and traffic orders were advertised in local newspapers. All relevant stakeholders including Transport for London (TfL) and ward councillors were also consulted. Leaflets were delivered to 869 properties along Pinner Road, the County roads, Neptune Road and The Gardens as part of the Phase 2 proposals.
- 2.11 A total of 115 responses were received by questionnaire, letter and email, representing an overall 13% response rate. Although this is relatively low response it is worth noting that a large amount of consultation in this area has already been undertaken on this issue probably leading to reduced response rate and so the consultation is still considered to be representative. Two petitions were also received from residents of Devonshire Road objecting to the exclusions of the western side of Devonshire Road from the proposed CPZ and the proposed double yellow lines. These petitions were reported as information items to the Panel on 3rd October 2012.
- 2.12 The ward councillors were invited to a meeting held on 29th October 2012, where they were briefed on the results of the statutory consultation as well as the revised parking proposals. It was agreed at the meeting to proceed with the revised proposal as set out in **Appendix A & B**.
- 2.13 Details of all the statutory objections received along with officer's responses can be found in **Appendix C**.

Analysis of results

Bedford Road

2.14 It is proposed to introduce double yellow lines and an extension of the CPZ up to its junction with Sussex Road in Bedford Road. The following response was received:

Support F	t Revised Proposals.		Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
2	11	0	85	13	15

2.15 A significant number of the respondents oppose the proposed extension of the CPZ and officers in discussion with the ward councillors have agreed not to extend the existing CPZ in Bedford Road.

Cornwall Road

2.16 The residents were included in the statutory consultation but were not included in the proposed CPZ extension proposal. Those that responded felt the proposals would have a detrimental impact on their street by displacing parking into Cornwall Road.

Support Revised Proposals.		Total No. Consulted	Total No. Responded	% response	
Yes	No	No Opinion			
0	5	0	59	5	9

2.17 No changes are proposed on the roads immediately adjacent to Cornwall Road and the risk of displacement parking is minimal.

Devonshire Road

2.18 It is proposed to introduce double yellow lines and extend the CPZ on the western side between number 27 and Sussex Road and on the eastern side between number 44 and Sussex Road. The following response was received:

Support R	evised Proposals.		Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
7 (4 within existing CPZ and 3 within propose d CPZ extensio n)	14 (3 within existing CPZ and 4 within proposed CPZ extension)	0	78	21	27

- 2.19 A total of 28 responses were received 7 for and 14 against the proposals. Of the 14 that were against the proposals 6 were opposed to the double yellow lines and the CPZ, 4 were opposed to the proposed double yellow lines only, 3 were opposed to being excluded from being in the proposed CPZ and 1 was opposed to the hours of operation.
- 2.20 Two petitions were also submitted by the residents of Devonshire Road which were reported to the Traffic and Road Safety Advisory Panel (TARSAP) on 3rd October 2012 and a public question was asked of the Chair of TARSAP. The petitions received were as follows:
 - Petition 1 against the proposed CPZ extension excluding residents on the western side.
 - Petition 2 against the proposed double yellow lines to facilitate passing places.
- 2.21 The majority of the residents of Devonshire Road (western side) responded to an earlier public consultation confirming they did not want

to be included in the CPZ whilst those on the eastern side did want to be included. The proposals were therefore revised for the statutory consultation excluding the western side of Devonshire Road. They have subsequently changed their opinion and have submitted the above petitions objecting to why they have been excluded from the proposals to extend the CPZ. It is too late to include these proposals within the draft traffic order as proposals cannot be added in after publication. A further localised mini statutory consultation with the residents of Devonshire Road would need to be undertaken in order to do this.

2.22 Officers have agreed in discussion with the ward councillors to carry out a localised mini statutory consultation with the residents of Devonshire Road in this area. The results of consultation will be considered by the Portfolio Holder for Environment & Community Safety before proceeding with implementation.

Dorset Road

2.23 It is proposed to extend the CPZ between Oxford Road and Devonshire Road. The following response was received:

Support Revised Proposals.		Total No. Consulted	Total No. Responded	% response	
Yes	No	No Opinion			
4	0	1	27	5	19

2.24 Officers have agreed in discussion with the ward councillors to include Dorset Road in the proposed CPZ extension.

Neptune Road

2.25 It is proposed to implement shared permit holder / pay and display bays, free parking bays, loading bays and single and double yellow lines. The following response was received:

Support Revised Proposals.		Total No. Consulted	Total No. Responded	% response	
Yes	No	No Opinion			
1	1	0	46	2	4

- 2.26 Neptune Road provides access to deliveries to the proposed supermarket as well as residents parking (less than 1 space per dwelling) and also serves as an emergency access.
- 2.27 Officers have agreed in discussion with the ward councillors that the proposed measures are in direct response to the residents and businesses requests for changes to the parking arrangements and should therefore proceed to implementation.

Oxford Road

2.28 It is proposed to introduce double yellow lines and extend the CPZ up to its junction with Sussex Road. The following response was received:

Support F	Support Revised Proposals.		Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
10	8	-	73	18	25

- 2.29 The results show a clear difference of opinion between the residents at the southern end in favour of the CPZ extension and those at the northern end opposed to the CPZ extension.
- 2.30 Officers in discussion with the ward councillors have agreed therefore to recommend only extending the existing CPZ to include an area where there is a clear majority of residents in favour. This area is between numbers 1 & 2 up to and including numbers 28 & 33 Oxford Road.

Pinner Road

2.31 Residents and businesses are currently included within the CPZ area and were consulted as part of the statutory consultation. The phase 2 proposals do not include any changes along the Pinner Road itself. The following response was received:

Support Revised Proposals.		Total No. Consulted	Total No. Responded	% response	Comments	
Yes	No	No Opinion				
3	14	0	303	17	6	1 No. responded from new development

2.32 This part of the scheme was the subject of the phase 1 review and amendments to the parking controls along Pinner Road have already been considered and recommended by TARSAP in June 2012, subsequently approved by the Portfolio holder, and are now due to be implemented in December 2012. These will be monitored once they have been introduced.

Pinner View

2.33 Residents were consulted as part of the statutory consultation but were not included in the proposed CPZ extension area. The following response was received:

Support F	ort Revised Proposals.		Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
1	1	-	23	2	9

2.34 No changes are proposed on the roads immediately adjacent to Pinner View and the risk of displacement parking is minimal.

Rutland Road

2.35 It is proposed to introduce double yellow lines and extend the CPZ up to its junction with Sussex Road.

Support F	Revised Proposals.		Total No. Consulted	Total No. Responded	% response
Yes	No	No Opinion			
5	11	1	70	17	24

2.36 There was a significant response to the consultation from resident's objecting to the proposed extension of the CPZ. There was no particular pattern or bias shown in the results. Officers have therefore recommended in discussion with the ward councillors not to extend the existing CPZ.

Sussex Road

2.37 Residents were consulted as part of the statutory consultation but were not included in the proposed CPZ extension area.

Support Revised Proposals.		Total No. Consulted	Total No. Responded	% response	
Yes	No	No Opinion			
1	13	1	105	15	14

2.38 Sussex Road has junctions with many of the other county roads and a review of the consultation outcomes in all the other roads was considered in order to take account of the potential impact. Proposals to extend the CPZ in Bedford Road and Rutland Road were opposed and only a small extension is recoemnded along Oxford Road (between numbers 1 and 33). Dorset Road would be included in the CPZ extension and Devonshire Road would be extended subject to another statutory consultation. On balance it was considered that the changes proposed on the roads immediately adjacent to Sussex Road were not very significant and the risk of displacement parking is minimal.

Financial Implications

2.39 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in the 2012/13. A sub allocation of £40k for the implementation of Pinner Road area CPZ was recommended by TARSAP in February 2012 and subsequently approved by the Portfolio Holder. It is expected that implementation can be achieved from within the programme.

Risk Management Implications

2.40 Risk included on Directorate risk register? No. Separate risk register in place? No.

2.41 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway and this would include all aspects of the proposals included in this report.

Equalities implications

- 2.42 Was an Equality Impact Assessment carried out? Yes.
- 2.43 A review of equality issues has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Disability	Improved availability of parking on residential streets, local shops, businesses and amenities. This will help disabled people with mobility impairment, wheelchair users and those that are visually impaired by organising parking and improving sightlines.
Age	Improved availability of parking on residential streets, local shops, businesses and amenities. This will help disabled people with mobility impairment, wheelchair users and those that are visually impaired by organising parking and improving sightlines.
Pregnancy & Maternity	Mothers with young children or pregnant women are more likely to benefit from parking spaces closer to their destination.

2.44 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. These responses are broadly comparable alongside the data taken from the most recent census.

Corporate Priorities

2.45 The parking scheme detailed in the report accords with our wider corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews. Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.
United and involved communities: A Council that listens and leads.	The recommendation seeks to keep whole streets together in forming an extension to the existing CPZ, where the results support this. The council has listened to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.
Supporting and protecting people who are most in need	Controlled parking zones generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters.
Supporting our town centre, our local shopping centres and businesses.	The variety of parking controls on Neptune Road will assist viability and vitality of the shops/businesses by removing long term commuter parking, enabling better access for customers.

Section 3 - Statutory Officer Clearance

Name: : Kanta Hirani	 	on behalf of the Chief Financial Officer
Date: 13/11/12		
Name: Matthew Adams	¥	on behalf of the Monitoring Officer
Date: 14/11/12		

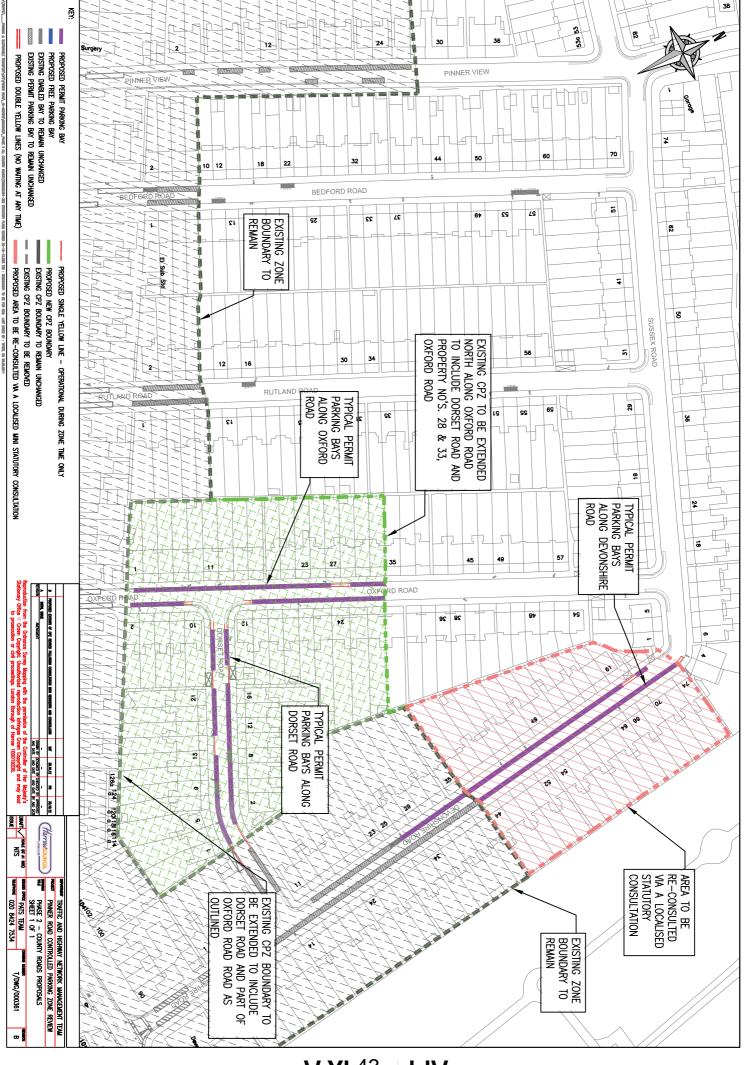
Section 4 - Contact Details & Background Papers

Contact: Sajjad Farid, Traffic Engineer Tel: 020 8424 1484 Email: <u>sajjad.farid@harrow.gov.uk</u>

Background Papers:

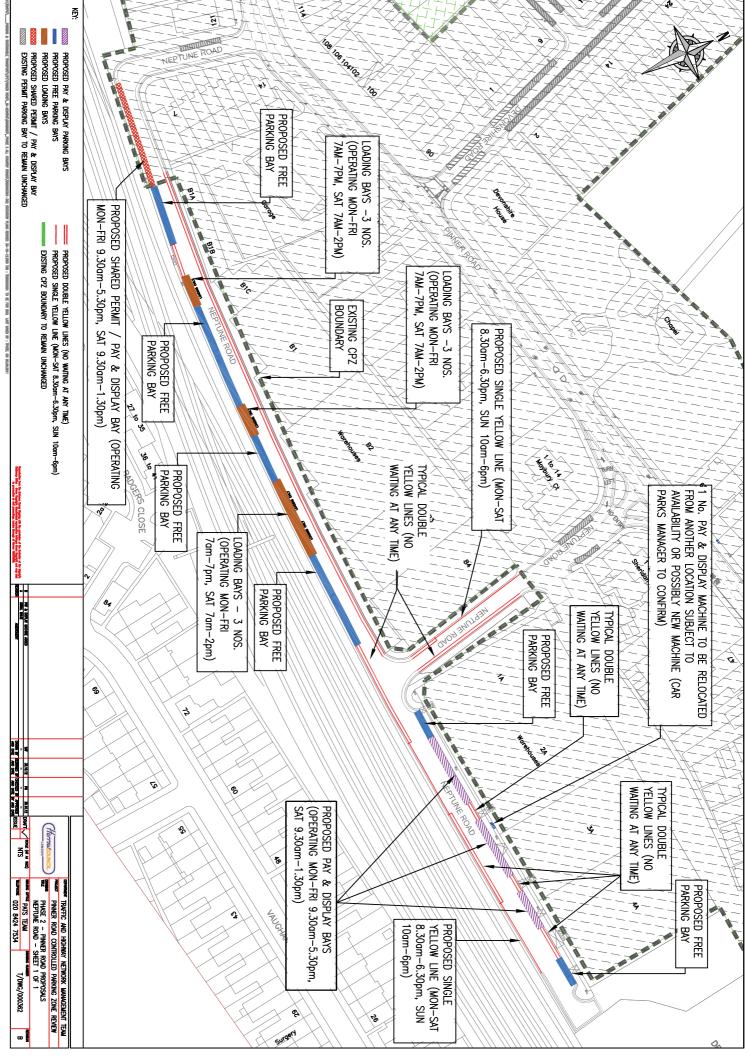
TARSAP report on Pinner Road & County Roads Controlled Parking Zone Review (Stage1) – Results of Statutory Consultation 21 June 2012.

TARSAP report on Pinner Road & County Roads Controlled Parking Zone Review – Results of Public Consultation 20 September 2011.



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APPENDIX-C

Pinner Road-County Roads – CPZ Proposed Extension

Analysis of Comments

Correspondence No.	Comments	Engineers Response
Cornwall Road	1	
(1509)	1. Leave thing as they are	The proposals were put forward by the resident & businesses to do something about the parking problems
(1439)	2. Proposals would have adverse effect on my road	As will all CPZ proposals there will be those that do not wish to pay for parking permits& park on adjacent road.
	3. Proposals would push parking to Cornwall Rd	Agreed there will be some displaced parking if the proposals were to be implemented.
(1478)	4. Purely a means of charging residents to park outside their properties	As 1 (1509) above
Pinner View		
(1464)	5. Taking away the right to park, and is a money making step for the Council	As (1) (1509) above it is necessary to charge residents to be able to control / enforce the parking within the zone.
	6. I will convert my front garden so I Can park off Road	The council has no objection to off road parking subject to meeting the criteria.
Bedford Rd	· - · ·	
(1514)	7. Opposed to double yellow lines as this will take up vital parking spaces.	Noted. However, double yellow lines will ensure passing places are available 24/7 should there be an emergency.
	8. As (1464)	As (1464)
(1499)	9. A further parking restriction between 5-6pm is required	The proposed consultation is to extend the existing CPZ and currently there are no proposals to include additional restriction outside the existing control periods. This would require a further consultation.
(1447)	10. No parking problems experienced during the day Problems arise in the evening	Noted. The 1 hr restriction only deals with long term commuter parking.
(1554)	11. No Problems experienced with parking	Noted
	12. As (1). above	As (1). above
	13. A (5) (1464) above	A (5) (1464) above
	14. The Borough has not	Noted. The Proposals to extend the CPZ
	taken into account the residents views but imposed	have not been agreed. the results/comments together with officers
	restriction for revenue. We object to further restrictions.	comments will be reported to TARSAP on 29 th Nov. 2012 and the decision will be made by the PH soon after

(1445)	15 Costs for normits would	Noted
(1445)	15. Costs for permits would be additional burden	Noted
(1452)		Notod
(1452)	16. Never been a problem end of our road	Noted
(1508)	17. As (16) (1452) and hence	Noted. The proposals were put forward by
(1508)	do not agree to paying to	the resident & businesses to do something
	park on my road	about the parking problems and hence
		charging for permits will help
		control/enforce parking
(1541)	18. Object to double yellow	Noted. However, double yellow lines will
(1341)	lines. No problems with	ensure passing places are available 24/7
	passing traffic. motorist give	should there be an emergency.
	way at the top and bottom	should there be an emergency.
	of road	
	19. As (10) (1447) above	Noted
(1542)	20. As (18) (1541) above	As (18) (1541) above
(-0.2)	21, As (10) (1447) above	As (10) (1447) above
	22. As (7) (1514) above	As (7) (1514) above
(1544)	23. As (7) (1514) above	As (7) (1514) above
(24 As (10 (1447) above	As (10 (1447) above
	25. Can businesses get	Businesses can apply for business parking
	permits for their vehicles	permits as long as the vehicles is registered
	· · · · · · · · · · · · · · · · · · ·	to the business address and is intrinsic to
		the business and not used for travelling to
		and from work.
(1517)	25. As (5) (1464) above	As (5) (1464) above
	26. As (10) (1447) Above	As (10) (1447) Above
	27. Visitors and residents	Parking controls are necessary to control
	are force to pay dependant	and enforce parking.
	on of cars owned £60- £420	
	28. Residents did not	Residents and businesses were consulted
	express a desire to have a	within the consultation area.
	CPZ who was consulted	
	29. By what means was the	CPZ's are proposed encompassing a large
	extents of the proposed	area of roads which may be affected by
	extension judged	proposed changes to control parking issues
		where there is a problem of all day
		commuter parking.
	30. How many residents	Local residents and business had been
	requested this extension	asking the council to help address parking
	what no of were consulted	issues in their area over a number of years.
		A total of approximated 869 properties
		were consulted.
Rutland Road		
(1451)	31. Opposed to paying to	Parking controls are necessary to control
	park on my road	and enforce parking.
	32 1 hr restriction is not	1 hr is normally adequate for preventing
	applicable to deter all day	long term commuter parking. This was a
	commuter parking near stations. This is not the case	problem highlighted by many of the
	in County Roads	residents that responded.

	33. This is a money making	The proposals were put forward by the
	exercise.	resident & businesses to do something
		about the parking problems in the county
		roads
	34. Due to car ownership the	The proposed CPZ would help to address
	roads are already saturated	the car ownership issue. Residents would
		be forced to reduce the no. of cars they
		own as they would need to pay more for
		the permits. Hence they would have to
		down size.
	36. As (7) 1514 above	As (7) 1514 above
	37. Leave things as they are	Noted
(1483)	38. Objection to CPZ	Noted
	39. No Problem with Parking	The existing CPZ was introduced because
	Before the zone	the local resident/businesses were in favour
		of parking controls in the area.
	40. CPZ effects businesses	Measures have been proposed for
		businesses in the area and they can
		purchase business parking permits as long
		as they meet the criteria.
	41. The council agreed to	The planning department do take into
	large developments in the	account parking issues both off and on road
	area and should insist on	before granting approval to a development
	large increase in parking for	and if required set out conditions to
	the developments	regulate parking within the development.
	42. As (33) (1451) above	As (33) (1451) above
(1423)	44. As (7) (1514) above	As (7) (1514) above
	45. As (10) (1447) above	As (10) (1447) above
	46. Object to paying for a	Parking controls are necessary to control
	parking permit when its in	and enforce parking. The 1 hr restriction
	force for 1 hr	would help prevent long term commuter
		parking.
(1441)	47. As (10) (1447) above	As (10) (1447) above
	48. As (7) (1514) above	As (7) (1514) above
	49. Large vans, pick-us and	As long as the vehicles are taxed the
	trucks should be prevented	vehicles can park on the residential streets.
	parking on residential streets	However vehicles are not allowed to park
		on residential street which exceed a
		maximum a 5 tonne maximum gross
		weight.
(1481)	50. Would like to see	Noted
(_ · · · _)	consistent enforcement on	
	Pinner Road where vehicles	
	restrict safe entry/exit from	
	side roads	
(1557)	51. I object to the proposed	Noted.
(1007)	CPZ	Extending the CPZ would enable better
		access to residents on their street.
	52. As (7) (1514) above	As (7) (1514) above
	53. Council should increase	Noted. However, double yellow lines will
	number of parking spaces	ensure passing places are available 24/7
	Indition of harking shares	ensure passing places are available 24/7

		should there be an emergency/access
		issues
	54. Create short stay parking	Pay & Display bays are proposed on pinner
	spaces along Pinned Rd	Road. The council is unable to utilise the
	utilising the wide footway	footway as part of the footway is privately
	utilising the wide lootway	owned.
(1477)	55. As (51) (1557) above	Noted
	56. I object to paying to park	Noted. The proposals were put forward by
	on a residential street	the resident & businesses to do something about the parking problems and hence charging for permits will help control/enforce parking
	57. Businesses need to have	Businesses can apply for business parking
	a car park to cater for their	permits as long as their vehicles are
	needs	registered to the business address and are
		intrinsic to the business and not used for
		travelling to and from work.
(1437)	58. As (56) (1477)	As (56) (1477)
<u>.</u> ,	59. Proposed CPZ not	Noted. Parking controls are necessary to
	necessary	control and enforce parking.
(1432)	60. The CPZ will create a cost	Noted. Parking controls are necessary to
	burden	control and enforce parking where there
		are long term parking issues.
	61. As (18) (1541)	As (18) (1541)
(1443)	62. Introduce full time	Not considered as part of the consultation
	Permit Parking to prevent	
	commuter parking and	
	passing trade to shops	
Oxford Road		
(1467)	63. Currently due to CPZ in	Extending the CPZ would enable better
	area residents cannot park	access to residents on their street.
	anywhere else	
	64. Parking charges can be	Tariffs are set by the committee, and
	increased to any level and I	parking controls are necessary to control
	do not want wish to pay for	and enforce parking where there are long
	the privilege of parking as I	term parking issues.
	already pay road tax.	
(1454)	65. As (56) (1477)	As (56) (1477)
	66. Congestion problems on	The proposals will only address long term
	Oxford Rd are due to	commuter parking issues in the area.
	businesses, shops &	
	restaurants.	
	67. As (57) (1477)	As (57) (1477)
(1470)	68. objection to initial setting	Noted. Tariffs are set by the committee,
	up charges, annual parking	and parking controls are necessary to
	charges and subsequent	control and enforce parking where there
	increases	are long term parking issues.
	69. CPZ will not solve parking	The measures will only control long term
	lssues	parking during the day.
	70. If planning department	Noted. The planning department do take
	had not allowed so many	into account parking issues both off and on

	flate in the second constants	
	flats in the county roads we	road before granting approval to a
	would not have the	development and if required set out
	problems with parking	conditions to regulate parking within the development.
	71. As (56) (1477)	As (56) (1477)
	72. All new build: Neptune	Noted
	Rd, New cash and Carry with	
	flats have a huge impact on	
	parking in these roads. CPZ	
	would improve ability to	
	park	
(1471)	73. Implement asap	Noted
	74. Increased business	Noted
	around us are a major	
	concern	
(1466)	75. No Problem at the	Noted. Measures are to be introduced for
	northern end of Oxford but	businesses and Passing trade along Pinner
	there is a problem at the	Rd. The proposed CPZ will help prevent long
	junction of Pinner Rd due to	term parking.
	shops/businesses	
	76. As (7) (1514)	As (7) (1514)
	77. Why are there no free	As a result of the public consultation that
	parking bays on other county	was carried out the residents of Devonshire
	roads	Road (western) did not wish to be included
		in the proposed CPZ extension. Hence were
		not included in the proposed CPZ extension
		and Free bays were proposed along that
		section
	78. My child care	This cannot be considered as part of this
	arrangements require access	consultation.
	for a non resident car to e	
	parked every day during the	
	regulated hours. So "free	
	spaces" would make a	
	difference.	
	79. Fees are too expensive	Noted. Tariffs are set by the committee,
		and parking controls are necessary to
		control and enforce parking where there
		are long term parking issues. The cost of the
		resident parking permits increase with the
		no. of vehicles owned. Environmentally
		friendly vehicles can park free but require a
		permit.
	80. You are not proposing	This cannot be considered as part of this
	any changes along Pinner Rd	consultation.
	outside the shops where	However measures are being proposed to
	traffic and visibility issues	introduce Pay & Display on Pinner Road and
	arise daily and safety if often	double yellow lines at the junctions as part
	compromised.	of the Phase 1 proposals this financial year.
	81. The proposals will make	Noted. Parking controls are necessary to
	things worse	control and enforce and regulate parking.

(1465)	82. Disappointed one way	This cannot be considered as part of this
	was not considered	consultation.
	83. First permit per	This cannot be considered as part of this
	household should be free.	consultation. The charges are set by
		Committee
	84. As (33) (1457)	As (33) (1457)
(1503)	85. As (33) (1457)	As (33) (1457), The charges are set/agreed
		by Committee.
(1516)	86. Double yellow lines	Double yellow lines will ensure passing
	should be replaced by single	places are available 24/7 should there be an
	lines during the CPZ hours.	emergency.
	87. Don't want double	Double yellow lines help ensure passing
	yellow lines outside my	places are kept clear 24/7 should there be
	property, and the	an emergency and to allow vehicles to pass
	surrounding roads	safely.
	88. As (82) (1465) which	As (82) (1465)
	ensures we don't have issues	
	with passing places	
(1436)	89. In favour of proposed	Noted
	CPZ	
(1427)	90. There is no parking	The proposals were put forward by the
	problem. Cannot afford to	resident & businesses to do something
	pay every year	about the parking problems and hence
		charging for permits will help
		control/enforce parking
(1550)	91. The proposed hrs of CPZ	This cannot be considered as part of this
	need to be extended with	consultation.
	additional evening controlled	
	period added. Non residents	
	and business vehicles are	
	using the county roads for	
	overnight parking.	
(1551)	92. Don't want double	Double yellow lines help ensure passing
	yellow lines passing is	places are kept clear 24/7 should there be
	generally not a problem as	an emergency and to allow vehicles to pass
	drivers wait at the junction	safely
	of Dorset Road	
	93. 1 hr restrictions will not	Noted.
	prevent non permit holders	
	from parking on these roads.	The 1 hr restriction is only aimed at
	They will still be able to park	preventing long term commuter parking
	for the majority of the day	during the day. To introduce additional
	and overnight without	restrictions would require the scheme to be
	paying. Stopping those with	re-consulted again.
	permits from parking there.	
	94. Why is Sussex Road left	The residents of Sussex Road did not wish
	out of the CPX proposals?	to be included in the CPZ extension hence
		they were not included in the statutory
		consultation.
	95. County roads are not	The proposals were put forward by the
	,	resident & businesses to do something

	the proposals are a manay	about the parking problems and honce
	the proposals are a money	about the parking problems and hence
	making exercise for the Council.	charging for permits will help
	96. Vehicle would be moved	control/enforce parking Noted.
		Noted.
	by non residents during the 1hr restriction and then	
(1550)	moved back. 97. Since the initial	The survey of CD7 extension will be be eached
(1558)		The proposed CPZ extension will help solve
	introduction of the CPZ	some of the issues with commuter parking.
	things have been working well. However this has	
	resulted in areas with no	
	restriction (CPZ) having	
	difficulties finding a place to	
	park. 98. I am in favour of the CPZ	Neted
	98. Tam in favour of the CPZ 99. There should be	Noted
	additional restriction	This cannot be considered as part of this consultation.
	between 3-4pm Mon-Sat as	
	-	
	we are affected by patrons of shops on Pinner Road	
(1440)	100. As (98) (1558)	As (98) (1558)
Devonshire	100. A3 (38) (1338)	A3 (36) (1338)
Road		
(1490)	101. I disagree with the	The proposed double yellow lines will help
(1450)	proposed double yellow lines	to keep the access to the garage clear at all
	outside my garage	times as well as to provide a convenient
		passing place (*see note below).
(1528)	102. Objection to free	Free parking bays were proposed because
(1020)	parking bay western side of	the majority of the residents on the western
	Devonshire Road.	side did not want to be included in the
		proposed CPZ extension.
		Two petitions were received from residents
		of Devonshire Road. 1 requesting the
		western side be included in the proposed
		CPZ extension and 1 objecting to the
		proposed double yellow lines.
		(*see note below)
	102. Unless we can apply for	Noted. This cannot be considered as part of
	permit the residents would	this consultation.
	not benefit	Two petitions were received from residents
		of Devonshire Road. 1 requesting the
		western side be included in the proposed
		CPZ extension and 1 objecting to the
		proposed double yellow lines. (*see note
		below)
(1538)	103. Unable to park on	The proposed CPZ extension would help
	Devonshire Road as non	address the problems of long term
	residents and business use	commuter parking.
	the road as all day car park.	(*see note below)
	104. Splitting the road in two	(*see note below)

	1	Ι
	CPZ and non CPZ will	
	concentrate the problem	
	into one small area. Unfair	
	for those residents who were	
	in favour of the CPZ.	
	105. I am strongly in favour	(*see note below)
	of the revised parking	
	proposals in my section of	
	road	
(1.1.10)		
(1449)	106. I hope the added	(*see note below)
	revenue from the scheme	
	will enable the council to	
	employ a person to police	
	the new restrictions	
(1498)	107. Do not take away 4	(*see note below)
	parking places to be used as	
	passing places. Those that	
	use the road wait at the top	
	and bottom of Devonshire	
	Road	
	108. If east side is included in	(*see note below)
	the CPZ then why not the	
	western side.	
/1 - 1 1)		(*
(1511)	109. As (107) 1498	(*see note below)
	110. People using the roads	(*see note below)
	as rat runs will not know the	
	passing places are there. This	
	has been dealt with by	
	double yellow lines at the	
	top & bottom bends of the	
(4 5 4 0)	road.	
(1549)	111. As (107) 1498 the	(*see note below)
	parking situation will be	
	further exacerbated by	
	developments in the area.	
(1537)	112.As (93) (1551)	As (93) (1551) (*see note below)
	113. Local businesses will	Measures have been proposed for
	reduction in 1hr restriction.	businesses in the area and they can
	Vehicles are parked up in	purchase business parking permits as long
	Devonshire Road & Dorset	as they meet the criteria.
	Rd during the day and	Further restrictions cannot be considered
	evening.	as part of this consultation. (*see note
		below)
	114. Don't want double	Double yellow lines help ensure passing
	yellow lines would rather	places are kept clear 24/7 should there be
	have CPZ 12 to 24 hrs a day.	an emergency and to allow vehicles to pass
		safely. Different CPZ times cannot be
		considered as part of this consultation.
		(*see note below).
L		

(1461)	115. As (69) (1470)	As (69) (1470)
		(*see note below)
	116. As (97) (1558)	As (97) (1558)
		(*see note below)
	117. How many residents	Refer to statutory consultation responses
	have asked for a CPZ on	for Devonshire Road 2.22 to 2.24.
	Devonshire Rd	(*see note below)
	118. As (7) (1514)	As (7) (1514) (*see note below)
	119. As (51) (1557)	As (51) (1557). (*see note below)
(1540)	120. The only consultation I	A public consultation was undertaken in
	received was a questionnaire	July 2011 detailing the proposed extension
	for the review of changes to	of the existing CPZ which included plans for
	existing CPZ. There was no	ease of reference. The proposals were
	mention of extending the	revised following the public consultation &
	CPZ to include other County	a subsequent statutory consultation was
	Road and no plans were sent	undertaken all the residents & businesses
		were consulted on both occasions. (*see note below)
	121. Extension of the CPZ on	Residents (western sides) responded to the
	one side will be unfair to	Public consultation stating that they do not
	those living on the other side.	wish to be in the CPZ (*See note below).
(1456)	122. Don't want double	Double yellow lines help ensure passing
	yellow lines which take away	places are kept clear 24/7 should there be
	valuable parking spaces.	an emergency and to allow vehicles to pass
		safely. (*see note below)
	123. The proposals are very	Noted. The proposals were only designed to
	restrictive & have an adverse	address long term commuter parking only.
	effect on residents	(*see note below)
	124. I would be grateful if	Noted.
	proposals for double yellow	(*see note below)
	lines could be reconsidered.	
	125. No need to extend the	The proposals were put forward by the
	CPZ with restrictions	resident & businesses to do something
	between 11-12noon. Will	about the parking problems and hence
	only generate income for	charging for permits will help
	council.	control/enforce parking. 11-12noon restrictions will help prevent long term
(1426)	126. Happy with proposed	parking. (*see note below) Noted.
(1420)	CPZ extension. No objection	(*see note below)
	to paying more.	
(1548)	127. I object to	Extending the CPZ would enable better
(10,0)	restrictions/CPZ on	access to residents on their street. (*see
	Devonshire Road	note below).
	128. I object to Passing	Double yellow lines help ensure passing
		places are kept clear 24/7 should there be
	places	places are kept clear 24/7 should there be an emergency and to allow vehicles to pass
		an emergency and to allow vehicles to pass
(1559)		

Г	1	
	outside my house and carry	(*see note below)
	heavy items into the house.	
	Double yellow lines will	
	prevent me from doing this	
(1556)	130. As (127) (1548)	As (127) (1548)
(1552)	131. As (128) (1548)	As (128) (1548)
	132. I object to paid parking	This cannot be considered as part of this
	spaces at top of Devonshire	consultation.
	Rd	(*see note below)
	133. I object to the proposed	Double yellow lines around the junctions
	double yellow lines around	help keep the junctions clear of obstructive
	junctions	parking and allow vehicles to turn into and
		out of the side roads with relative ease &
		safety. The highway code states that cars
		should not be parked within 10m of a
		junction. (*see note below)
	134. I object to the 11-	This cannot be considered as part of this
	12noon CPZ restriction	consultation.
	which should be longer too	(*see note below)
	stop vehicles parking at night	
	135. I object to free parking	The residents on the western side chose not
	places	to be included in the proposed CPZ
		extension. Hence no restrictions on that
		side were proposed. (*see note below)
	136. There should be no	This cannot be considered as part of this
	restrictions between 7am-	consultation.
	10am in the morning as	(*see note below)
	present	Parking controls are possessary to control
	137. More flats being built top of Devonshire road. I am	Parking controls are necessary to control
	being penalised for living in	and enforce parking where there are long term parking issues.
	the county roads.	(*see note below)
	the county roads.	
	138. The Council needs to	Noted.
	listen to the residents.	(*see note below)
(1553)	139. As (127) (1548)	As (127) (1548)
	140. It is simply new income	The proposals were put forward by the
	revenue for Harrow Council	residents & businesses to do something
		about the parking problems and hence
		charging for permits will help
		control/enforce parking. (*see note below).
	141. Have the operating	This cannot be considered as part of this
	hours in the evening	consultation.
(1.125)		(*see note below)
(1425)	142. Can restrictions be	This cannot be considered as part of this
	made longer?	consultation.
		(*see note below)
	143. Make Devonshire Road	This cannot be considered as part of this
	one way.	consultation.
		(*see note below)
	144. Silly having free bays	The majority of the resident's on western

		side did not wish to be included in the
		proposed CPZ. (*see note below).
Dorset Road		
(1539)	145. Parking space taken up	Proposed CPZ extension will prevent long
(1555)	by commuter parking	term commuter parking
	146. need to address	This cannot be considered as part of this
	parking/enforcement on	consultation.
	Pinner Rd	
	147. Poor visibility turning	This cannot be considered as part of this
	out of Oxford Road onto	consultation
	Pinner Road due to parked vehicles	
(1431)	148. two responses received	Noted
	with conflicting views	
	objecting to the scheme if	
	we don't implement the	
	proposed CPZ	
Neptune Road		
(1500)	150. The proposals would	The proposed measures on Neptune Road
	severally disrupt our	are designed to accommodate most users.
	business, be extremely costly	The measures are a direct response to
	and	residents and businesses.
	unproductive/detrimental	
	for us	
	151. Why are we the only	The proposed measures on Neptune Road
	business to be penalised.	are designed to accommodate most users.
		The measures are a direct response to
		residents and businesses.
	152. No pay and display only	The proposed measures on Neptune Road
	bays. We should have Shared	are designed to accommodate most users.
	business permits & Pay &	The measures are a direct response to
	Display Bays	residents and businesses.
		residents and businesses.
	153. 20 business permit s	This cannot be considered as part of this
	provide free	consultation
	154. Pay and display revised	This cannot be considered as part of this consultation
	to 9.30 to 12 noon. Only	
Pinner Road	every day	
(1446)	155 Parking Paguirad for	This cannot be considered as part of this
(1440)	155. Parking Required for Disabled residents	This cannot be considered as part of this consultation
(1442)	156. Objection to	This cannot be considered as part of this
. ,	CPZ/restrictions unless	consultation
	consideration given to	
	Businesses	
	157. Additional pay & display	This cannot be considered as part of this
	bays required. Meters should	consultation
	except money before 10am	
	158. The three bays on the	This cannot be considered as part of this

	west side of Devonshire	consultation
	Road are wasted before	
	10am and after 4pm as they	
	have yellow lines no longer	
	used by the business	
(1457)	159. Current restrictions on	The proposed measures on Neptune Road
	Neptune Road are	are designed to accommodate most users.
	satisfactory. No need to	The measures are a direct response to
	complicate matters.	residents and businesses.
(1455)	160. No justification for	The proposals were put forward by the
	extending the CPZ	residents & businesses to do something
		about the parking problems
	161. where would people	This cannot be considered as part of this
	coming into the area for	consultation
	business park	
	162. This may result in	This cannot be considered as part of this
	business relocating	consultation
	163. Should have facilities to	This cannot be considered as part of this
	be able to park close to our	consultation
	business	
	164. The consultation is	If the address is registered as having two
	flawed as not all businesses	businesses operating at the address then
	in the area have been	they both would have been consulted.
	consulted (where there is	,
	more than one business in	
	one premises)	
	165. When residents leave to	The proposals were put forward by the
	go to work businesses can	resident & businesses to do something
	use them and when the	about the problems of long term commuter
	leave the residents can use	parking.
	them	
	166. As (140) (1553)	As (140) (1553)
	167. If scheme goes ahead	Noted
	this will make life difficult for	
	the businesses in the area	
	who rely on cars to getting	
	too and from work.	
(1424)	168. Proposals will make life	The proposals were put forward by the
	difficult	resident & businesses to do something
		about the problems of long term commuter
		parking.
	169. As (162) (1455)	As (162) (1455)
	170. Why should we pay to	The proposals were put forward by the
	visit our own shop?	residents & businesses to do something
		about the parking problems and hence
		charging for permits will help
		control/enforce parking.
(1455)	171. As (165) (1455)	As (165) (1455)
	172. As (160) (1455)	As (160) (1455)
	173. As (161) (1455)	As (161) (1455)
	174. As (164) (1455)	As (164) (1455)
		, , , , , , , , , , , , , , , , , , , ,

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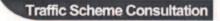
	186. I do agree with the	Noted
	double yellow lines in terms	
	of safety and access.	
(1547)	187. I feel that the Council	Noted.
	has incorrectly interpreted	The Public Consultation carried out in July
	the resident's wishes. This	2011 had specifically asked those that were
	would not have been the	consulted. If you answered "NO" to
	case if the questionnaire had	extending the existing CPZ in your part of
	specifically asked if residents	the street. If parking controls were
	wished to be included if a	introduced in the road near to yours , would
	NEIGHBOURING road was.	you then support residents parking in your
		part of the street? This was specifically
		done to prevent this kind of confusion at a
		later stage.
	188. The properties located	After considering the responses to the
	along Sussex Rd either side	statutory consultation the officers in
	of the side road junctions	discussion with the ward councillors will not
	would be forced to park on Sussex Rd with the	be recommending that the proposed CPZ's be extended the full length of the following
	introduction of the CPZ.	County roads (Bedford Road, Rutland Road
	They are being unfairly	and Oxford Road. The section along
	discriminated against by the	Devonshire Road outside the existing CPZ
	extension.	will be recommended to the P.H to agree a
		mini statutory consultation be undertaken
		again due to the responses received.
	189. Objection against	The double yellow lines at the junctions are
	increase in the length of	proposed to aid turning movement
	double yellow lines, and	/sightlines into and out of the side roads.
	additional double yellow line	The high way code states that vehicles
	to facilitate passing. Some	should not be parked within 10m of a
	20+ cars will be forced to	junction. The double yellow lines used to
	park elsewhere on congested	facilitate passing places are intended to
	streets.	provide safe passing places 24/7. This is not
		just for the residents but for emergency vehicles also.
	100 The reads are generally	This cannot be considered as part of this
	190. The roads are generally clear during the day. The	consultation
	problems exist during the	
	evenings and weekends	
	191. The Council cannot be	Noted. (see(187) (1547)
	clear that it is acting on	
	residents wishes by including	
	Rutland Road and Bedford	
	Road in the extension due to	
	the reinterpretation of the	
	wording on the	
	questionnaire	
(1428)	192. Can you issue free	This cannot be considered as part of this
	stickers	consultation
	193. Problem is with	Agreed. That's why we are proposing a CPZ
	commuter parking	between 11am-12noon.

(1.420)	104 CD7	
(1429)	194. CPZ would force parking onto adjacent roads	With the introduction of a CPZ there is always a possibility of some parking being pushed onto adjacent streets. That is why we consulted Sussex Roads in the public consultation and the majority had responded saying they did not wish to be included in the CPZ
	195. This will become a source of income for the council	The proposals were put forward by the resident & businesses to do something about the problems of long term commuter parking.
(1430)	196. This is a money making excuse there is no reason for the CPZ extension.	The proposals were put forward by the resident & businesses to do something about the problems of long term commuter parking.
	197. Council Time better	Noted
(1522)	spent repairing potholes 198. Over the last 6 months it is becoming increasingly difficult to find parking space. Parking permits in surrounding streets would exacerbate parking problems on Sussex Road	Noted.
	199. due to poor response to the initial consultation a second questionnaire or extended time frame would have been valid	Sussex road was not considered in the statutory consultation because the majority of those that had responded did not want to be included in the proposed CPZ extension. A statutory 21day consultation period is allowed for all comments/response to be submitted to the Council.
	200. It was not made clear to the residents the implications to parking. , community and well-being if the CPZ was introduced on adjacent roads what impact this would have on them.	The Public Consultation carried out in July 2011 had specifically asked those that were consulted. If you answered " NO " to extending the existing CPZ in your part of the street. If parking controls were introduced in the road near to yours , would you then support residents parking in your part of the street? This was specifically done to prevent this kind of confusion at a later stage.
	201. If this cannot be reviewed I would be grateful for your advice and recommendations as to how I can bring this to the attention of the decision makers.	In order for Sussex Road to be included in the CPZ extension a statutory re- consultation would need to be re-done.
(1495)	202. I object to Sussex Road not being included in the	Sussex road was not included in the proposals because the response to the

[proposals honce foreing non	nublic consultation did not show a majority
	proposals hence forcing non- residents onto our street	public consultation did not show a majority support for the CPZ extension.
(1515)		(202) (1495)
(1515)	203. As (202) (1495) 204. The proposal will force	Noted.
	non-residents who live	Noted.
	within the CPZ area onto our	
	street as they do not wish to	
	pay for a parking permit. This	
	problem is compounded by	
	some properties being	
	converted to flats and some	
(1500)	have up to 4 cars.	Natad
(1506)	205. Parking is a nightmare	Noted
	and we park on Oxford Road,	
	Rutland Road or Bedford	
	Road	
	206. Parking is worst during	Noted
	the week days. When	
	commuters park on Sussex	
	Rd & walk to the station.	
	207 As (204) (1515)	Noted
	208 As (202) (1495)	As (202) (1495)
(1453)	209. As (194) (1429)	As (194) (1429)
	210. I would like Sussex Road	Sussex road was not included in the
	to be included in the CPZ	proposals because the response to the
		public consultation did not show a majority
		support for the CPZ extension.
(1479)	211. This will increase	Noted
	congestion on Sussex Road	
	making parking impossible	
(1518)	212. We support the	Noted
	proposed CPZ extension. But	
	have reservations about the	
	usefulness of the double	
	yellow lines.	
	213. As (211) (1479)	As (211) (1479)
	214. Disappointed that the	Sussex road was not included in the
	Council did not include	proposals because the response to the
	Sussex Road	public consultation did not show a majority
		support for the CPZ extension
	214. The analysis of the	Noted
	resident's survey relating to	
	Sussex Road is flawed. We	
	believe that the eastern and	
	western side of Sussex Road	
	display different	
	characteristics. Hence	
	requiring different	
	treatment.	
	215. We urge the Council to	Noted
	review their decision about	

the eastern and western	
sides of Sussex Road.	
Avoiding costly errors,	
residents suffering,	
additional costs and	
addressing the problem in	
the near future.	

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Pinner Road – County Roads Controlled Parking Zone U Proposed Extension

STATUTORY CONSULTATION

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND



What is this about?

A public consultation was carried out between February 2011 and July 2011, asking residents and businesses along county roads whether they would like a CPZ in their road.

The results of this public consultation were presented to the Traffic and Road Safety Advisory Panel (TARSAP) on 20th September 2011. TARSAP were asked to approve the recommendations made in the report to take the changes forward to Statutory Consultation. The recommendations were based on the responses from the residents and businesses during the consultation.

The report was presented to the Portfolio Holder for Environment and Community Safety for his final approval. The recommendations and TARSAP report can be viewed on Harrow Council website at - <u>http://tinyurl.com/cnns8fk</u>

The link will need to be entered into your web browser. If you do not have personal access to the internet the council public libraries do have internet access that residents may use. Alternatively hard copies can be provided on request. The recommendations are also summarised below for your convenience.

The Portfolio Holder agreed the recommendations to take the scheme to the next stage, which is Statutory Consultation. Statutory Consultation is the legal process that the council is required to undertake before any changes can be made to any waiting or loading restrictions, or designated parking bays on the public highway.

Summary of recommendations, which can be viewed in association with the enclosed plans, are as below.

Proposals for County Roads:

- Extension to the Pinner Road Controlled Parking Zone (CPZ) permit parking for residents with the operational hours of 11am – 12 noon Monday to Friday is proposed in the following roads and or sections of roads:
 - a) Bedford Road
 - b) Rutland Road
 - c) Oxford Road
 - d) Dorset Road and
 - e) Eastern side of Devonshire Road fronting nos. 44 to 74, inclusive
- 2) Double yellow line waiting restrictions We are taking the opportunity to introduce or extend short sections of existing double yellow lines at all junctions, bends and narrow roads within the area of proposed extension of CPZ. These are designed to improve visibility for drivers, deter obstructive parking that could affect emergency services throughout the area of proposed extension of CPZ. Double yellow lines are also proposed along county roads to facilitate passing space for vehicles.

- 2 -

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Proposals for Neptune Road:

It is proposed to regulate Neptune Road with a variety of parking controls designed to accommodate most users. A combination of loading bays, free parking places, pay and display and shared use permit/pay and display parking is proposed. Please refer to enclosed plan for more details.

What happens next?

As mentioned earlier this is the Statutory Consultation stage, which is the legal requirement that the council needs to complete. The plans have been developed taking into account, where practical, all the comments we received during the previous consultation stages.

This is your opportunity to review the plans in private and make any further comments. It will not be possible to add any further amendments now, as the scheme has been developed using previous resident and business comments. However, small changes that do not impact on the safety for the wider community may still be possible or the changes could be abandoned.

We shall advertise the Traffic Management Order by placing notices on street lamp columns and in a local paper on or about 19th July 2012 which will also explain where the plans can be seen, this would give anyone a chance to comment or place a formal objection if they wish to do so by **8th August 2012**.

The results and any formal objections will be presented to TARSAP for consideration to proceed to implementation on the agreed measures. It is anticipated that the results will be reported to TARSAP on 29th November 2012. If there are any formal objections then TARSAP will determine what action needs to be taken for the elements of the scheme to be progressed. Once approval to proceed has been obtained the scheme will be given to our contractors to implement and all residents will be informed of the outcome.

Parking permit charges

The current annual resident parking charges in Harrow are:

1st Vehicle in household	£60
2nd Vehicle	£90
3rd Vehicle	£120
4th and subsequent Vehicle	£150

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 £15 per book of 10, which is reduced to £7.50 for senior citizens or those receiving mobility benefits if the discount is claimed.

There is no charge for environmentally friendly vehicles, but a permit is still required.

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 strict timetable for considering formal objections.

We have provided a questionnaire with space for your comments. Please return the questionnaire using the pre-paid envelope provide or alternatively complete the online form available at <u>www.harrow.gov.uk/trafficconsultations</u> Objections to the scheme proposals can also sent to:

Traffic and Highway Network Management Harrow Council PO Box 39 Civic Centre Harrow HA1 2XA

Or by email to transportation@harrow.gov.uk

Quoting Ref: DP 2012-10 ensuring it is received by 8th August 2012.

More information

If you have any further questions, or wish to comment, please contact the project engineer:

Tushar Patel Tel: 020 8424 7534 Email: transportation@harrow.gov.uk or write to: Tushar Patel Parking and Sustainable Transport Harrow Council P.O. Box 39 Civic Centre, Harrow HA1 2XA

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APPENDIX D

PINNER ROAD - COUNTY ROADS CONTROLLED PARKING ZONE PROPOSED EXTENSION - QUESTIONNAIRE

Please complete this questionnaire.

Please return your comments by 8th August 2012. In a effort for the council to be more energy and cost effective, you can submit your questionnaire on-line by visiting <u>www.harrow.gov.uk/trafficconsultations</u> and then clicking to visit live consultations. This will direct you to a page containing the Pinner Road – County Roads CPZ Extension -Phase 2. ". You may be asked to register your details before completing the survey.

Alternatively you may still complete this hard copy and return it using the enclosed prepaid reply envelope (no stamp required), to arrive by 8th August 2012.

Questionnaires returned without a name and address will not be officially recorded in the results. We count your household / business as one response.

REMEMBER – Responses will not be counted as a statutory objection unless the word "object" or "objection" is mentioned along with the reason for the basis of the objection with your name and address.

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

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?

QI	Are you a resident or bi	Isiness?	
	Resident	Business	Both
Q2	Do you support the revi	sed parking proposals in your p	art of the road?
	Yes	No	No opinion
		ack of this sheet to clarify your r se use the space provided on the	
	If you do NOT want yo here.	ur response to be available for	public inspection please tick
			Harrowcouncil

APPENDIX D

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 dhënës.

اذا كانت الانجليزية ليست لغتك الأولسي وتحتاج لترجمة معلومات هذه Arabic الوثيفة، الرجاء الاتصال على رقم

Bengali যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিজেন নম্বর দেওয়া আছে সেখানে নয়া করে যোগাযোগ করন।

Chinese 如果你主要说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。

الگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید. Farsi اطلاعات موجود در این مدرک را دارید.

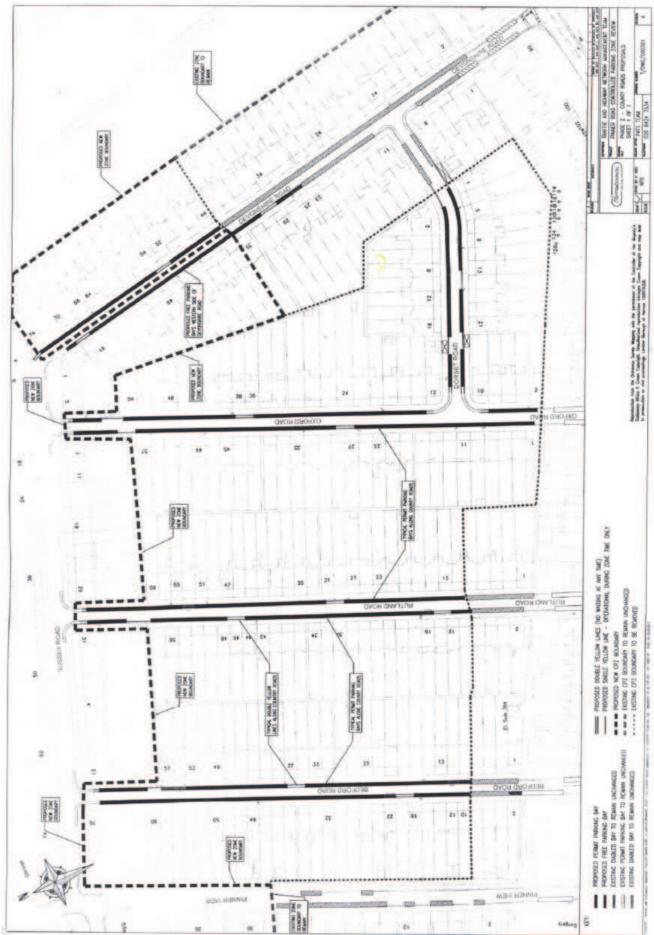
- Gujarati જો ઈગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રેન્સલેશન) તમને જોઇતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
 - Hindi यदि आपको अंग्रेज़ी समझ नहीं आती और आपको इस दम्तावेज में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंवर पर फोन करें।
- Panjabi ਜੋ 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 ਕਰੇ।
- 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.

اً راگر بیزی آب کی اوری زبان کین سے اور آب کو اس دستاوی میں دی گی مصوبات کا اردوتر جمہ درکارے، تو یر او کرم دینے کے Urdu تمبر بررابط كري-

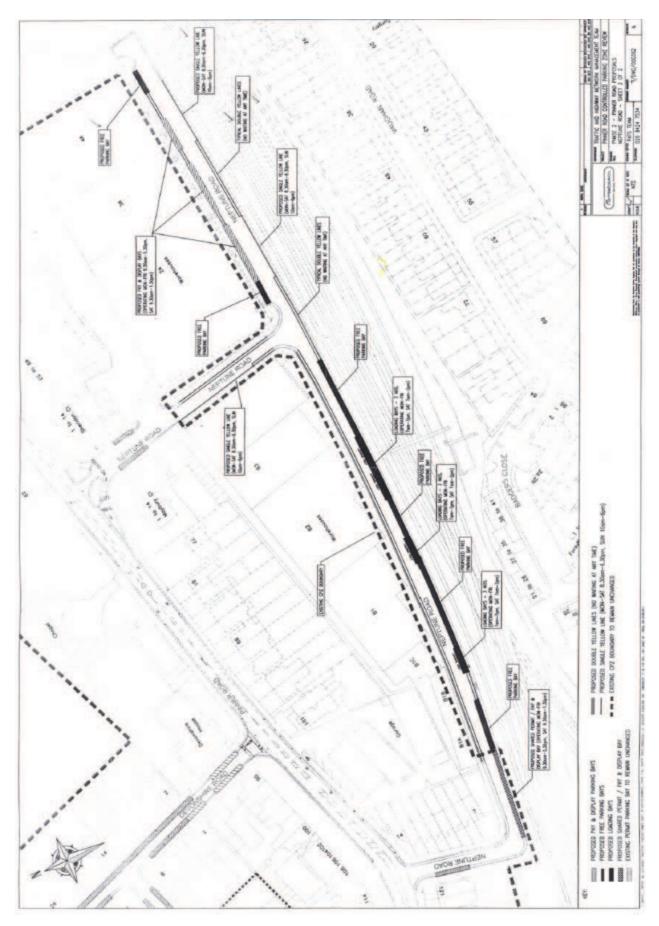
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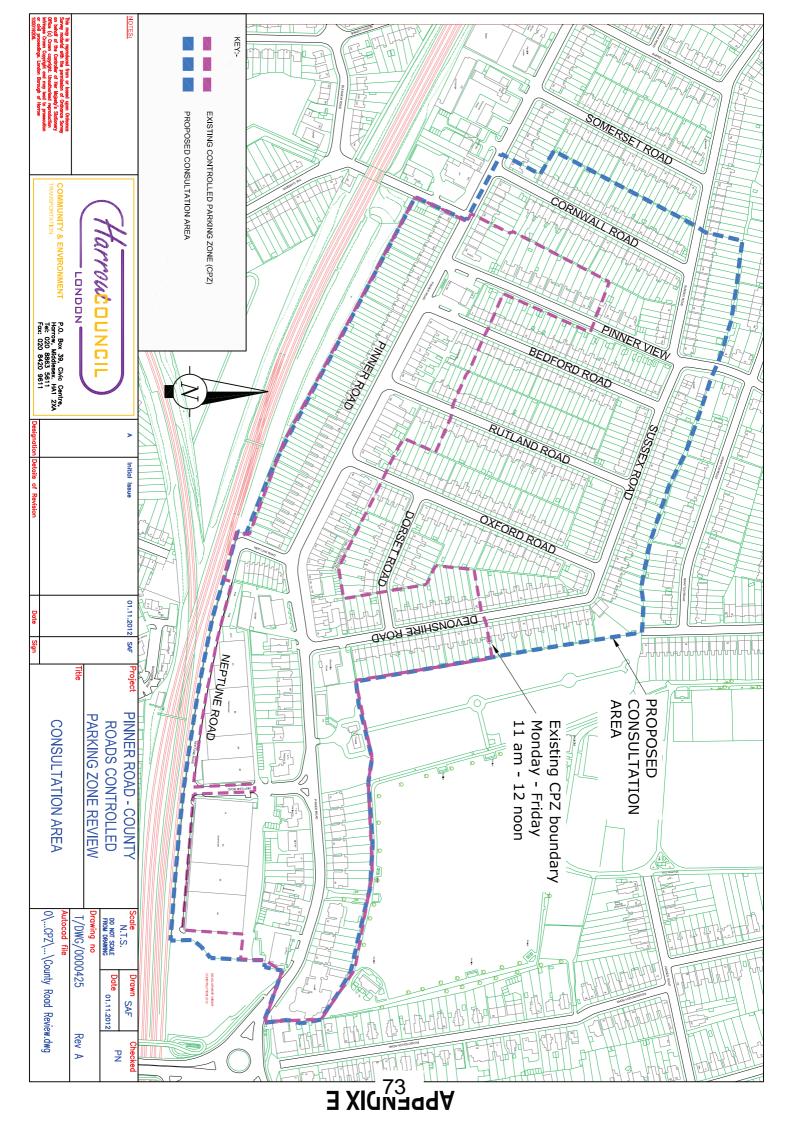




APPENDIX D



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Traffic And Road Satety Advisory Panel

	Advisory Panel
Date of Meeting:	29 November 2012
Subject:	Canons Park Area Parking Review Statutory Consultation
Key Decision:	No
Responsible Officer:	Caroline Bruce - Corporate Director of Environment and Enterprise
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 for Environment and Community Safety
Enclosures:	Appendix A Consultation documents primarily related to safety related proposals
	Appendix B Consultation documents primarily related to amenity related proposals
	Appendix C Consultation Plans
	Appendix D Response summary on a road by road or part road basis
	Appendix E Statutory objections received
	Appendix F Recommended changes to consultation plans for implementation



Section 1 – Summary and Recommendations

This report gives details of the results of the statutory consultation regarding parking proposals (see **Appendix C and F**) for the Canons Park area undertaken in August 2012 and seeks the Panel's recommendation to the Portfolio Holder for the proposals to be implemented.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the following measures be implemented in:

- 1. Donnefield Avenue "At any time" waiting restrictions (double yellow lines) along the full extent of the eastern kerb line and in the northern turning area. A Permit zone, including 1 disabled bay at the entrance to the park, operational Monday to Saturday, 8am 6:30pm,
- Torbridge Close Permit zone operational Monday to Friday, 2pm -3pm,
- 3. Station Parade, Whitchurch Lane -
- i) 1disabled bay and 19 shared permit holder / pay and display bays operational Monday to Saturday, 8am – 6:30pm on the northern side of the front service road,
- Waiting restrictions (single yellow lines) operational Monday to Saturday, 10am – 11am and 2pm – 3pm on the southern side of the front service road,
- iii) "At any time" waiting restrictions (double yellow lines) on bends and through narrow sections and waiting restrictions (single yellow lines) through the remainder operational Monday to Friday, 12 noon – 1pm on the rear and eastern service road,
- iv) No loading controls operational Monday to Saturday, 8am 6:30pm on the eastern service road,

4. Cheyneys Avenue between the southern property boundaries of 52 and 106 – waiting restrictions (single yellow lines) operational Monday to Friday, 2pm – 3pm,

5. Du Cros Drive – waiting restrictions (single yellow lines) operational Monday to Friday between 3pm – 4pm,

6. Buckingham Road between Whitchurch Lane and Buckingham Gardens – various sections of "At any time" waiting restrictions (double yellow lines) on bends and waiting restrictions (single yellow lines) operational Monday to Friday, 2pm – 3pm,

7. Buckingham Gardens – "At any time" waiting restrictions (double yellow lines) on bends and in the turning head,

8. Parr Road between the junction of Garland Road and the eastern turning head – "At any time" waiting restrictions (double yellow lines) on the southern side of the carriageway,

9. Bromefield / Bush Grove / Maychurch Close – "At any time" waiting restrictions (double yellow lines) on bends, junctions, roundabouts and through narrow sections and waiting restrictions (single yellow lines) in remaining locations operational Monday to Friday, 2pm – 3pm,

10. Bramble Close – "At any time" waiting restrictions (double yellow lines) extended along narrow access and waiting restrictions (single yellow lines) in remaining locations operational Monday to Friday, 2pm – 3pm,

(a) Honeypot Lane Shopping parade -

- i) waiting restrictions (single yellow lines) operational Monday to Friday, 2pm 3pm in the front service road,
- ii) "At any time" waiting restrictions (double yellow lines) on junctions, bends and through narrow sections at the rear of the parade on Brick Lane,
- iii) waiting restrictions (single yellow lines) in remaining locations operational Monday to Friday, 12:00 to 13:00 at the rear of the parade on Brick Lane,
- (b) "At any time" waiting restrictions (double yellow lines) in various locations as detailed in appendices C and F at junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with the well established rules of the Highway Code,
- (c) That the Service Manager Traffic & Highway Network Management is authorised to take the necessary steps to implement the above recommendations,
- (d) Residents and businesses throughout the consultation area are informed of the outcome of the statutory consultation and Portfolio Holder decision,
- (e) Any significant issues arising from the final agreed scheme a minimum 6 months after implementation be reported to the panel for consideration of a review.

Reason:

To control parking in the area surrounding Canons Park Station as well as the surrounding roads as detailed in the report. The measures are in direct response to resident requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

Section 2 – Report

Introduction

2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report sets out how parking issues raised in the Canons Park area are being addressed in order to support local residents and businesses concerns about parking.

Options considered

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object to the proposed scheme advertised.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultations and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 The parking review was commenced because of numerous requests from both residents and businesses raising concerns about increased parking pressures and access issues in the area surrounding Canons Park Station. Many comments received indicated that the problems were associated with an increase in commuter parking and vehicles displaced from local residential developments.
- 2.5 The last review took place over 10 years ago and resulted in various measures to resolve issues at the time, however, comments received suggest parking problems have now spread to adjacent areas.
- 2.6 In July 2011 a stakeholders meeting was held at St Lawrence Parish Church in order to listen to the concerns raised and to define an agreed consultation boundary for any proposals developed.

Public consultation

- 2.7 In December 2011 consultation documents were distributed to 4,863 properties within the agreed consultation area asking residents and businesses if they experience parking problems.
- 2.8 All the responses received were reported to the panel on 8th February 2012 along with a detailed analysis. In locations where the majority of responses indicated support for additional controls the report contained officer recommendations about proposals which could be taken forward to the statutory consultation phase. After careful consideration

the Panel recommended proposals to the Portfolio Holder who agreed that they should progress to the statutory consultation phase.

Buckingham Road Re-consultation

- 2.9 Part of the agreed recommendations by the Panel was to re-consult Buckingham Road properties 1-57. This was due to the residents submitting a petition in the initial public consultation stating that they suffered from parking problems but did not indicate what measures they would support.
- 2.10 In July 2012 a second public consultation was undertaken to clarify the views of these residents to determine whether any measures would be supported and could be progressed to the statutory consultation phase.
- 2.11 A total of 21 responses were received from 63 properties equating to a response rate of 33%. Of the 21 responses received only 9 felt there was a parking problem and would support the introduction of additional measures. This equated to a support level of 43% which does not indicate majority support so no additional proposals are proposed in Buckingham Road.

Statutory consultation

- 2.12 A statutory consultation was undertaken to establish the views of residents on the detailed measures developed by officers and agreed by the Panel and the Portfolio Holder.
- 2.13 Consultation documents were distributed to a total of 1,458 properties on the 25th and 26th July 2012 and formally commenced on the 26th July. The consultation ended on the 16th August 2012. Two different types of consultation documents were delivered depending on the measures proposed in the area.
- 2.14 Safety related measures primarily consist of "at any time" waiting restrictions (double yellow lines) on junctions, bends and narrow sections of carriageway to ensure access for emergency services and improve traffic flow and visibility. They support the well established rules set out in the Highway Code and underline a consistent approach taken throughout the borough. Officers aim progress these measures unless there is a substantial justification to the contrary. A total of 848 of these documents were delivered. A plan showing the extent of the proposals was provided along with a letter explaining the rationale for the proposals. A copy of the consultation document and plans can be found in **Appendix A and C** respectively.
- 2.15 The other type of consultation document relates to amenity related measures where controls are introduced to manage parking pressures in high demand areas. These are focussed on areas where residents and businesses highlighted parking problems in the initial public consultation. These consist of waiting restrictions (both single and double yellow lines), resident permit zones and pay and display bays. In these locations officers seek a majority support for the proposals to be demonstrated in order for a recommendation to be made to

progress any measures to implementation. A total of 610 documents were delivered to these locations. The document consisted of an outline explanation of why the consultation was taking place, a plan, a questionnaire asking if they supported the proposals in their street, a freepost return envelope and equality monitoring form. In addition to this adverts were placed in the Harrow Times, notices were erected on site and details were placed on the Harrow website in order to publicise the consultation. A copy of the consultation document and plans can be found in **Appendix B and C** respectively.

- 2.16 Officers received a steady number of questionnaire responses from throughout the consultation area both online and via the postal service. This provides a good indication that all roads within the consultation area received the documents. Where multiple responses were received from a particular property only one was taken into consideration in the consultation results table, however all comments received were considered.
- 2.17 As a significant proportion of the responses were unexpectedly received in the form of a letter or e-mail, many respondents made multiple comments on different proposals without clearly stating whether they support or object to the measures. In these instances officers have considered the content of the comments and assessed whether they support or object to the measures.

Responses

- 2.18 From the 1,458 properties consulted 256 responses were received by questionnaire, letter or email. In addition, two petitions were received containing a total of 40 qualifying signatures. This represented an overall response rate of 20% and is slightly lower than would normally be expected from a statutory consultation.
- 2.19 In areas where amenity related controls were proposed, 610 consultation documents containing questionnaires were delivered and 195 responses were received which equated to a response rate of 32%.
- 2.20 In areas where safety related measures were proposed 848 documents were delivered and 61 responses including the two petitions were received. This equates to a 12% response rate. As officers look to progress safety measures unless a justifiable reason is provided, the consultation documents asked only for comments.
- 2.21 A tabulated summary of responses for amenity or safety related measures are provided on a road by road basis in **Appendix D**.
- 2.22 Details of all statutory objections along with officer's responses can be found in **Appendix E**.
- 2.23 Councillors from each of the four wards were invited to attend a meeting to discuss the detailed results and the officers recommendations prior to the panel meeting.

2.24 Quality assurance checks have been carried out on the responses received and a complete copy is available for members to review in the member's library.

Analysis of Amenity Related Proposals

Bramble Close

2.25 The proposals include the extension of existing double yellow lines at the junction with Honeypot Lane and single yellow lines throughout the remainder of the Close operating Monday to Friday, 2pm – 3pm.

Su	pport Pr	oposals	Statutory	Response	Support	
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	1	0	-	3%	100%

2.26 As problems have continued to be reported since the consultation and there is likely to be an increase in parking pressures if proposals are approved in adjacent streets, officers recommend that the measures be implemented in Bramble Close.

Brick Lane (rear service road behind Honeypot Lane shopping parade)

2.27 It is proposed to introduce double yellow lines on junctions, bends and narrow sections of the carriageway. In the remaining areas single yellow lines operating Monday to Friday, 2pm – 3pm will be introduced.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	2	1	0	1	33%	33%

2.28 The comments received indicated support for the double yellow lines however businesses felt that the single yellow lines would be detrimental to their business operations by removing parking in the area for one hour during the day. Having considered all the comments submitted, officers feel that by amending the operational hours for the single yellow line to Monday to Friday, 1pm – 2pm this will allow more flexibility for the businesses and residents to park whilst ensuring long term commuter parking does not take place throughout the day. The revised proposals for Brick Lane are detailed in **Appendix F**.

Bromefield (between the junction of Wemborough Road and Home Mead)

2.29 It is proposed to introduce double yellow lines on junctions, bends, narrow sections and the roundabout. In the remaining areas single yellow lines operating Monday to Friday, 2pm – 3pm will be introduced.

Su	pport F	roposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners		Rate	Level
0	14	12	0	7	54%	46%

- 2.30 Multiple objections were received from residents to the double yellow lines around the roundabout because this would reduce available parking space. Although many accepted parked vehicles obstructed larger vehicles, it was felt that it is primarily commuter parking that causes the problems and residents should not be penalised by having this parking removed. Alternative suggestions were put forward to introduce single yellow lines because they would be more suitable for removing long term parking whilst allowing visitors, weekend and evening parking for those living in the area.
- 2.31 Objections to the single yellow line proposals were also received predominantly from residents living on the south-western boundary of the proposals. The objections were due to either residents feeling the controls were not necessary (as they did not suffer from external parking) or through concerns that vehicles would be displaced to locations outside the controlled area. Other comments received raised concerns over parents parking in dangerous locations when dropping off and collecting their children.
- 2.32 Having considered the objections and comments submitted from residents regarding double yellow lines on the roundabout officers are of the view that serious obstruction is caused to larger vehicles irrespective of the vehicle ownership. The evidence on site shows that vehicles frequently mount the kerbs and grassed area to pass obstructive parking resulting in additional highway maintenance work required to repair the roundabout at the Council's expense.
- 2.33 Officers contacted the local Fire Station Manager for his views on the proposals around the roundabout and received the following response.

"Proposals will enhance our access as there is heavy parking throughout the area which significantly restricts access for Fire Appliances particularly around the roundabout itself."

- 2.34 Given the clear requirement for the carriageway to be kept clear of all vehicles in this location officers recommend that all double yellow lines are implemented as proposed.
- 2.35 Objections relating to the single yellow lines were predominantly received from properties between Bush Grove and Home Mead. Given these proposals are for the amenity of the residents and there was no majority support in this area officers recommend that the single yellow line proposals are cut back to the junction of Bush Grove as detailed in **Appendix F**.

Buckingham Gardens

2.36 It is proposed to introduce double yellow lines at junctions, bends and the turning head. In the remaining areas single yellow lines operating Monday to Friday, 2pm – 3pm will be introduced.

Su	oport F	roposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	20	7	0	20	64%	26%

2.37 The initial questionnaire responses received indicated support for the proposals however after a letter was distributed to all residents by an unknown source opinions appear to have subsequently changed. Many of these letters were signed by the residents and sent in formally objecting to the single yellow line proposals. It should be noted a number received came from properties who had already returned the questionnaire supporting the measures. The objections stated

"In an effort to discourage commuter parking we, as residents, are also denied the opportunity to use our road space. The proposed scheme will detract from the enjoyment of our property, taking away our current right to all-day parking in the vicinity"

- 2.38 The comments received also highlighted concerns about vehicles parking opposite each other blocking access. A suggestion put forward was to introduce double yellow lines down one side of the carriageway preventing parking at any time.
- 2.39 Due to the lack of support for the amenity related single yellow lines restrictions officers recommend that these are not implemented and that only the proposed double yellow lines on junctions, bends and in the turning head progress to implementation as detailed in **Appendix F**.

Buckingham Road between junctions with Whitchurch Lane and Buckingham Gardens

2.40 It is proposed to introduce a combination of double yellow lines on the bend and single yellow lines operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	5	6	0	5	41%	55%

- 2.41 Objections were received from residents due to the reduction in parking space resulting from the restrictions. It was stated that without off-street parking residents would not be able to park throughout the day and this would cause displaced parking into adjacent streets.
- 2.42 Comments from respondents supporting the double yellow lines also highlighted the problems experienced with vehicles in some instances having to mount the footway to pass each other.
- 2.43 A request was received for resident permit bays or the right to purchase permits for Torbridge Close. However, it should be noted that single yellow lines were proposed by officers as an alternative to resident permit bays because the responses from the previous public consultation indicated less than 15% support for this option.
- 2.44 Considering the majority support for the proposals and requirement to prevent vehicles from obstructing traffic flows it is recommended that measures be implemented

Bush Grove

2.45 It is proposed to introduce double yellow lines at junctions and single yellow lines between the junction with Wemborough Road and 26 Bush Grove operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory	Response	Support
No opinion	No	Yes	Petitioners		Rate	Level
0	7	8	0	0	33%	53%

- 2.46 Objections were received from properties on the periphery of the single yellow lines restrictions raising concerns that they will displace vehicles to park outside their properties. The majority of these responses requested that the proposals be extended to protect the carriageway outside their properties rather than opposing them. Additional comments highlighted concerns over school parents parking on junctions obstructing traffic flow and visibility. One response supported a change in control times to incorporate school collection times.
- 2.47 Given the majority support and comments received regarding dangerous parking at junctions officers recommend that the proposals are implemented. It should be noted that the extent of the single yellow line proposals are based on responses received from the initial public consultation and measures cannot be significantly extended without a further statutory consultation. This can be considered as part of any future review.

Cheyneys Avenue

2.48 It is proposed to introduce single yellow lines between the southern property boundaries of 52 and 120 Cheyneys Avenue operating Monday to Friday, 2pm – 3pm.

Support Proposals?				Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
1	12	15	0	4	37%	56%

- 2.49 The objections received stated that they did not feel that commuter parking was severe enough to warrant the restrictions. Others raised concerns that the restrictions would displace parking to just outside the extent of the proposals.
- 2.50 When analysing the responses received the majority of the objections received originated from the northern section of the proposed extension. Officers therefore recommend that the proposed single yellow line extension is reduced to the southern boundary of 106 Cheyneys Avenue as detailed in **Appendix F**.

Donnefield Avenue

2.51 It is proposed to introduce double yellow lines along the full extent of the eastern kerb line and in the turning area. A Permit zone, including 1 disabled bay, will be introduced at the entrance to the park, operating Monday to Saturday, 8am – 6:30pm.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	3	10	0	4	25%	77%

- 2.52 The proposed measures received strong support from residents living on Donnefield Avenue, predominantly due to the high level of commuter parking both during the week and at the weekend restricting their ability to park.
- 2.53 Objections were received from residents in the Canons Park area in relation to the extent of the control times of the permit zone. This is due to the controls restricting parking for visitors to the park during the week and on Saturdays. Other comments received also raised concerns that by introducing the controls in Donnefield Avenue vehicles will be displaced onto Whitchurch Lane obstructing traffic flow.
- 2.54 Unanimous support was received for the double yellow lines on the eastern side of the carriageway, preventing vehicles obstructing traffic flow and private accesses.
- 2.55 Given the significant majority support from residents officers recommend that the proposed resident permit zone, associated double yellow lines and disabled bay are implemented.
- 2.56 In respect of the concerns about vehicles being displaced onto Whitchurch Avenue it is expected that this area will be reviewed in the very near future. If Barnet Football Club take forward proposals to play their home games at The Hive a subsequent review of the impact on parking in the area would be undertaken and include Whitchurch Avenue.
- 2.57 Consideration was given to reducing the permit zone operating hours so that it did not include Saturday, however, taking account of the recommended measures for Station Parade and surrounding areas it was considered that Donnefield Avenue residents would be adversely affected by this change. This would include problems with local residents from nearby developments parking from Friday evening throughout the weekend as well as weekend commuters using the station. This would leave a very limited number of spaces for either visitors to the park or residents.

Du Cros Drive

2.58 It is proposed to introduce single yellow lines from the junction with Marsh Lane and the railway bridge, operating Monday to Friday, 3pm – 4pm.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
1	10	19	0	2	29%	66%

2.59 The main concern of objections raised was the removal of parking for properties with insufficient or no off street parking. Given that Du Cros Drive is currently located on the periphery of the existing Stanmore

CPZ it was explained that there is limited parking opportunities in side streets for both residents and visitors. In addition to this, concerns were raised over vehicle speeds increasing and front gardens being concreted over to provide off street parking having a negative impact on the environment.

2.60 Given the majority support for the proposals and the minimal impact on visitors (1 hour restriction) officers recommend that the measures are implemented. If the measures are approved and implemented road safety officers will assess and monitor any speeding concerns raised.

Honeypot Lane Shopping Parade

2.61 It is proposed to introduce single yellow lines in the service road fronting Honeypot Lane operating Monday to Friday, 2pm – 3pm.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	5	10	0	2	29%	67%

- 2.62 The objections received stated that there is not currently a problem with parking in the parade and the single yellow lines would have a negative impact on both residents and businesses by removing all parking in the area during the 1 hour of operation.
- 2.63 Other comments received supported the proposals stating commuters parking in the parade from early in the morning prevented customers from parking during the day and had a negative impact on their businesses.
- 2.64 Due to the majority support for the proposals and problems highlighted by the businesses officers recommend that the measures are implemented.
- 2.65 It should be noted that due to the objections received changes to the control times on the rear service road, Brick Lane, are recommended to be changed to 12 noon 1pm. This will provide an alternative location for temporary parking should residents or businesses need to park in the area from 2pm 3pm. These changes can be seen in Appendix F.

Maychurch Close

2.66 It is proposed to introduce double yellow lines at the junction and in the turning head. Single yellow lines introduced in remain areas operating Monday to Friday, 2pm – 3pm.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	2	5	0	2	47%	71%

2.67 The proposal for double yellow lines at the junction with the roundabout received strong support from residents.

- 2.68 Objections were received in relation to both the single yellow lines and the double yellow lines in the turning head. Objectors stated that although the single yellow lines will remove commuters it will also prevent friends and family visiting during the operational hours making the current situation worse. Furthermore, it was stated that double yellow lines are not required in the turning head as emergency service can gain entry to the close.
- 2.69 Due to the majority support demonstrated and improvements in safety officers recommend that the measures are implemented.
- 2.70 The justification for restrictions in the turning head is to allow for vehicles to turn around without having to reverse out of the close on to the roundabout which puts drivers at greater risk of a collision.

Station Parade, Whitchurch Lane

- 2.71 It is proposed to introduce a disabled bay and 19 shared permit holder
 / pay and display bays operating Monday to Saturday, 8am 6:30pm on the northern side of the front service road. Single yellow lines are proposed operating Monday to Saturday, 10am 11am and 2pm 3pm on the southern side of the service road fronting Whitchurch Lane.
- 2.72 Double yellow lines are proposed on the rear and eastern service road on bends and through narrow sections and a single yellow line through the remainder of the road operating Monday to Friday, 12 noon - 1pm.
- 2.73 No loading restrictions are proposed on the eastern service road operating Monday to Saturday, 8am 6:30pm.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
2	4	6	0	2	24%	60%

- 2.74 The objections received opposed the introduction of the shared permit holder / pay and display bays. It is believed either residents with permits will occupy the spaces for prolonged periods or that motorists will not stop to pay taking their custom to other areas where parking is free. Many of the objections received from the shops were due to the single yellow line being operational Monday to Friday and not including Saturday.
- 2.75 Businesses in support of the proposals stated that frequently their customers cannot park and that recent housing developments in the area have increased the problem resulting in reduced turnover and difficulties with receiving deliveries.
- 2.76 Residents highlighted that commuter parking often prevents them parking nearby forcing them to park in adjacent streets both in the evenings and at weekends.
- 2.77 Several responses received from properties opposite the parade on Whitchurch Lane objected due to misunderstanding about the proposals. It was believed that the existing double yellow lines on the northern side of the carriageway opposite the junction with Hitchin

Lane would be downgraded to single yellow lines. This is not the case and no parking "at any time" restrictions will remain in this location.

- 2.78 A number of objections were also received because they desired additional controls to be in place on Saturday.
- 2.79 Having considered all the responses from both businesses and residents it is clear they are experiencing significant problems additional controls are required. As the majority of responses supported the proposals officers recommend that the measures are implemented.

Torbridge Close

2.80 It is proposed to introduce a permit zone operating Monday to Friday, 2pm – 3pm.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
1	1	1	0	0	7%	50%

- 2.81 The comments received requested a change in the hours of operation from the afternoon to the morning to allow for visitors later in the day. It was also suggested the existing double yellow lines are extended a short distance to cover the full length of the narrow entrance, ensuring improved emergency service access.
- 2.82 Although a low response rate was received officers believe given the proposed measures recommended in adjacent roads there is likely to be an increase in external parking pressures if no measures were introduced in Torbridge Close. Taking account of surrounding measures it would not be possible to change the operational hours because this would result in vehicles migrating from surrounding roads that remain operational in the afternoon.
- 2.83 Officers therefore recommend that the resident permit zone is implemented as advertised with the addition of an extension of the existing double yellow line restrictions at the junction with Buckingham Road. Details of the revised recommended proposals can be seen in **Appendix F**.

Analysis of Safety Related Proposals

Broadcroft Avenue junctions with Ladycroft Walk, Anmersh Grove, Pearswood Gardens, Honeypot Lane and the bend leading onto Lamorna Grove

2.84 It is proposed to introduce double yellow lines extending 10 meters into junctions and at bends.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	1	0	-	2%	100%

2.85 One response was received supporting the proposals at the bend on Broadcroft Avenue and Lamorna Grove. However, the resident objects to the fact that double yellow lines are not being introduced on the outside of the bend as well because parked vehicles obstruct both traffic flow and private accesses on the outside of the bend. It was also raised that school traffic frequently sound their horns in the morning to warn vehicles on the bend.

2.86 Consideration will be given in the future to introducing double yellow lines on the outside of the bend, however, as they were not advertised in the traffic order they cannot be added at this stage. The proposed measures on the inside of the bend will improve vehicle visibility and help reduce the need for vehicles to sound their horn to warn other motorists. It is recommended that the proposals are implemented.

<u>Cloyster Wood junctions with Longcroft Road, Cornbury Road and</u> <u>Howberry Road</u>

2.87 It is proposed to introduce double yellow lines at junctions.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
1	1	1	0	1	12%	33%

- 2.88 One objection was received which referred to the loss of parking space and the fact that they had not experienced any problems in the past.
- 2.89 It is considered that as vehicles parked in these locations are doing so in contravention of the highway code there is not a true reduction in parking capacity. Officers therefore recommend that the proposals are implemented.

<u>Crowshott Avenue junctions with Culver Grove, St Andrews Drive,</u> <u>Bush Grove, Ladycroft Walk, Anmersh Grove and Pearswood Gardens</u>

2.90 It is proposed to introduce double yellow lines at junctions.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	1	0	0	-	2%	0%

- 2.91 The one objection received appealed against the extent of the measures as they extended across a private access located directly adjacent to a junction.
- 2.92 The measures are proposed on safety grounds. The objector's access falls within the standard 10 metres distance for the restrictions and it is recommended that the proposals are implemented.

Dalston Gardens including junction with Wigton Gardens

2.93 It is proposed to introduce double yellow lines on the bend and at junctions.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	-	0%	0%

2.94 No consultation responses were received in relation to the proposals. Officers therefore recommend that the proposals are implemented.

Gyles Park including junction with Wemborough Road and Bromefield

2.95 It is proposed to introduce double yellow lines on bends and at junctions.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	4	0	0	3	7%	0%

- 2.96 Objections to the proposals were received as it was felt that the measures are not required and will reduce parking space in the area. In addition to this one objection whose premises is located on a junction stated friends and family would not be able to park outside their house.
- 2.97 The measures are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommended that the measures are implemented.

Buckingham Road junctions with Chandos Crescent, Whitchurch Avenue and Merlin Crescent

2.98 It is proposed to introduce double yellow lines around roundabouts and through narrow sections of the roads.

Support Proposals?				Statutory	Response	Support
No opinion	No	Yes	Petitioners		Rate	Level
0	2	0	0	2	13%	0%

- 2.99 The objections received highlighted that the restrictions outside the local businesses, fronting the roundabouts, were unnecessary and would have a negative impact on them by reducing the availability of close customer parking.
- 2.100 Having reviewed the restrictions directly fronting the businesses officers believe that the double yellow lines can be reduced to provide additional parking whilst maintaining sufficient space to allow access and visibility to oncoming traffic.
- 2.101 Officers therefore recommend that the restrictions in front of 138 Merlin Crescent are reduced as detailed in **Appendix F** and that all other restrictions are implemented.

Homemead

2.102 It is proposed to introduce double yellow lines around the island and at the junction with Bromefield.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	3	6	0	0	41%	67%

2.103 The majority of responses received supported the measures, however, the objections received indicated that the restrictions around the island were unnecessary and the reduced parking space will create problems for residents. 2.104 Due to the majority support for the measures and the need for these measures to ensure emergency services access officers recommend that the measures are implemented.

Honeypot Lane junctions with Wigton Gardens and Dalston Gardens

2.105 It is proposed to introduce double yellow lines around the island and at the junctions.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	-	0%	0%

2.106 No consultation responses were received in relation to the proposals. Officers therefore recommend that the proposals are implemented.

> Howberry Road including junctions with Watersfield Way, Cloyster Wood and Howberry Close

2.107 It is proposed to introduce double yellow lines between the junctions with Du Cros Drive and Peters Close and double yellow lines at junctions.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	1	5	0	-	13%	83%

- 2.108 The majority of responses received supported the proposed double yellow lines on the junctions, however, one objection was received that opposed the double yellow lines approaching the junction with Du Cros Drive because it will remove parking space and create problems for the elderly and visitors.
- 2.109 The measures at the junctions are proposed on safety grounds and current parking occurs in contravention of the Highway Code. The measures on the narrow section of carriageway approaching Du Cros Drive are proposed to prevent vehicles from obstructing traffic and causing congestion at the junction. Officers therefore recommend that the proposals are implemented.

Cheyneys Avenue

2.110 It is proposed to introduce double yellow lines on inside of the bend adjacent to 117 Cheyneys Avenue.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	1	0	0	0	8%	0%

- 2.111 The one response received did not support the proposals stating the proposals were unnecessary and a fund raising exercise for the council.
- 2.112 The measures at the junctions are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Merlin Crescent including junctions with St Brides Avenue, St Davids Drive and Newgale Gardens

2.113 It is proposed to introduce double yellow lines on junctions and bends.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	2	0	0	2	4%	0%

- 2.114 The objections received raised concerns over displaced parking opposite the junctions that could obstruct traffic flow. One ojection indicated that they would like friends and family to be able to park outside their property and feel the proposals will devalue their property.
- 2.115 The measures at the junctions are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Milford Gardens

2.116 It is proposed to introduce double yellow lines on the bend adjacent to 36 Milford Gardens.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	0	0%	0%

2.117 No consultation responses were received in relation to the proposals. Officers therefore recommend that the proposals are implemented.

Newgale Gardens

2.118 It is proposed to introduce double yellow lines through the narrow access and in the turning head.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
1	0	0	8	-	90%	0%

- 2.119 One statutory objection was received along with a petition objecting to the proposals. The objectors believe that they are not required, that there has never been a problem, it is inconceivable that anyone would park obstructing the access and that road markings will negatively impact on the character of the close and the value of properties.
- 2.120 The measures are proposed to ensure that vehicles, particularly emergency services vehicles, can access the close and have enough space to turn around thereby avoiding the need to reverse out of the close on to Merlin Crescent. Officers contacted the local Fire Station Manager for his views on the proposals in Newgale Gardens and received the following response.

"I would agree with the proposals but would suggest relaxing the need for yellow lines in the turnaround area as there is ample off road parking for the residents."

2.121 Taking account of the comments from the Fire Service officers recommend measures for the access to the close are implemented as advertised but that the proposed double yellow lines in the turning head are removed as detailed in **Appendix F**.

Parr Road

2.122 It is proposed to introduce double yellow lines on the southern side of the carriageway outside 1-8 Honeypot Business Centre.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	0	0%	0%

2.123 No consultation responses were received in relation to the proposals. Officers recommend that the measures are implemented.

St Andrews Drive including junctions with Coledale Drive and Crowshott Avenue

2.124 It is proposed to introduce double yellow lines on bends and junctions.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	0	0%	0%

2.125 No consultation responses were received in relation to the proposals. Officers recommend that the proposals are implemented.

Stratton Close

2.126 It is proposed to introduce double yellow lines on bends and junctions.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	1	0	0	1	1%	0%

- 2.127 A number of objections were submitted by the Stratton Close Property Residents Association who felt that the measures are unnecessary. It was stated that Stratton Close is a quiet residential cul-de-sac which regularly receives large HGV deliveries without access issues. Furthermore, it is believed there is no safety benefit and the measures would contribute to additional parking pressure in the area.
- 2.128 Having reviewed the measures officers suggest that the double yellow lines on the southern side of Stratton Close at the junction with Whitchurch Gardens are reduced to allow for an additional parking space. The proposed amendments can be seen in **Appendix F**. All other measures are recommended to progress to implementation as advertised.

Talman Grove

2.129 It is proposed to introduce double yellow lines on bend and junction.

Su	oport F	roposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
2	4	5	0	1	79%	45%

- 2.130 The objections received raised concerns over the reduced parking space and the impact on friends and family visiting them. It was also claimed that it may affect community spirit locally.
- 2.131 The measures are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Watersfield Way including junctions with Longcroft Road, Cornbury Road, Howberry Road

2.132 It is proposed to introduce double yellow lines on junctions and roundabout.

Su	pport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	0	0%	0%

2.133 No consultation responses were received in relation to the proposals. Officers recommend that the measures are implemented.

Whitchurch Avenue

2.134 It is proposed to introduce double yellow lines on junctions.

Su	oport F	Proposal	s?	Statutory	Response	Support
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	0	0	0	0	0%	0%

2.135 No consultation responses were received in relation to the proposals. Officers recommend that the measures are implemented.

Whitchurch Gardens including Whitchurch Close and Woodstead Close

2.136 It is proposed to introduce double yellow lines on junctions, bends and on narrow sections of carriageway.

Support Proposals?			Statutory	Response	Support	
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	5	0	32	4	58%	0%

- 2.137 The objections received oppose the measures because they are unnecessary and there is no history of any problems regarding access or visibility. The proposals would reduce parking space in the area creating problems for mobility impaired residents and visiting friends and family.
- 2.138 Having reviewed all the measures again officers recommend that the proposed double yellow lines at the bends adjacent to properties 85 and 98 on Whitchurch Gardens are not introduced because of the unusual kerb alignment which allows vehicles to park in these locations

without significantly affecting visibility or access. The proposed amendments can be seen in **Appendix F**. All other measures are recommended to progress to implementation as advertised.

Whitchurch Lane including junctions with St Lawrence Close, Whitchurch Avenue, Whitchurch Gardens, Winton Gardens and Buckingham Road

2.139 It is proposed to introduce double yellow lines on junctions and to protect the pedestrian island outside 168 Whitchurch Lane.

Support Proposals?			Statutory	Response	Support	
No opinion	No	Yes	Petitioners	Objections	Rate	Level
2	7	3	0	3	7%	25%

- 2.140 The objections received oppose the measures protecting the island outside 168 Whitchurch Lane because they are considered unnecessary and excessive in length. Objections were also received in relation to the double yellow lines at the junction with Buckingham Road with local businesses also believing that they are excessive and unnecessary.
- 2.141 It should also be noted that comments were received from properties on Whitchurch Lane raising concerns over the potential for displaced parking as a consequence of the proposed measures for Station Parade and Donnefield Avenue if these are taken forward (see the sections in the report for these roads).
- 2.142 Having reviewed the proposed measures officers recommend that the double yellow lines protecting the island outside 168 Whitchurch Lane and at the junction with Buckingham Road are reduced. The proposed amendments can be seen in **Appendix F**. All other measures are recommended to progress to implementation as advertised.

Wychwood Avenue including junction with Wildcroft Gardens

2.143 It is proposed to introduce double yellow lines on the junction, bends and in narrow carriageway locations around islands.

Support Proposals?			Statutory	Response	Support	
No opinion	No	Yes	Petitioners	Objections	Rate	Level
0	6	1	0	3	22%	14%

- 2.144 The objections received oppose the double yellow lines because they are considered unnecessary and there is minimal impact from commuters or parking for Wembley events. Concerns were also raised over displaced parking should further yellow lines on the Howberry Estate be implemented and the impact of pay and display bays on Station Parade businesses.
- 2.145 Two requests were received from the southern arm of Wychwood Avenue for the single yellow lines to be extended to protect them. Officers note the concerns in this area over displaced parking from the proposed single yellow line extension however responses from the initial public consultation indicated this view is not supported by the

majority of residents and was therefore not taken forward to the statutory consultation.

2.146 The measures are proposed on safety grounds and current parking occurs in contravention of the Highway Code. Officers therefore recommend that the proposals are implemented.

Post implementation review

2.147 As agreed at the February 2012 panel meeting automatic reviews on any new measures implemented are now no longer undertaken due to the limited resources available. Once the scheme is introduced and a period of time has elapsed to allow an operational assessment officers will report to the panel any areas where problems or concerns have resulted from the implementation of the agreed measures. The panel can then consider whether they support a review or remedial action.

Financial Implications

- 2.148 This scheme is part of the Parking Management programme and there is a Harrow Capital allocation of £300k for this programme in 2012/13. A sub allocation of £40k for the implementation of the Canons Park area CPZ was recommended by TARSAP in February 2012 and subsequently approved by the Portfolio Holder.
- 2.149 There is also £40,000 from developer contributions (s106 agreement) funding being provided from the development of the old government offices off Honeypot Lane (known as Fountain Park). This will be available on the completion of the 250th unit on the site. The monies have not been received yet and the planning department are currently liaising with the developer and anticipate the funds will be received shortly.
- 2.150 The original intention was that both sources of funding would support the implementation of the scheme, however, the final recommended scheme is now smaller and more localised than initially anticipated and the costs can be fully accommodated within the Harrow capital funding allocation.
- 2.151 When the s106 funding is received it will be used on parking measures within 400 metres of the development site. Therefore should any reviews of the scheme be requested following implementation then these funds could support that work.

Risk Management Implications

- 2.152 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.153 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing physical alterations to the highway and this would include all aspects of the proposals included in this report.

Equalities implications

- 2.154 Was an Equality Impact Assessment carried out? Yes
- 2.155 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

2.156 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. These responses are broadly comparable alongside the data taken from the most recent census.

Corporate Priorities

2.157 The parking scheme detailed in the report accords with our wider corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews. Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents. Resident permit zones remove street clutter signing improving the environment and access on footways.
United and involved communities: A Council that listens and leads.	The council has listened to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.
Supporting and protecting people who are most in need	Controlled parking generally helps vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Supporting our town centre, our local shopping centres and businesses	The changes to parking pay and display facilities will support local businesses to serve more customers.

2.158 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport LIP.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani Date: 13/11/12	~	on behalf of the Chief Financial Officer
Name: Matthew Adams Date: 14/11/12	~	on behalf of the Monitoring Officer

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Section 4 - Contact Details and Background Papers

Contact: Elliott Hill - Project Engineer Parking and Sustainable Transport 020 8424 1535 Email: <u>elliott.hill@harrow.gov.uk</u>

Background Papers:

Previous TARSAP reports Consultation responses This page is intentionally left blank



Public Consultation - Proposed Double Yellow Lines

IMPORTANT – THIS AFFECTS YOU – PLEASE READ

What is this about?

Further to the Canons Park Station Parking Review consultation undertaken in December 2011 the attached proposals have proceeded to the Statutory Consultation phase and may directly impact you. Although additional measures are being consulted throughout the Canons Park area these are the only measure in your immediate area that have progressed. Should you wish to review the results of the public consultation undertaken in December and other proposals progressing in the area these are available in the Traffic and Road Safety Advisory Panel meeting report pack which was held on the 8th February 2012. This is available to view online at: http://tinyurl.com/CP-PublicCon-Report

The measures detailed on the attached plan are being consulted upon to prevent 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 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:-

- "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 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 directly affected frontages on the following proposal:

• To implement double yellow lines in the vicinity of your property at the locations shown on the customised plan which is attached with this document.

Please see attached plan. Detailed plans will also be available on the Harrow Council web site under Traffic Orders on the Transport and Streets page and are 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 proceed 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 26th July 2012 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 16th August 2012.

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** quoting DP 2012-05 and making sure it's received by 16thAugust 2012.

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 Or write to: Parking and Sustainable Transport Harrow Council, P.O. Box 39 Civic Centre Harrow, HA1 2XA

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APPENDIX B

Traffic Scheme Consultation



Canons Park Station Parking Review

Statutory Consultation

IMPORTANT – THIS AFFECTS YOU





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 Canons Park Station.

Residents have said that there are parking problems due to:

- 1. Commuters parking for Canons Park Station.
- 2. Problems with parked vehicles obstructing traffic flow at junctions, bends and narrowings.
- 3. Inconsiderate parking causing access issues for residents entering and exiting off street parking provisions.
- 4. Dangerous parking near to and at junctions blocking visibility.
- 5. Long term parking at shops on Station Parade and Honeypot Lane restricting access to businesses.
- 6. Lack of disabled parking facilities at Station Parade shops and access to Canons Park.

After listening to residents we have developed parking proposals to address these problems by managing the on-street parking using various controls, including double and single yellow lines, restricted permit zones and 'No Loading' controls.

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 December 2011. The purpose of this consultation was to find out if and where residents and businesses feel there are problems and what proposals would be supported. By carrying out this consultation we were able to listen to residents and develop 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 controls in their road. This information was used to plot a map of residents' and businesses' responses to identify where there was support for controls and where there was not. The results from the consultation were collated and analysed.

A total of **924** responses were received from **4,863** properties consulted. This represents an overall response rate of **19%.** Unfortunately it is not possible to reproduce all the results in detail in this leaflet; however more details are available in the Traffic and Road Safety Advisory Panel report presented to the panel on the 8th February 2012.

This is available to view online at: <u>http://tinyurl.com/CP-PublicCon-Report</u> 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.

The Traffic and Road Safety Advisory 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 directly fronting the 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.

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**

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 proposals in the area please contact the project engineer listed under further information:-

- 1) Introduction of controls to manage problems raised:-
 - Du Cros Drive Introduction of single yellow line controls. Monday to Friday 3-4pm
 - Cheyneys Avenue Extension of single yellow line controls up to No.120. Monday to Friday 2-3pm
 - Station Parade Shops Combination of single yellow line controls, pay and display and permit bays.
 - Donnerfield Avenue Introduction of resident permit zone. Monday to Saturday 8am-6:30pm
 - Torbridge Close Introduction of resident permit zone. Monday to Friday 2-3pm
 - Buckingham Road Introduction of single yellow line controls from Whitchurch Lane to Buckingham Gardens. Monday to Friday 2-3pm
 - Introduction of single yellow line controls at the following locations. Monday to Friday 2-3pm
 - Bush Grove
 - Bromefield
 - Maychurch Close
 - Brick Lane
 - Honeypot Lane Service Road
 - Buckingham Gardens
- 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.

Parking permit charges

For proposed permit zones the current **annual** resident parking charges in Harrow are:

1 st Vehicle in household	£60
2 nd Vehicle	£90
3 rd Vehicle	£120
4 th and subsequent Vehicle	£150

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 £15.00 per book of 10, which is reduced to £7.50 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/trafficconsultations Responses should be received no later than 16th August 2012.

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 amenity related controls progress. 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:

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

Quoting ref DP 2012-05 and making sure it is received by 16th August 2012.

During the statutory consultation period detailed plans will be displayed at the Civic Centre and officers will be available to discus 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.

What happens next?

We will analyse all the responses we receive and will look to modify the proposals in line with local views, where possible. All formal objections received will be looked at individually and assessed on their merit by the 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 October 2012 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 any proposals are agreed, they will be implemented at the earliest by December 2012.

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 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

CANONS PARK - PROPOSED PARKING CONTROLS QUESTIONNAIRE

Please complete this questionnaire and return it using the enclosed prepaid envelope, to arrive by **16th August 2012**. Alternatively you may answer these questions online from 26th July 2012 at 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?

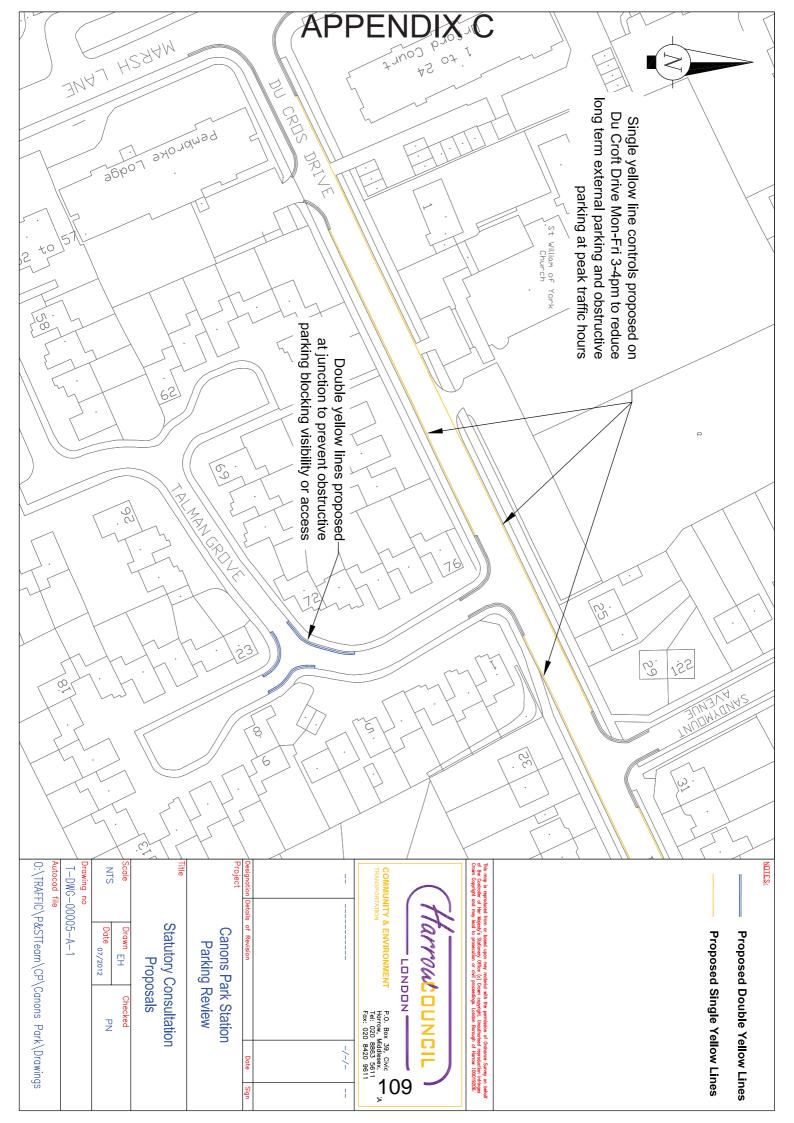
	Resident	Business	Both
Q2	Do you support the rev	ised parking proposals in yoເ	ur part of the road?
	Yes	No	No opinion
	•	back of this sheet to clarify yo ase use the space provided on	

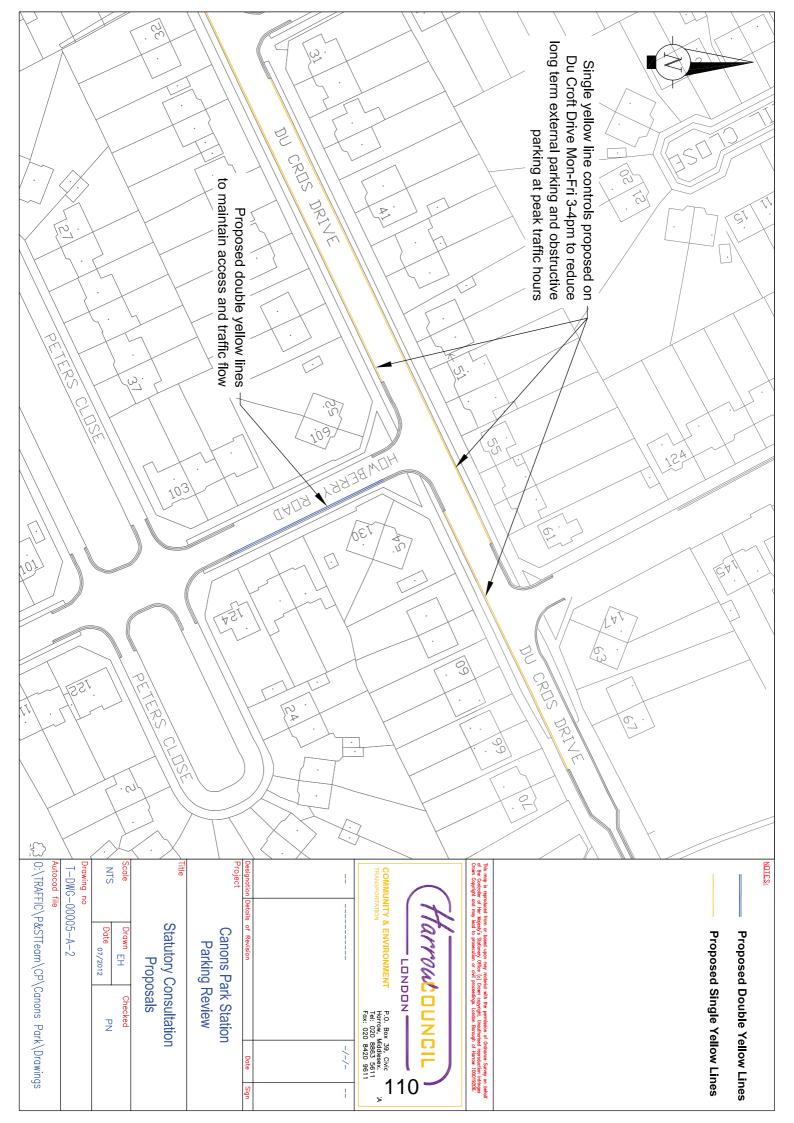
If you do NOT want your response to be available for public inspection please tick here.

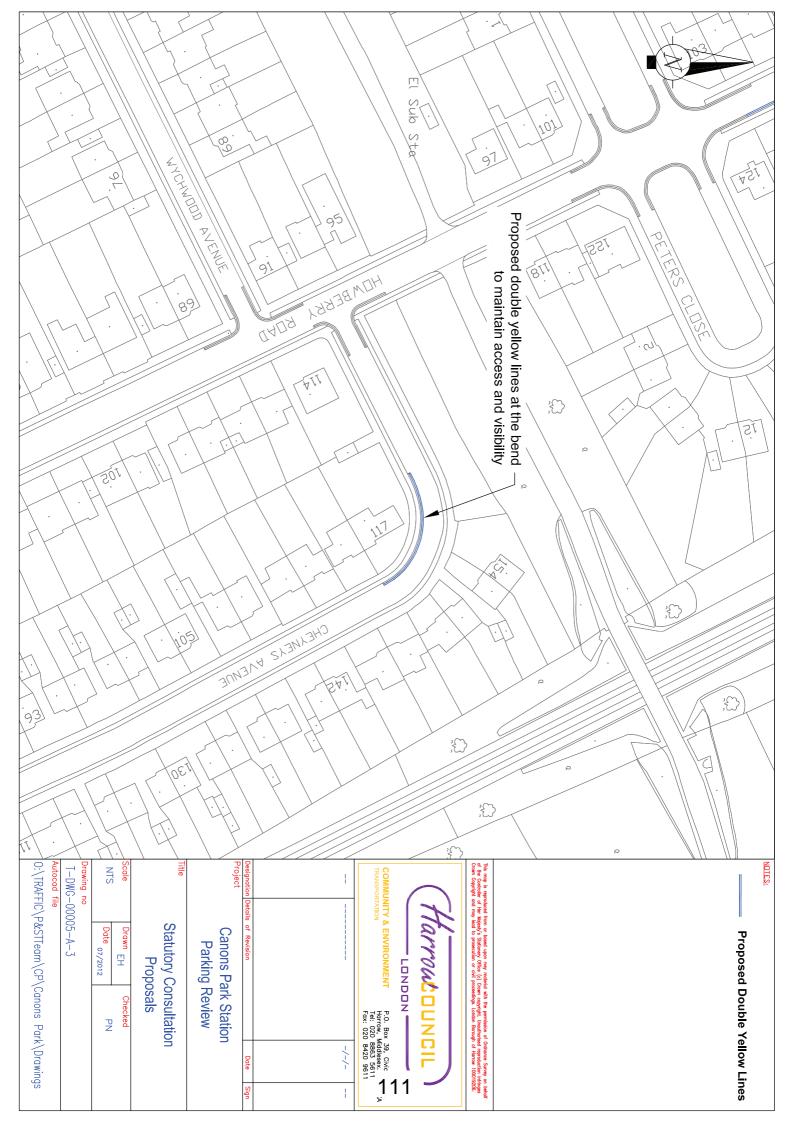


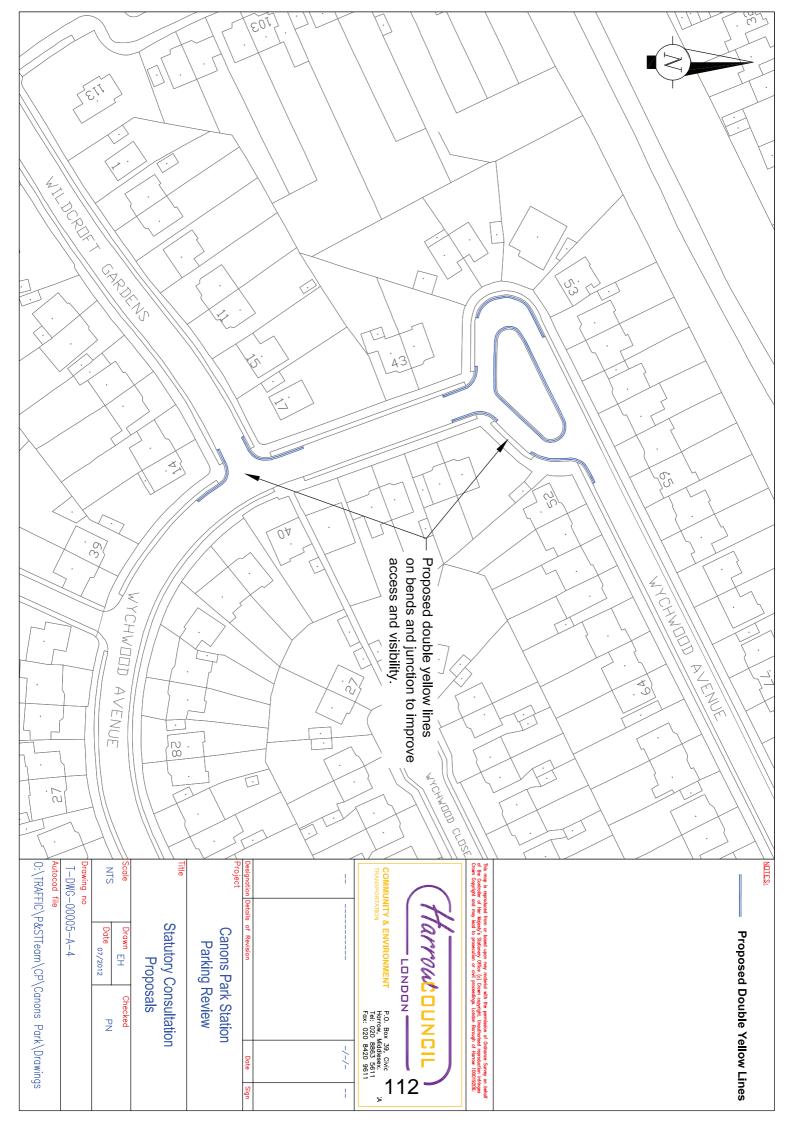
Thank you for taking the time to complete this questionnaire
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(<i>TIARTOW</i> COUNCIL

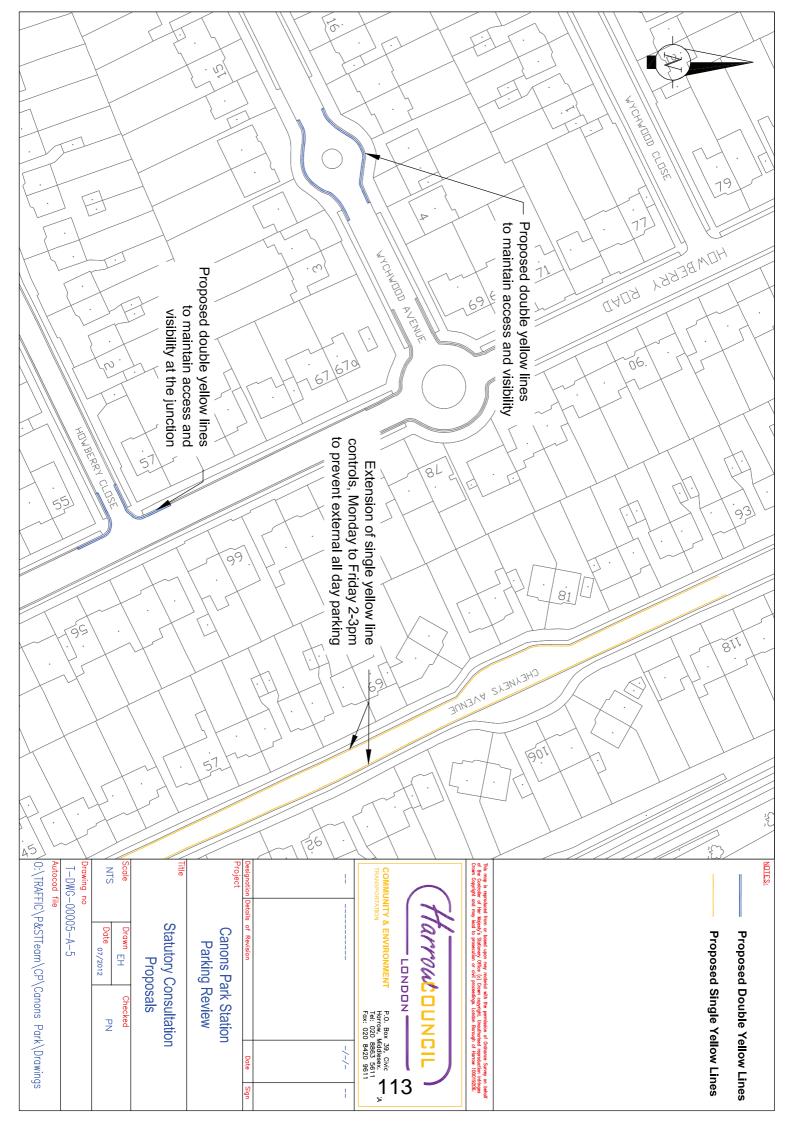
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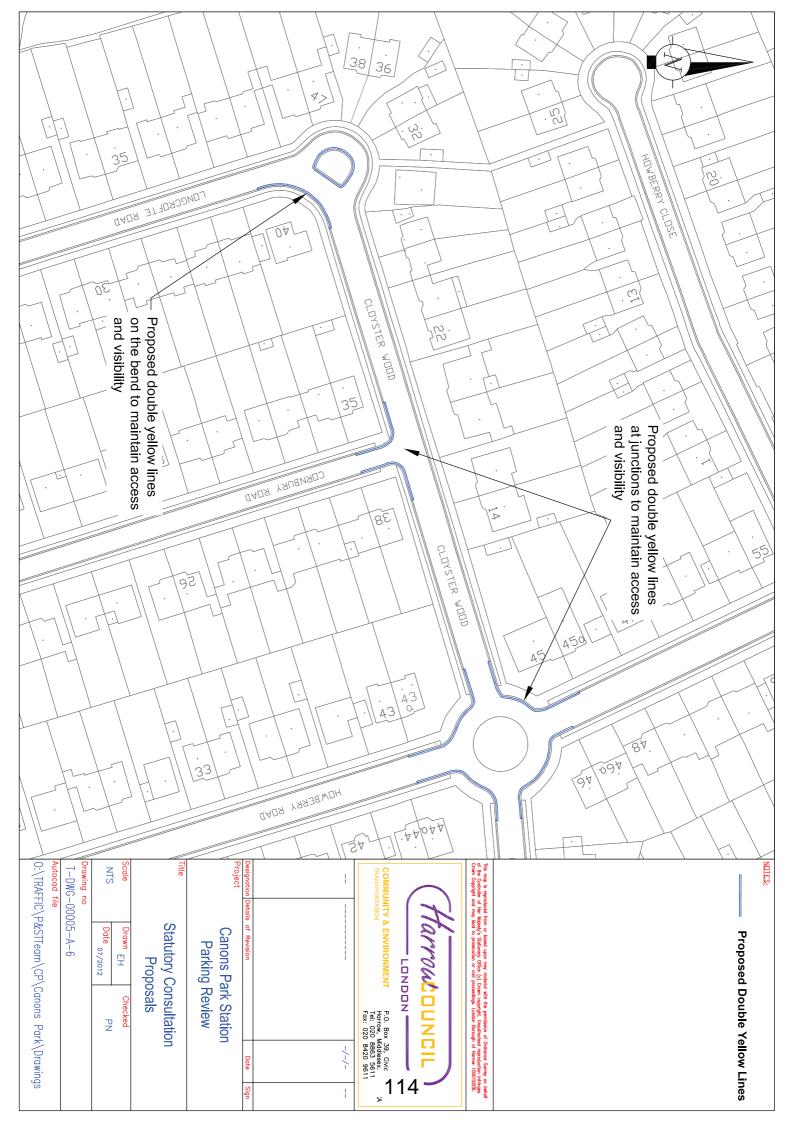


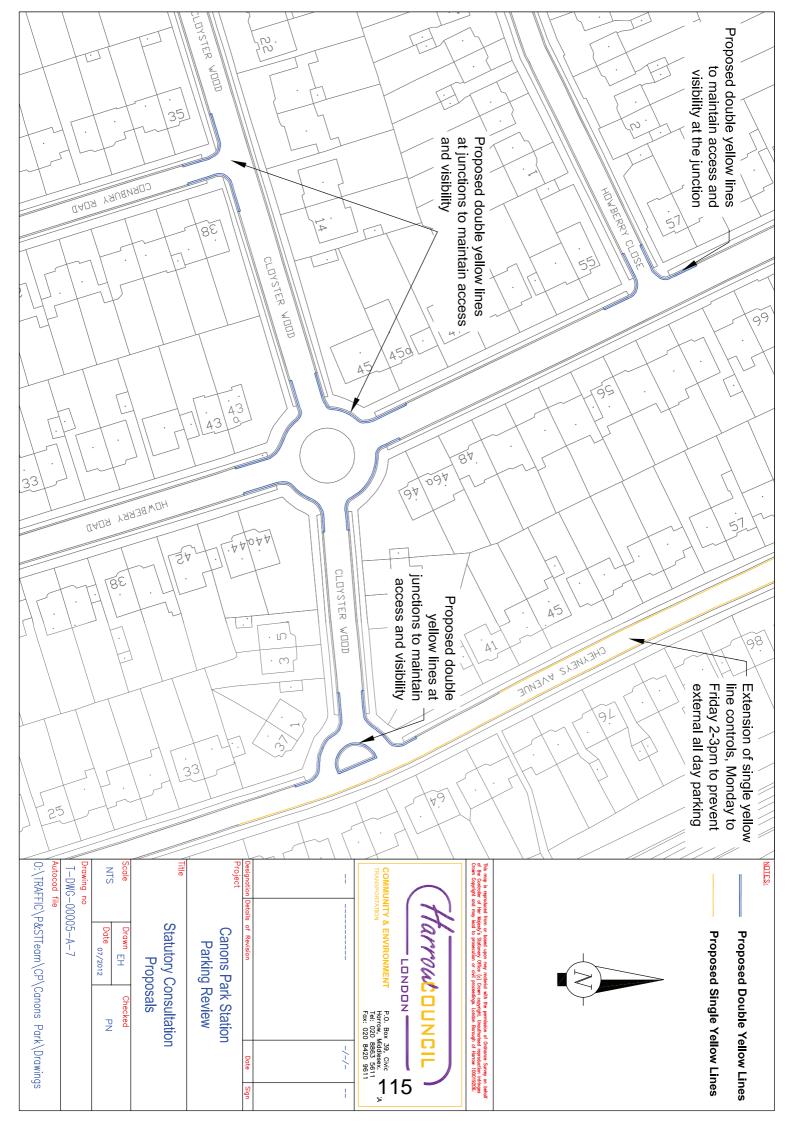


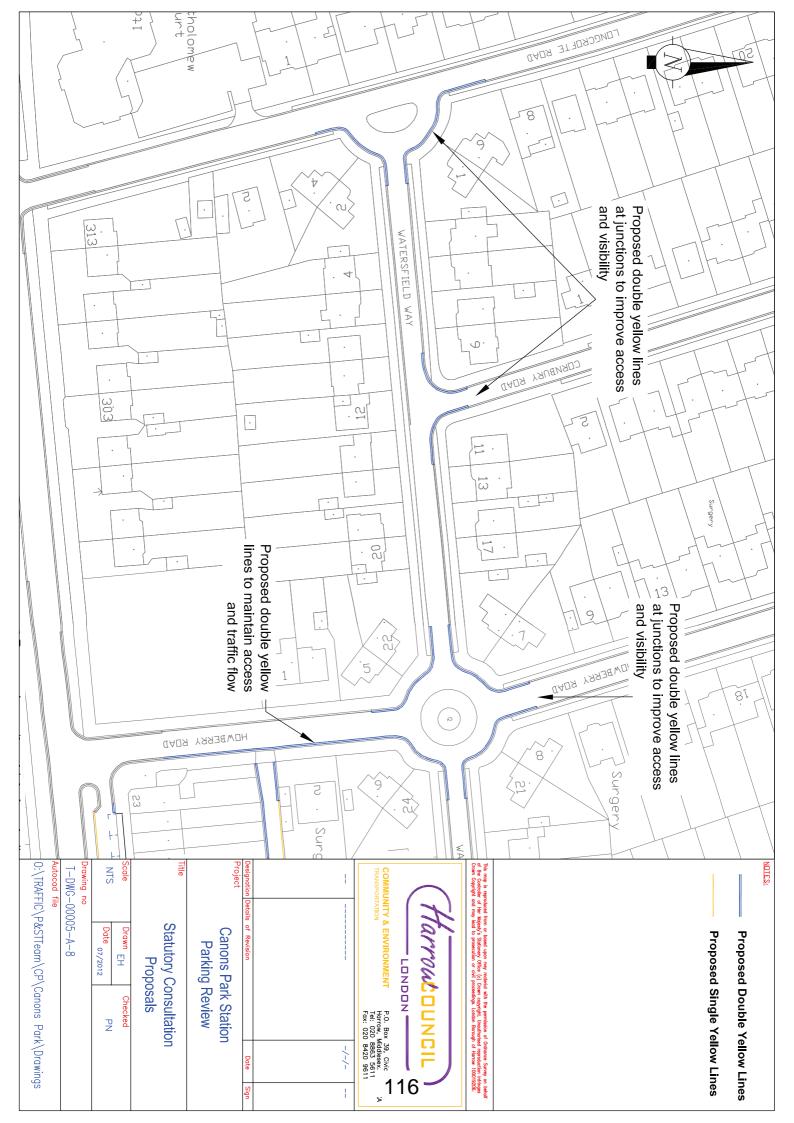


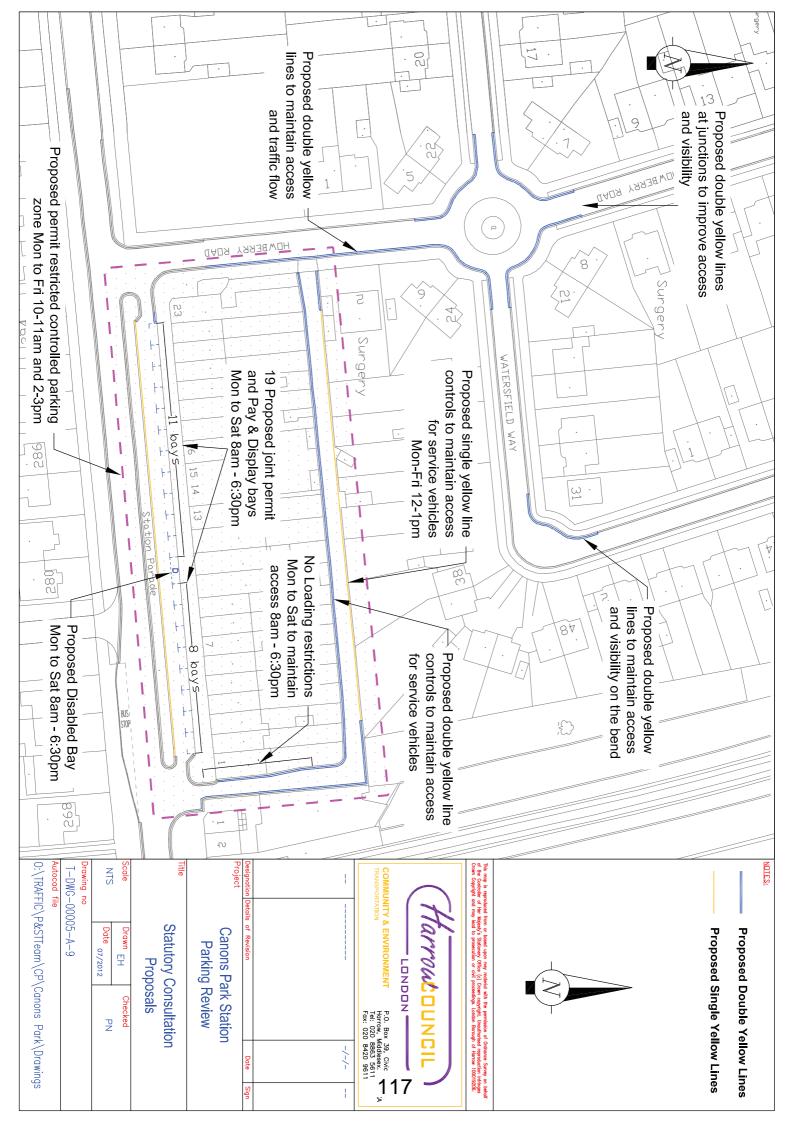




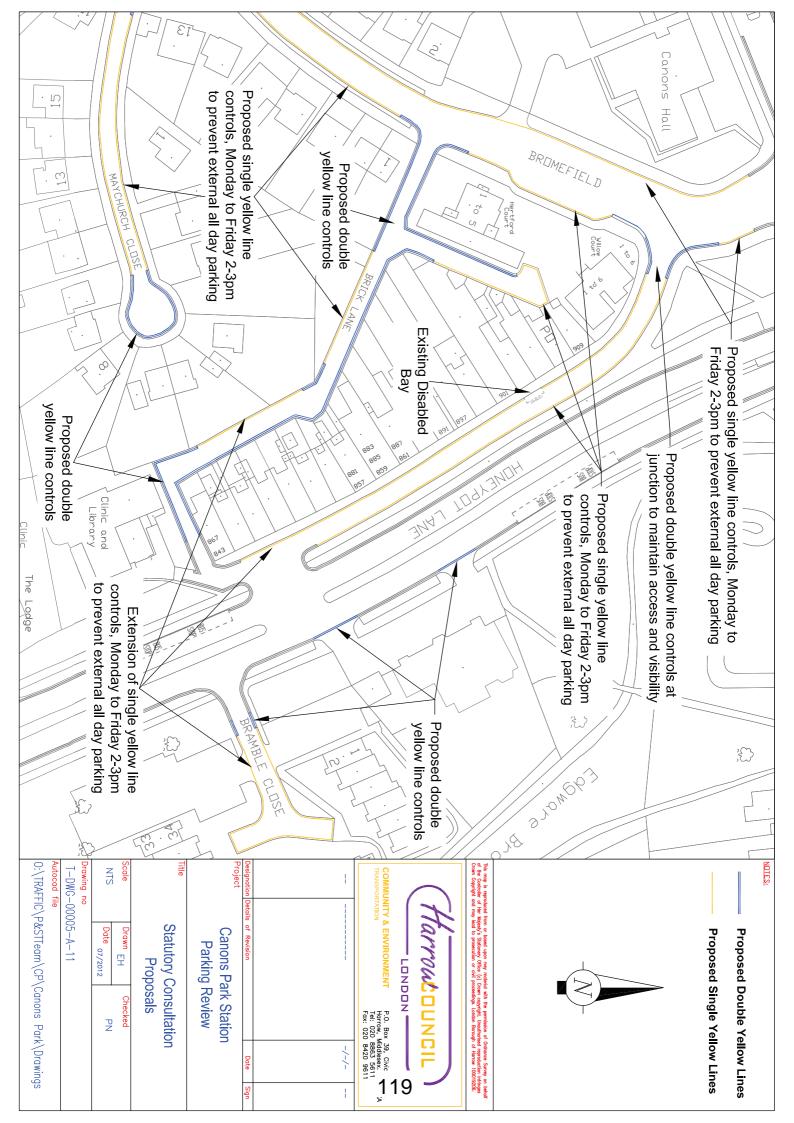


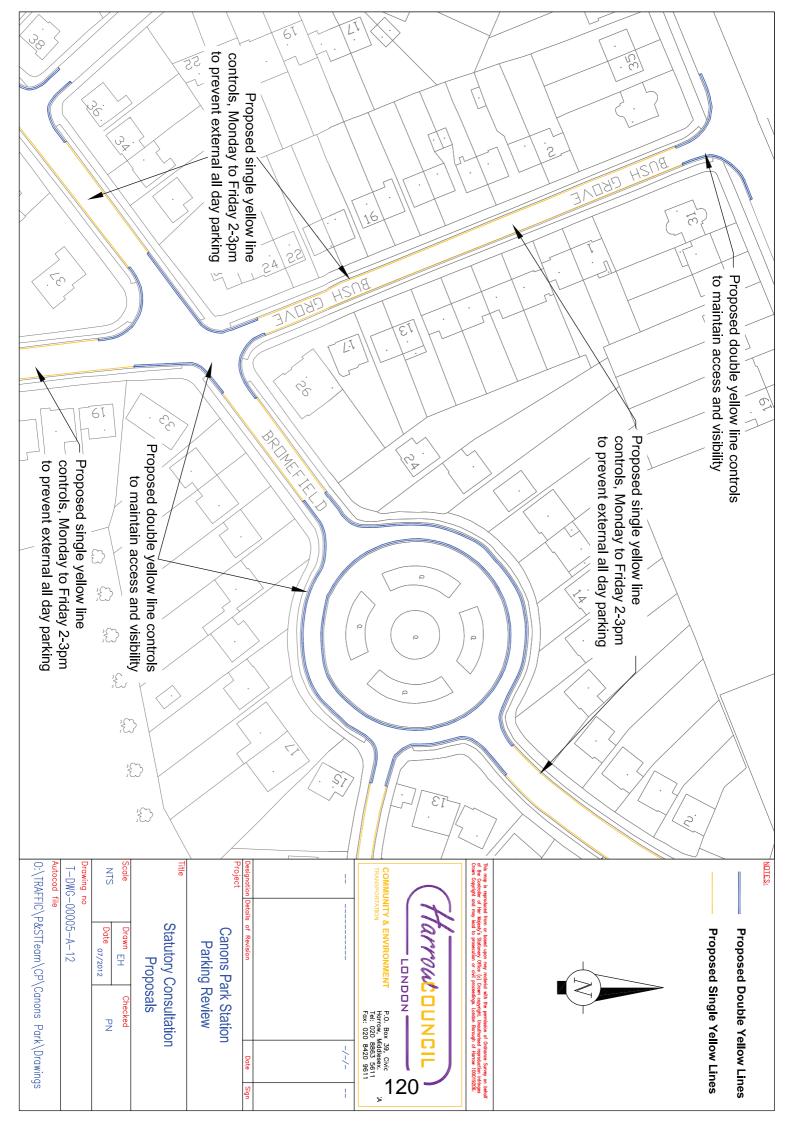


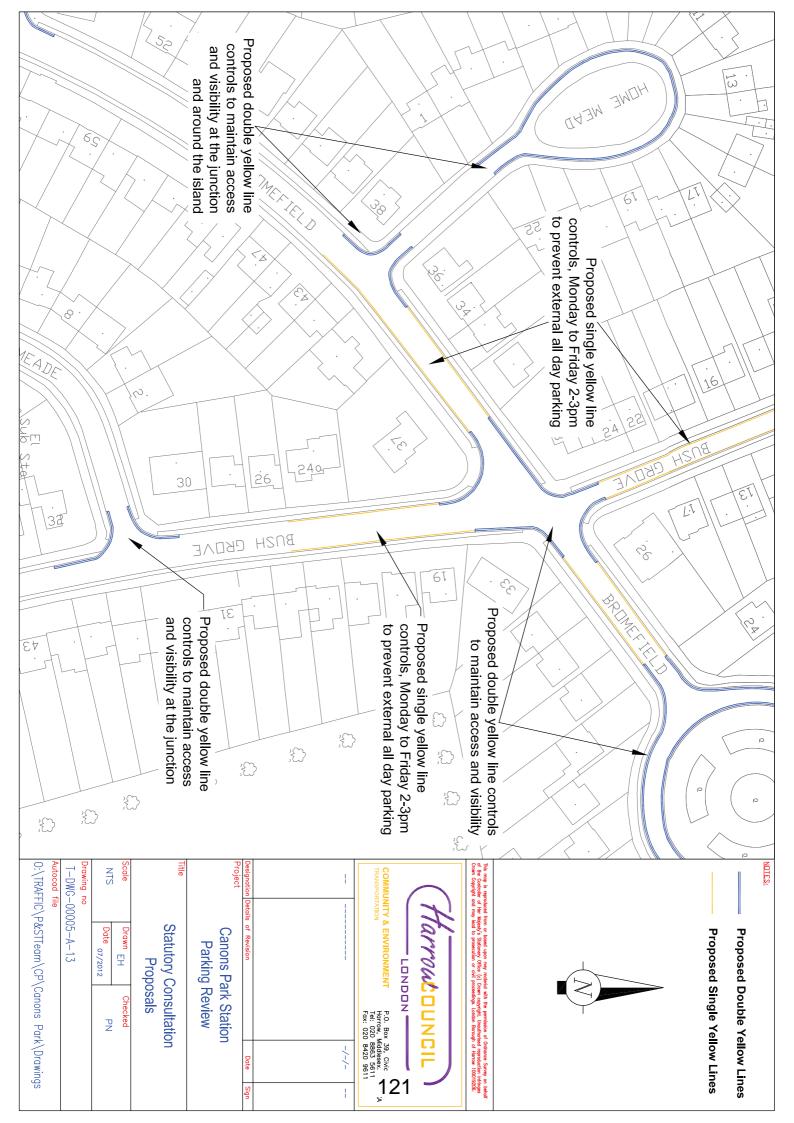


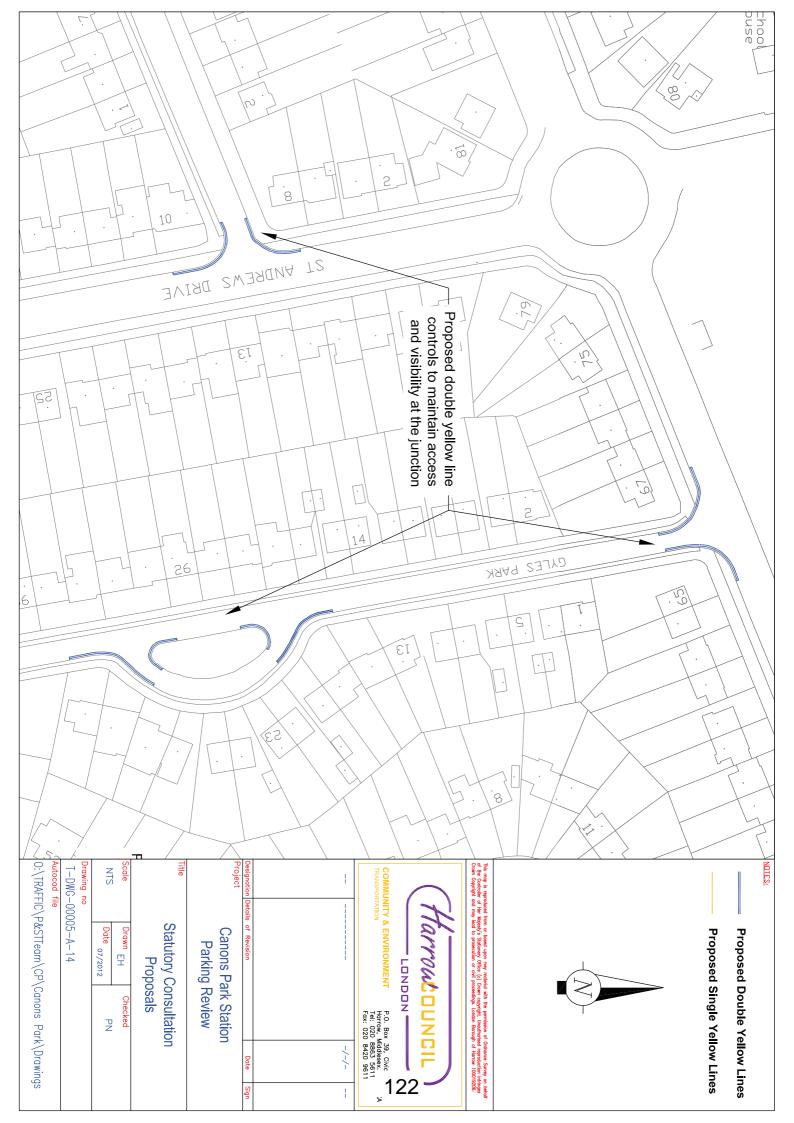


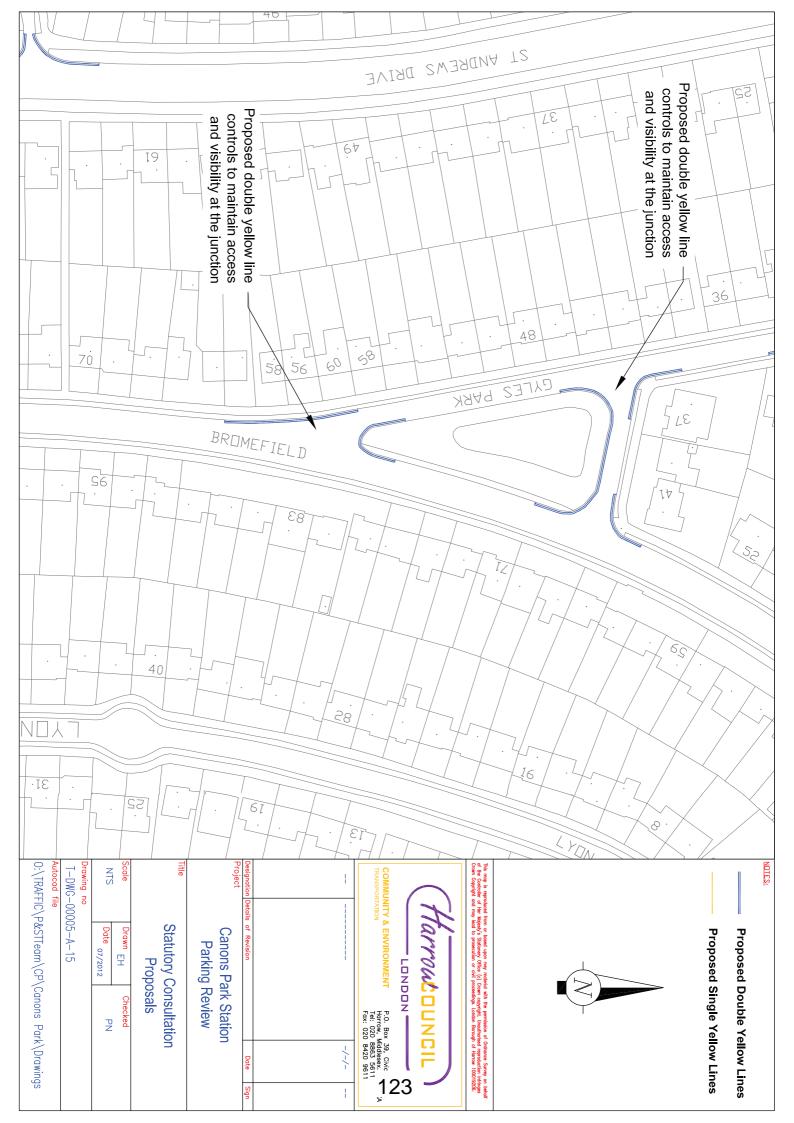


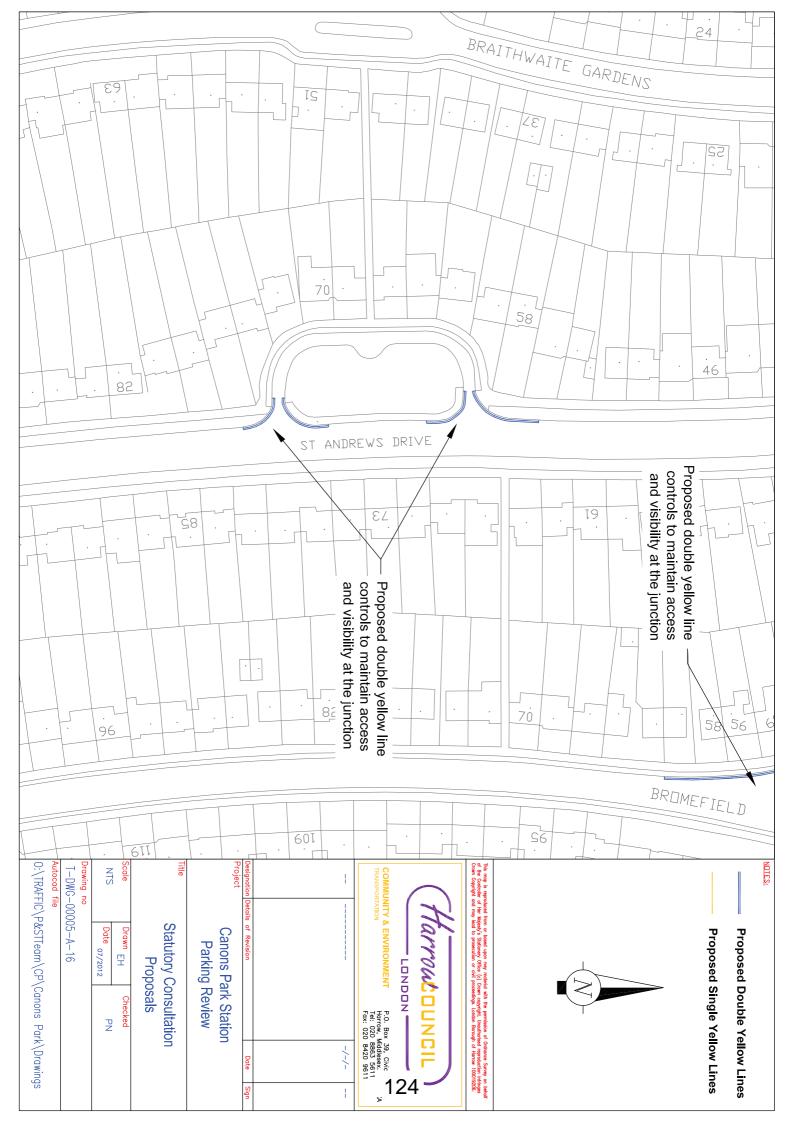


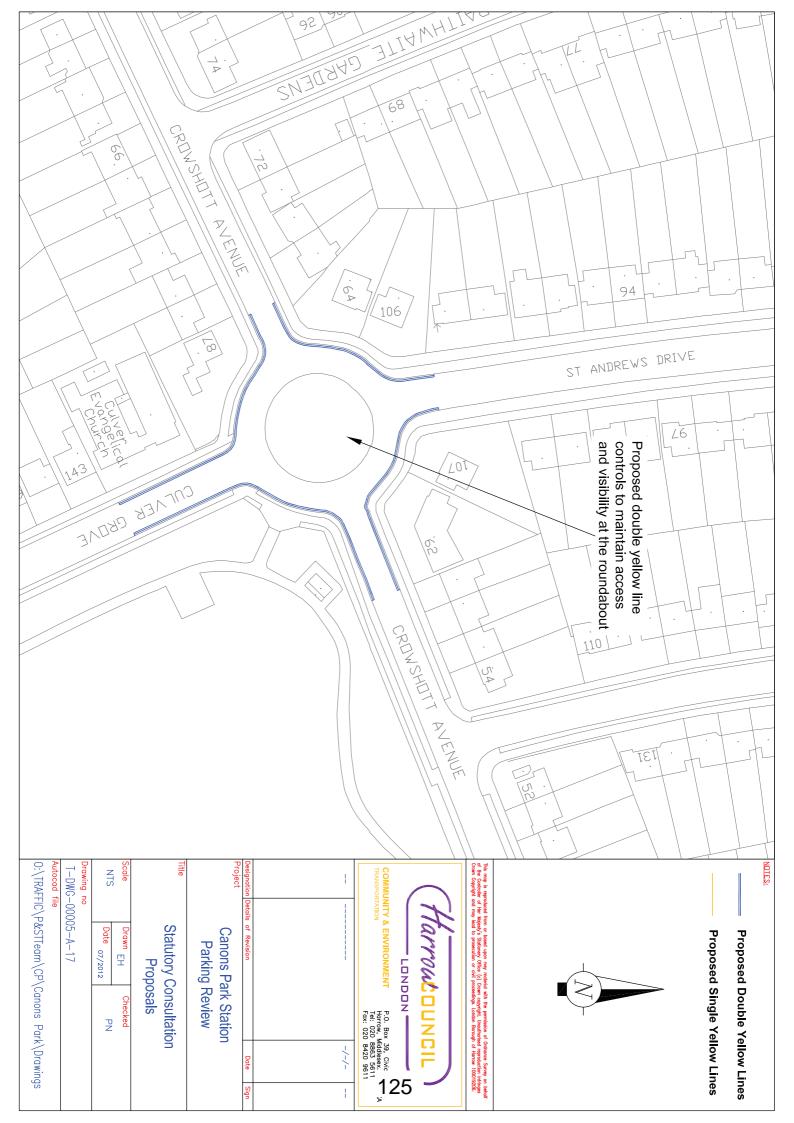


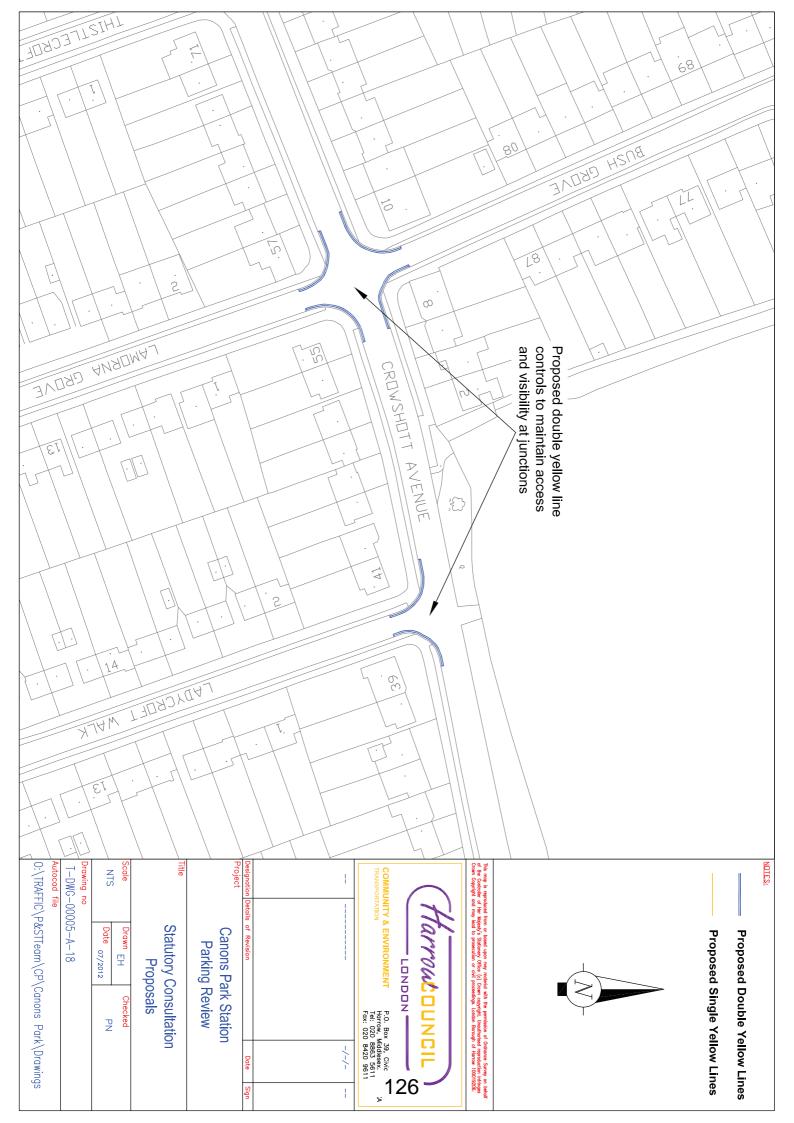


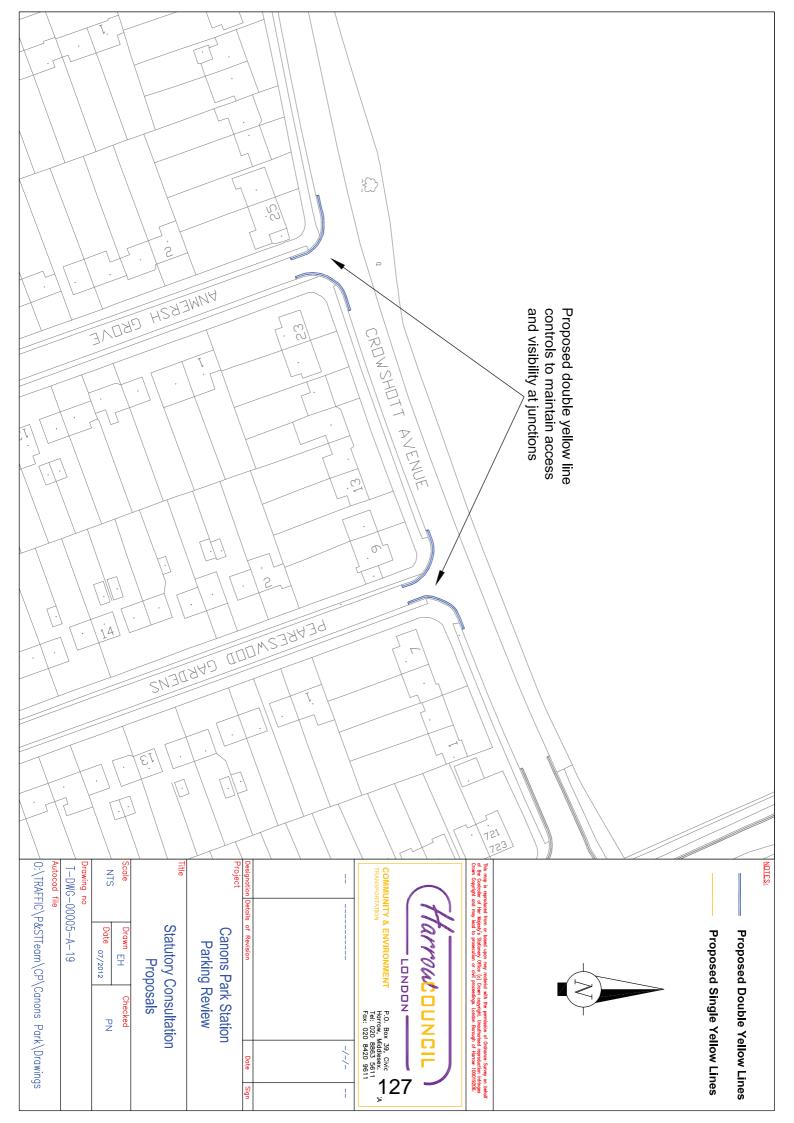


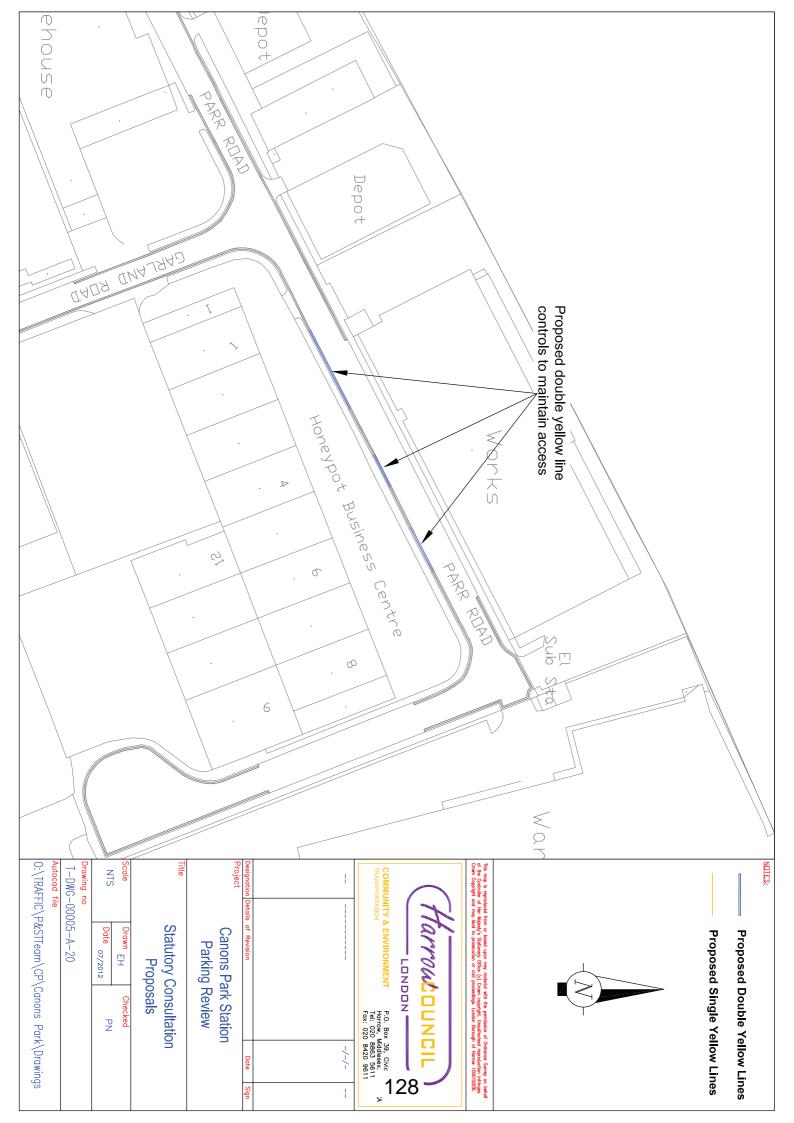


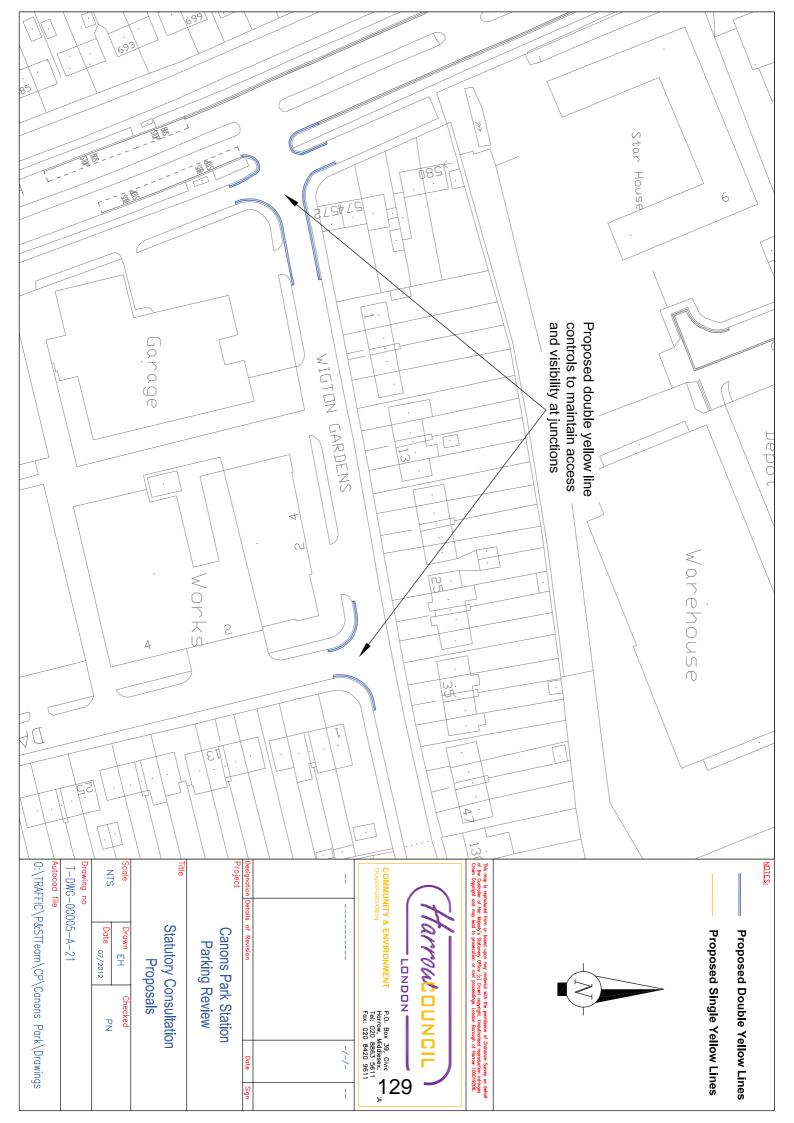


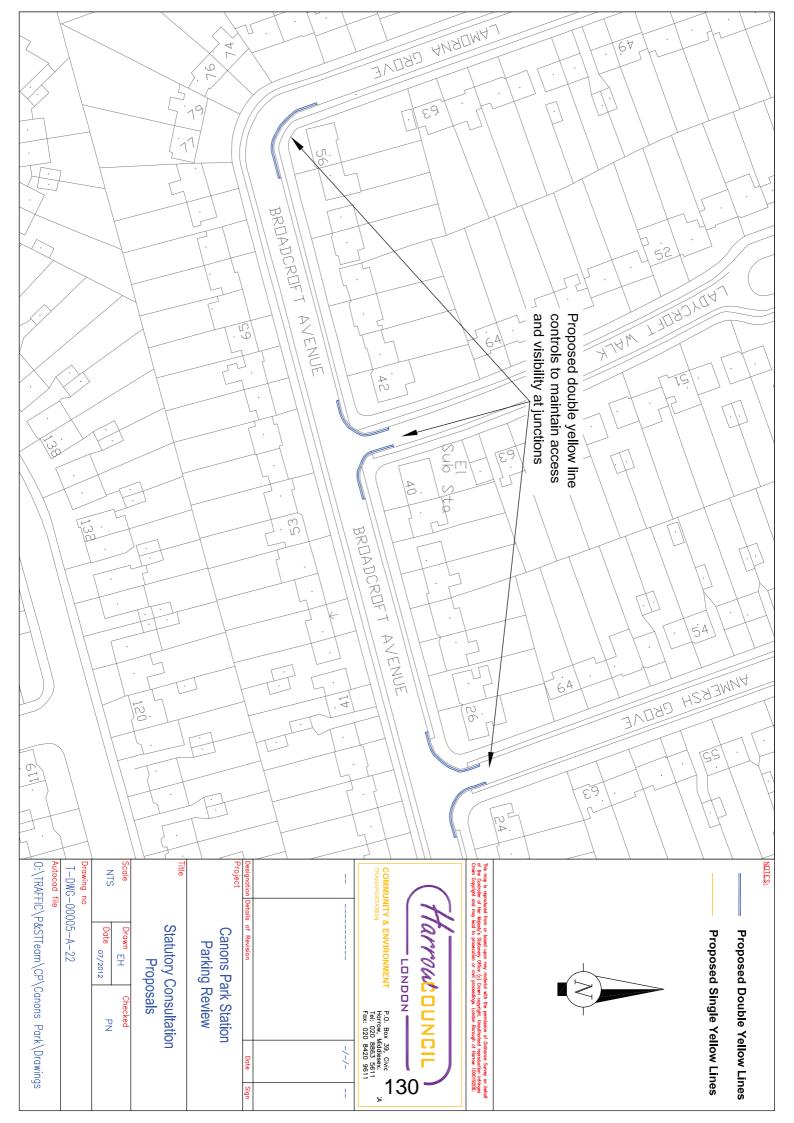


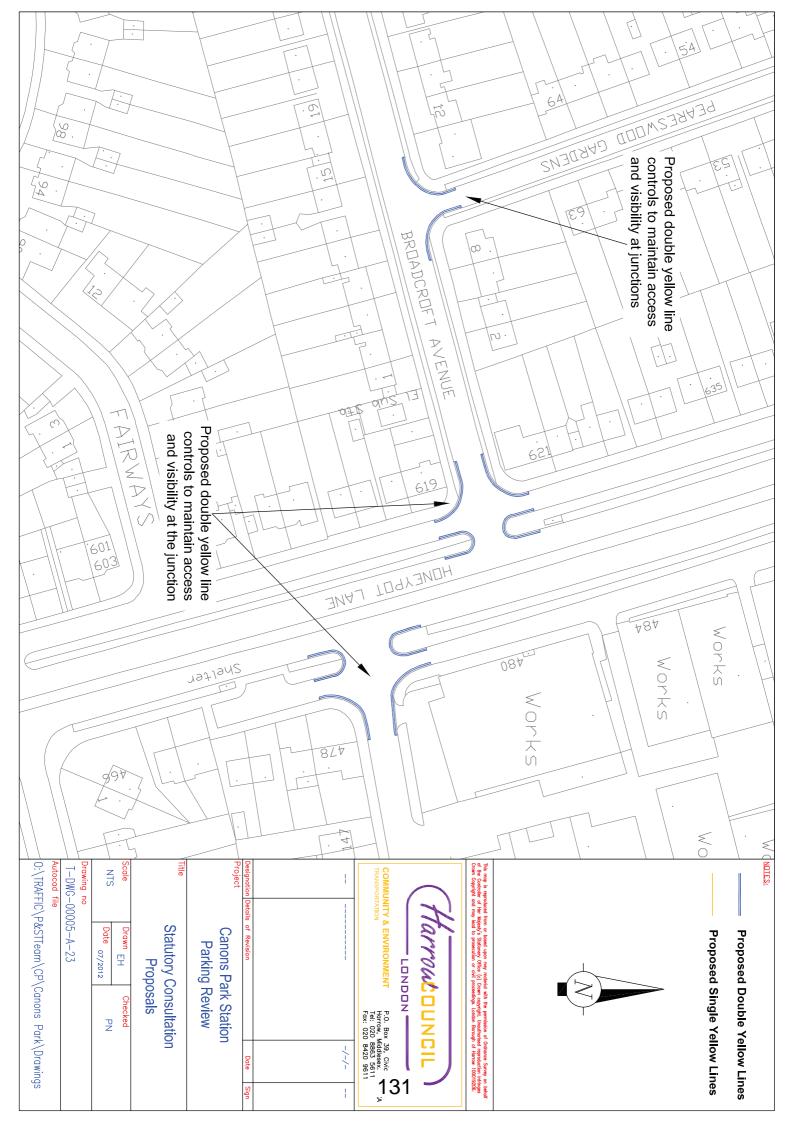


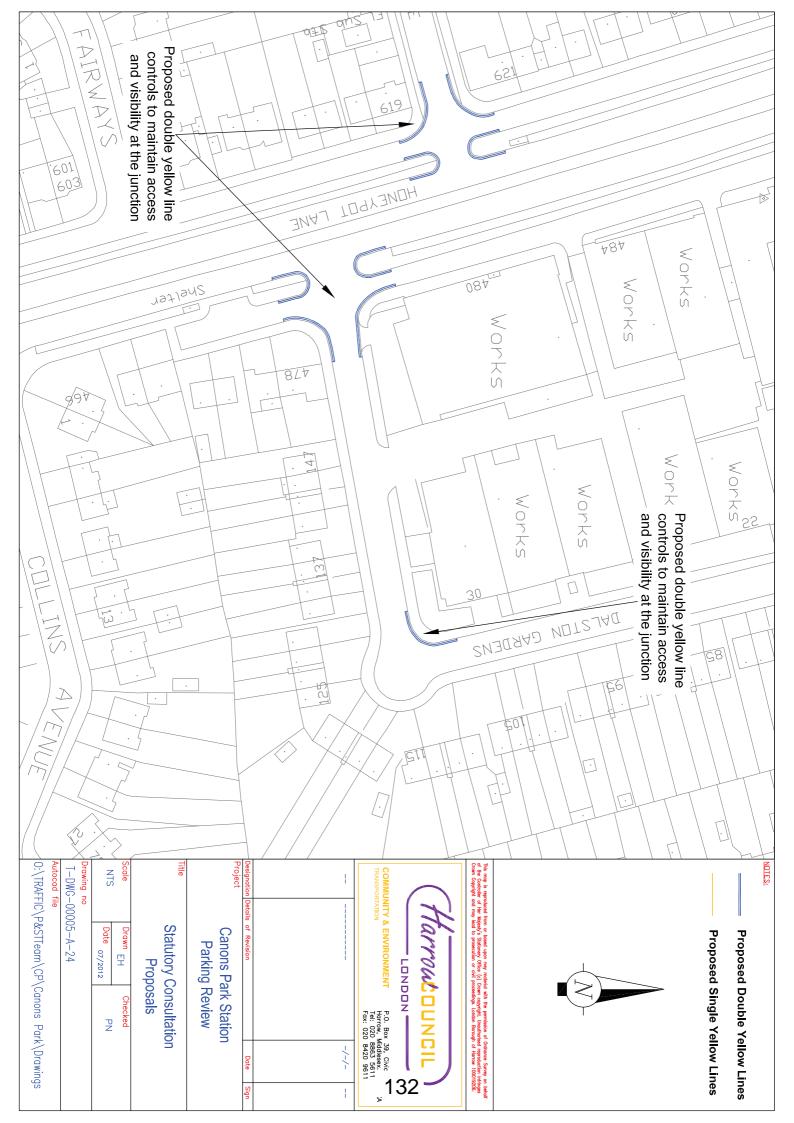


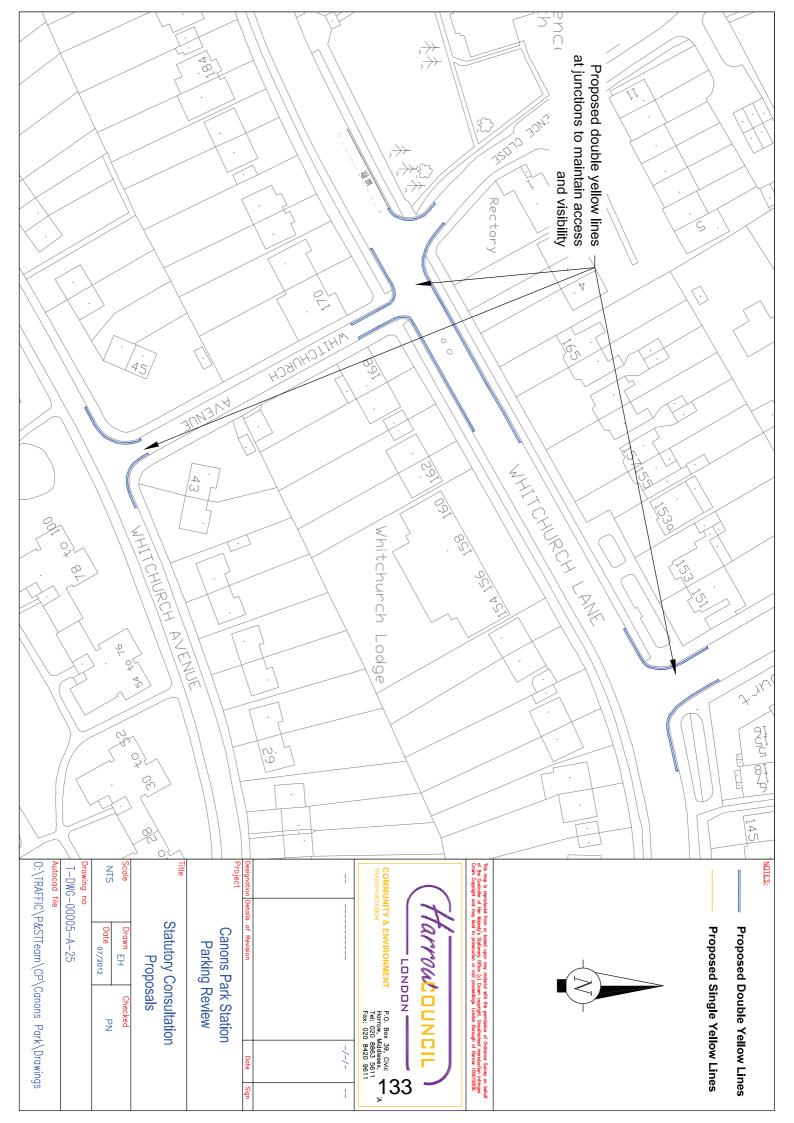


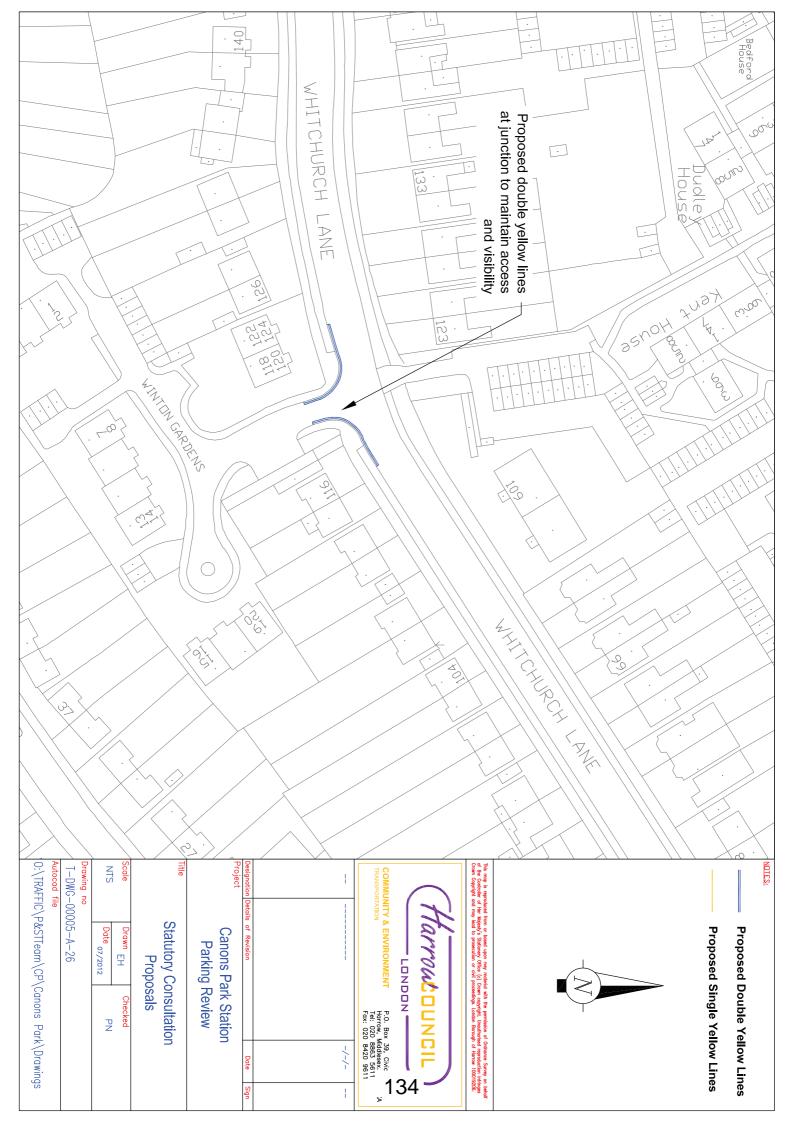


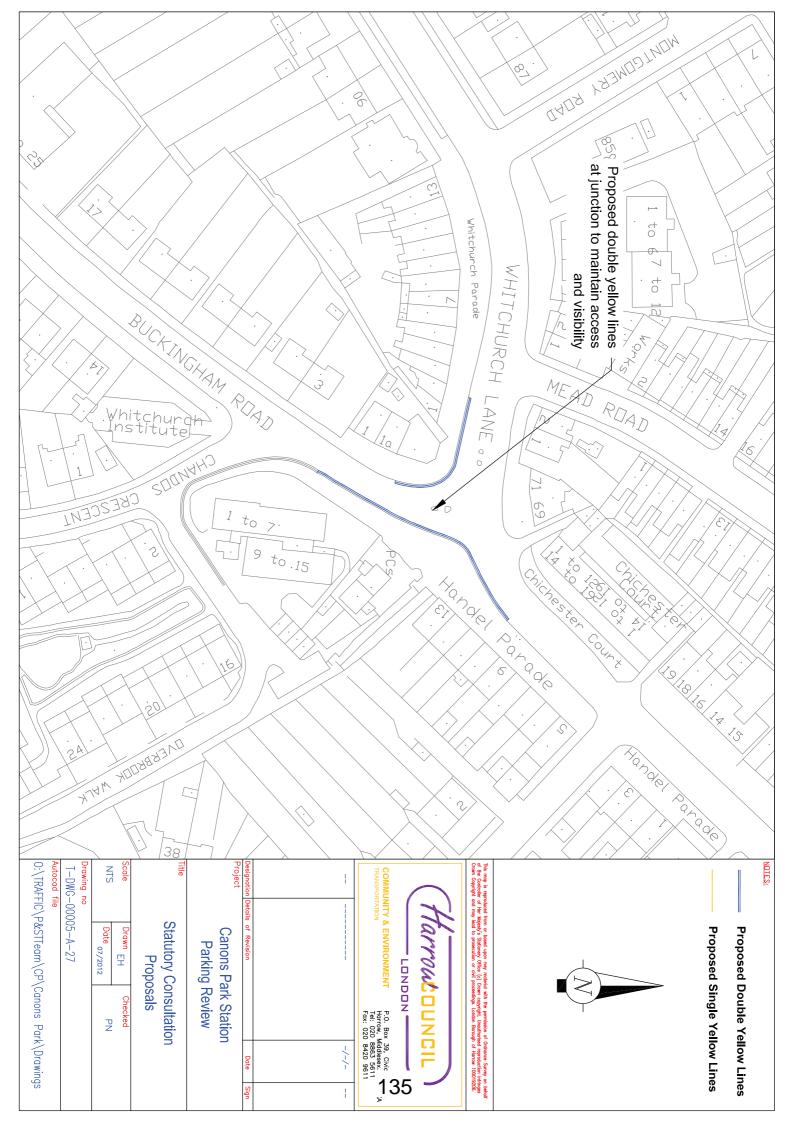


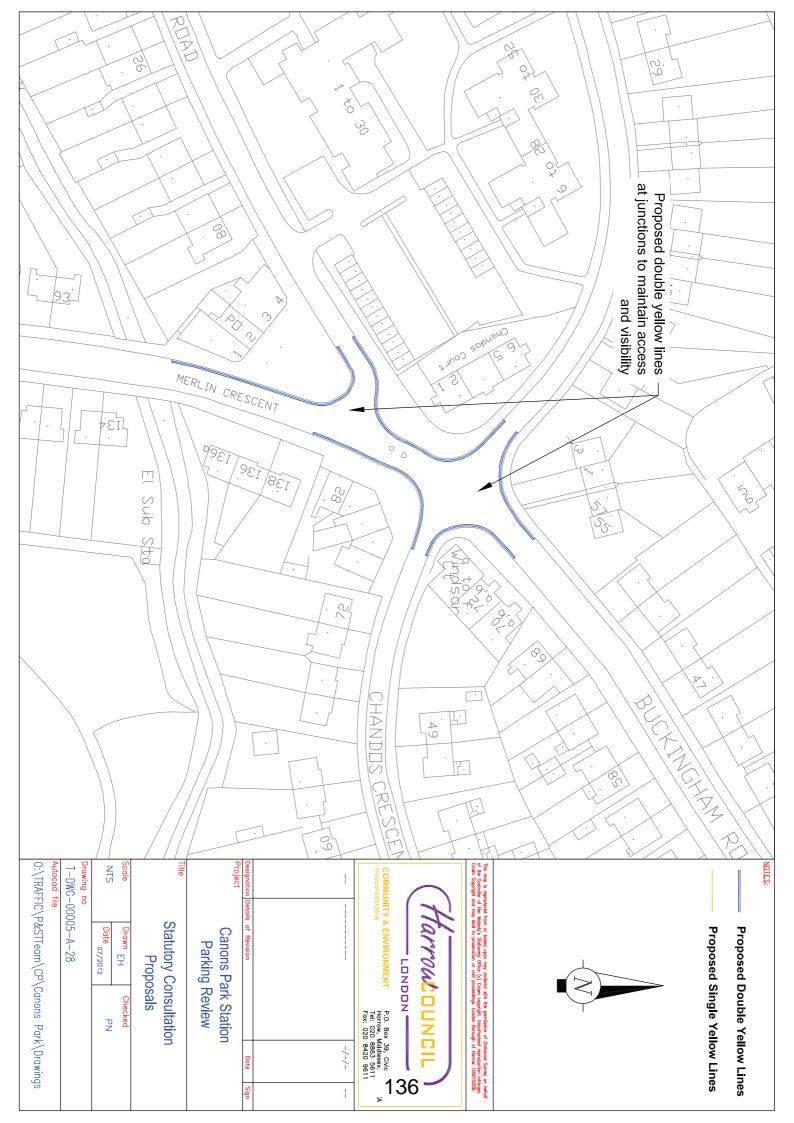


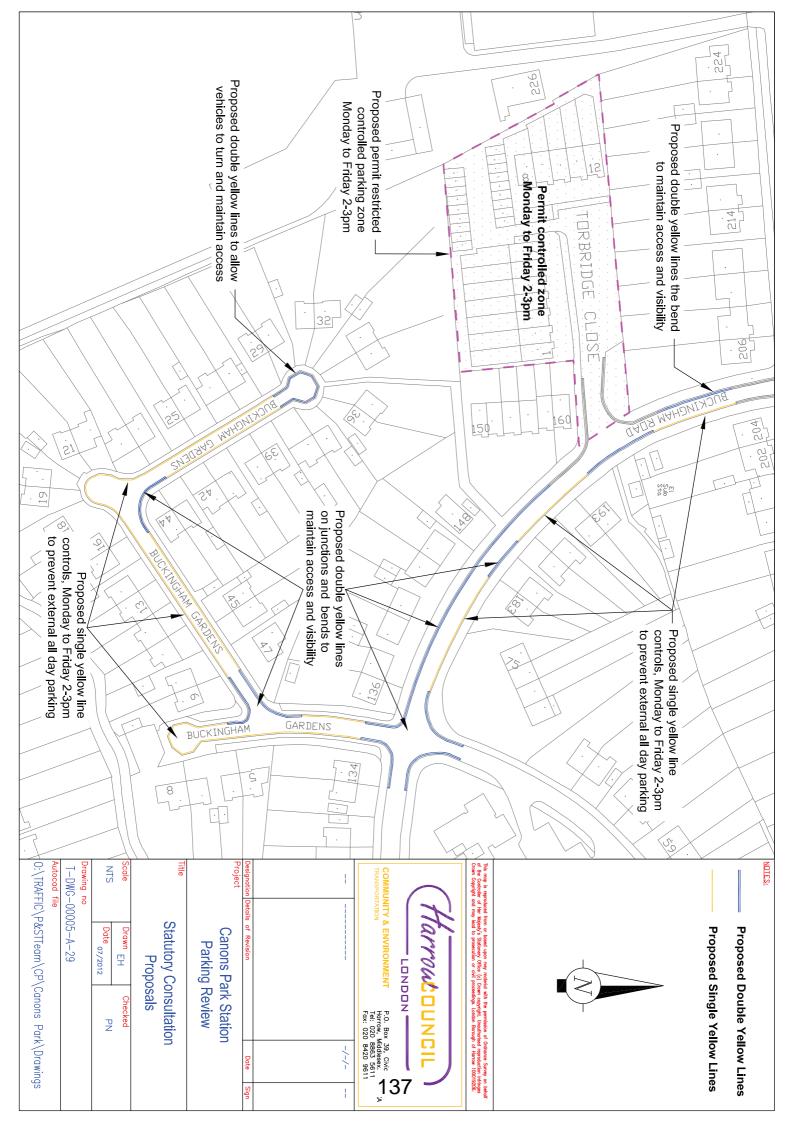


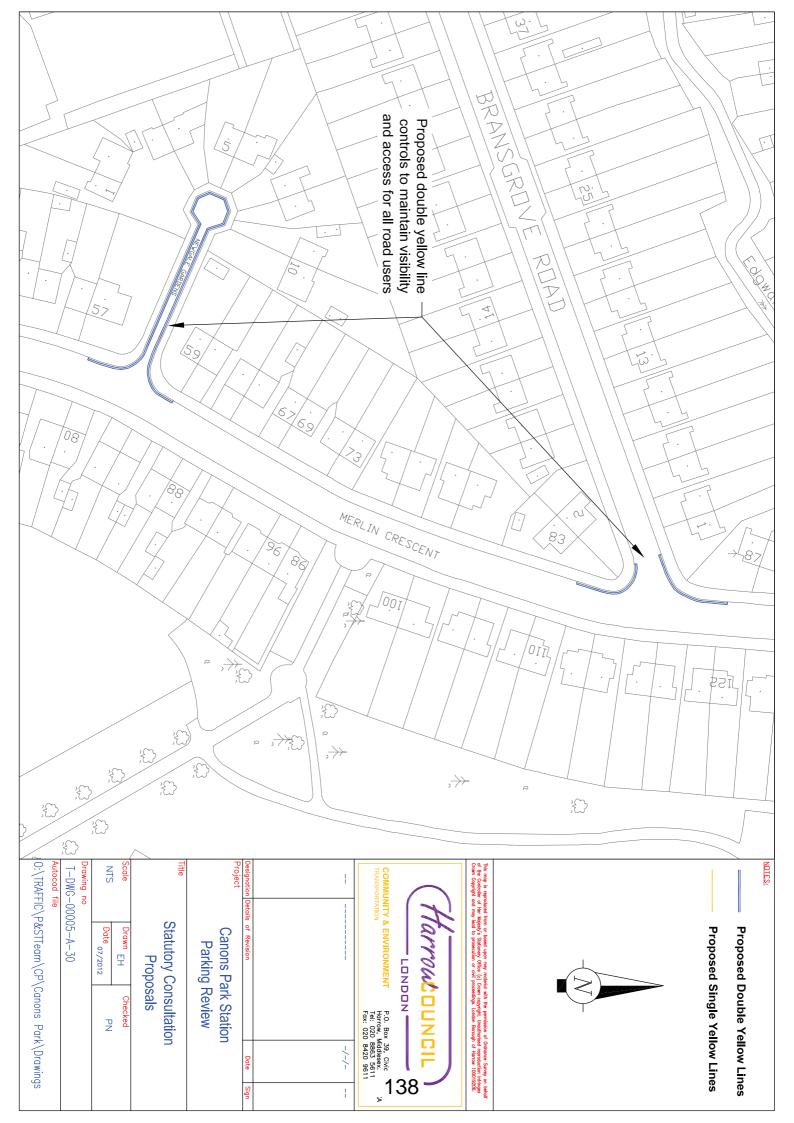


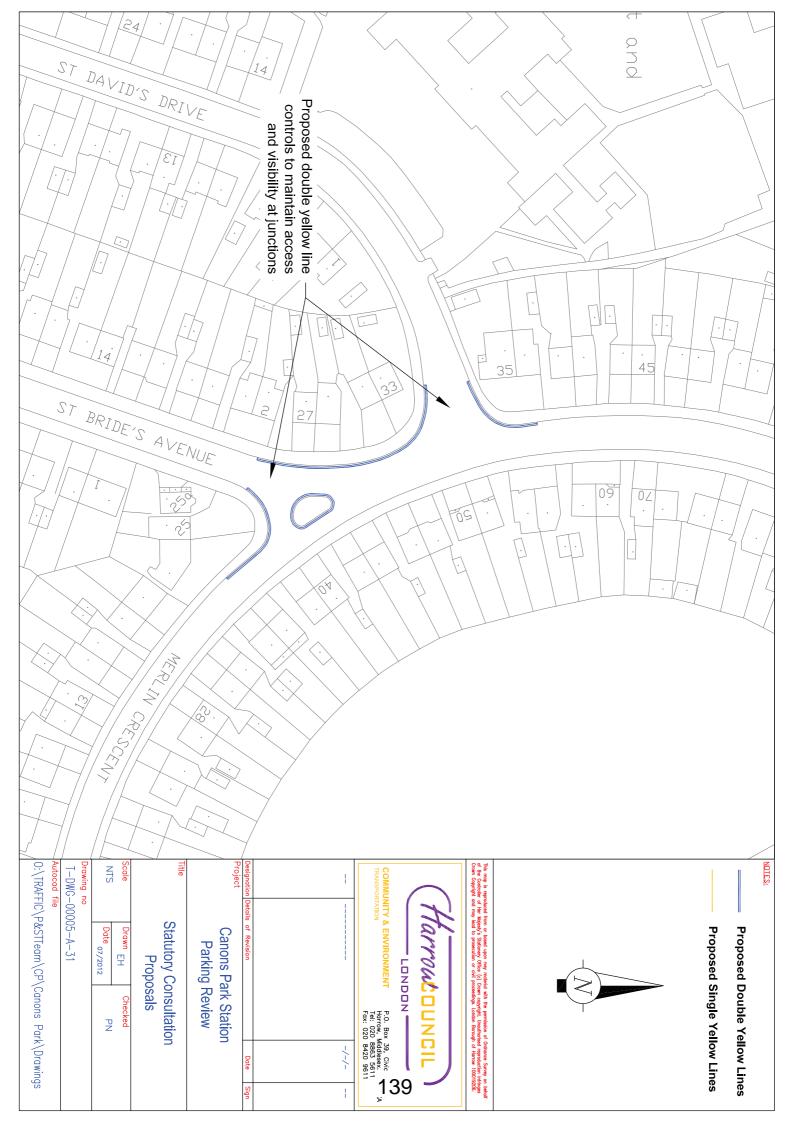


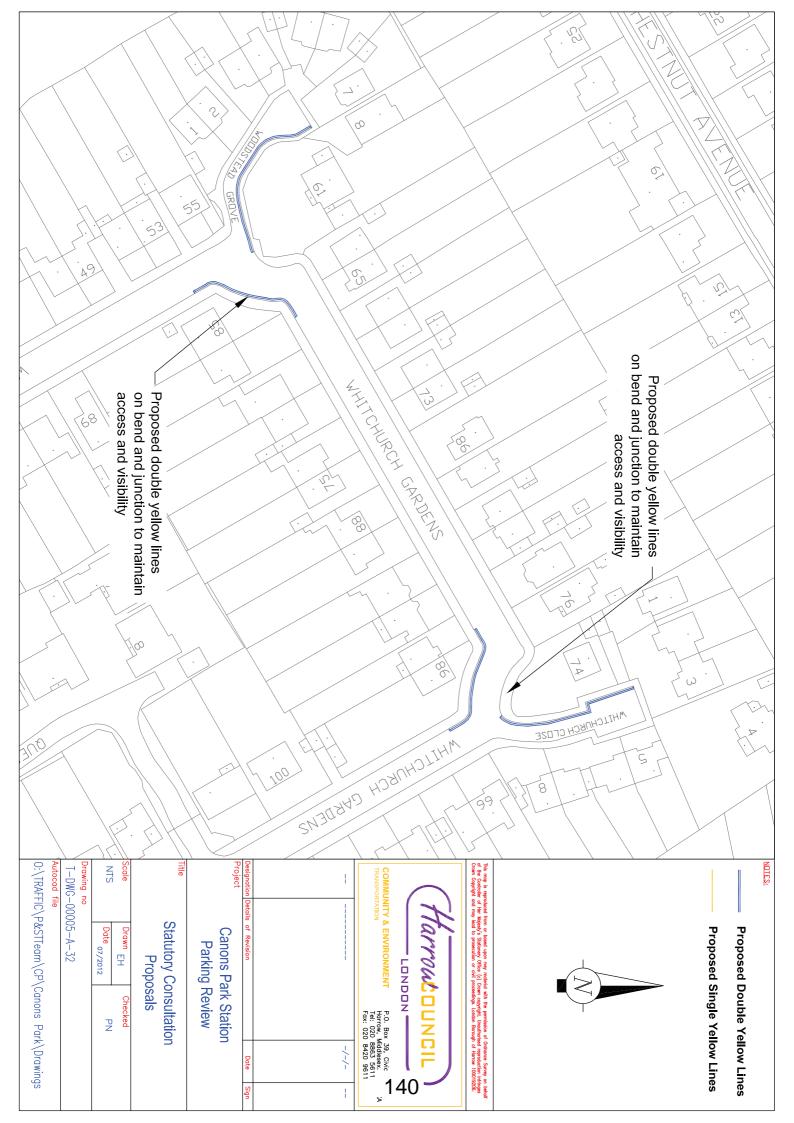


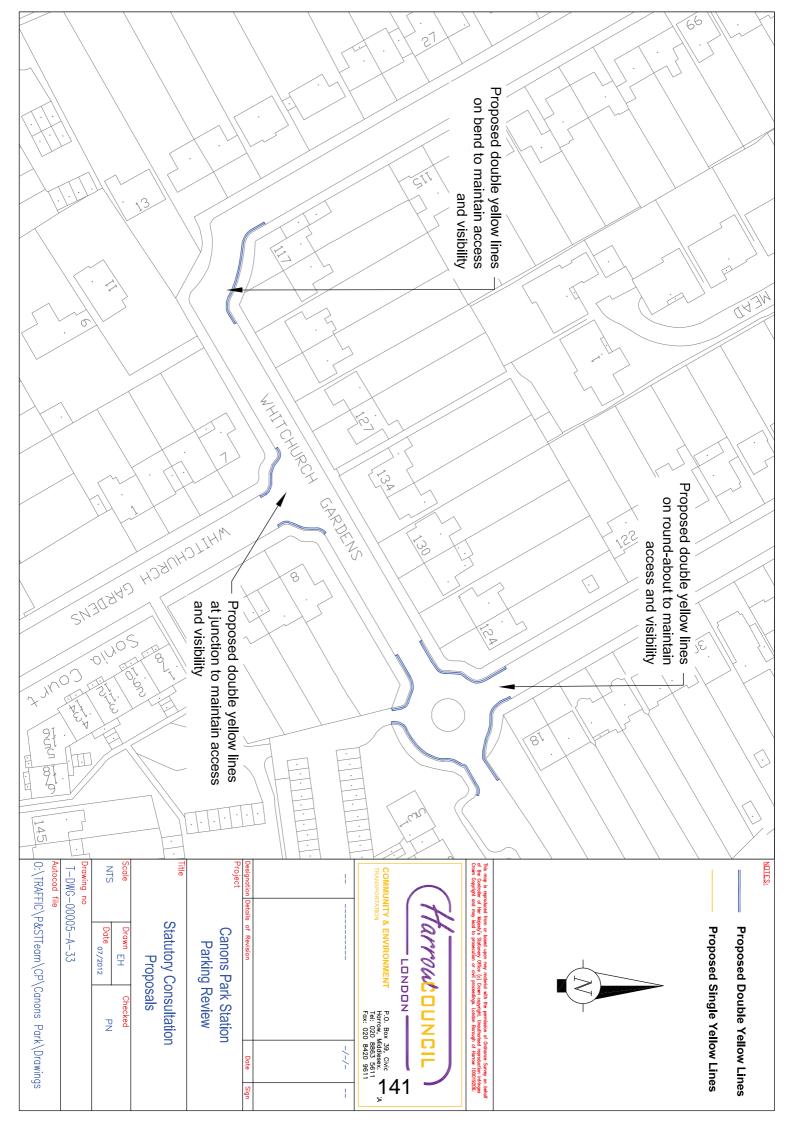


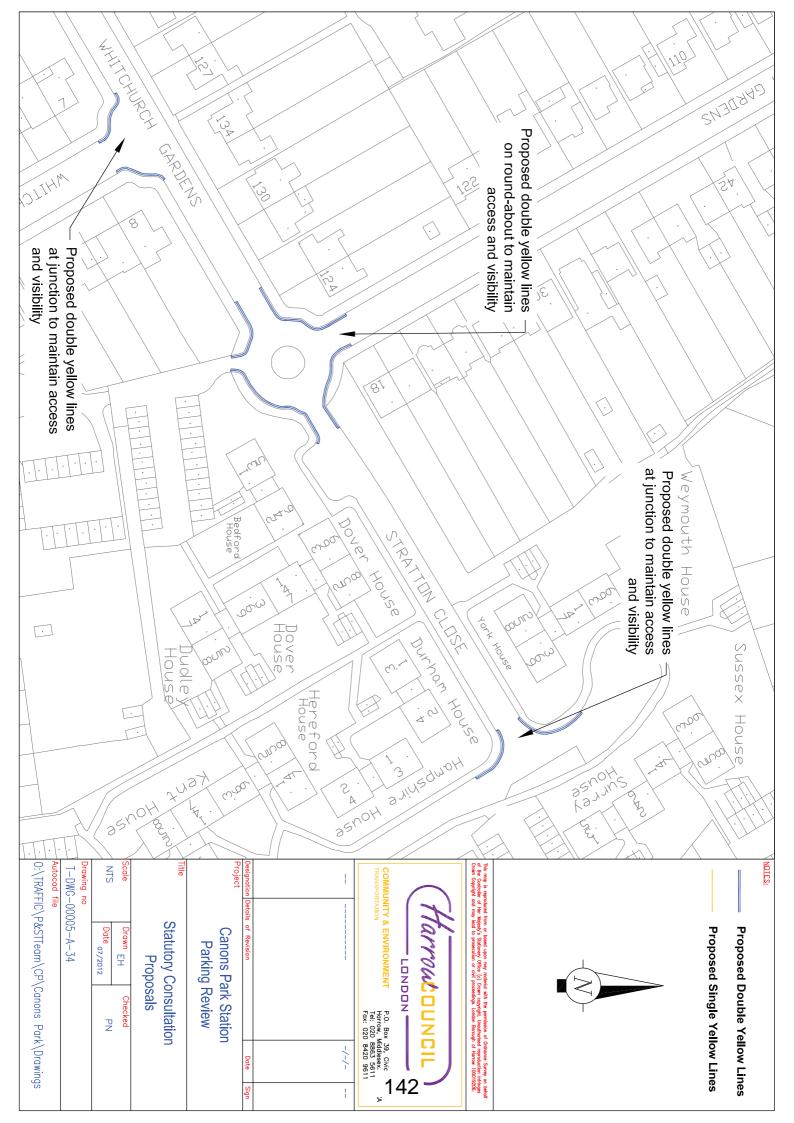












APPENDIX D

Amenity Related Proposals

Location Both -			•				_		
Location – –					, 20 >		Statutory	Response	Support
Bramble Close -	BUSINESS	Resident	no opinion	NO	res	Peulioners	Objections	Rate	Level
	I	+	0	0	+	0	I	3%	100%
Brick Lane	3		0	2	1	0	1	33%	33%
Bromefield 1	1	24	0	14	12	0	2	54%	46%
Buckingham Gardens	ı	27	0	20	7	0	20	64%	26%
Buckingham Road - Between Whitchurch Lane and Buckingham Gardens	ı	11	0	5	9	0	4	41%	55%
Buckingham Road/Chandos Crescent	-	-	0	N	0	0	2	13%	%0
Bush Grove 1	ı	14	0	7	8	0	-	33%	53%
Cheyneys Avenue	ı	26	-	12	15	0	7	37%	56%
Donnefield Avenue	ı	13	0	з	10	0	7	25%	77%
Du Cros Drive		30	-	10	19	0	2	29%	66%
Honeypot Lane - Shopping parade	8	9	0	5	10	0	2	29%	67%
Maychurch Close		7	0	2	5	0	2	47%	71%
Station Parade - Canons Park	3	10	2	4	6	0	2	24%	60%
Torbridge Close	I	ю		-	-	0	0	7%	50%

APPENDIX D

	Ť	Resident/Business	siness	Sup	Support Proposals?	ropose	ıls?	No. of Statutory	Response	Support
Location	Both	Business	Resident	No opinion	No	Yes	Petitioners	Objections	Rate	Level
Broadcroft Avenue - Including all junctions	ı	I		0	0		0	'	2%	100%
Cloyster Wood - Junctions with Longcroft Rd/Cornbury Rd/Howberry Rd	-	-	с	1	-	-	0	Ţ	12%	33%
Crowshott Avenue - Including all junctions	ı	I	-	0	-	0	0		2%	%0
Dalston Gardens	ı	1		0	0	0	0	·	%0	%0
Gyles Park - Including all junctions	ı	1	4	0	4	0	0	ო	%2	%0
Homemead	-	ı	6	0	3	9	0	-	41%	67%
Honeypot Lane - Junctions with Wigton Gardens and Dalston Gardens	-	ı	ı	0	0	0	0	·	%0	%0
Howberry Road	ı		9	0	-	5	0	ı	13%	83%
Cheyneys Avenue				0	-	0	0	0	8%	%0
Merlin Crescent - Junctions with St Brides Ave/St		I	ç	c	ç	c	c	c	707	70/
Davids Dr/Newgale Grdn		ı	7	D	V	0	D	V	4 /0	U /0
Milford Gardens		I	ı	0	0	0	0	I	%0	0%
Newgale Gardens	•		-	Ļ	0	0	8	-	%06	%0
Parr Road	-			0	0	0	0	-	%0	%0
St Andrews Drive				0	0	0	0	I	%0	0%
Stratton Close	•		-	0	0	1	0	ł	1%	100%
Talman Grove			11	2	4	5	0	1	%62	45%
Watersfield Way - Junctions with Longcroft	1	I		C	U	U	C		7/0U	700
Rd/Cornbury Rd/Howberry Rd	I	I		þ	>	0	þ		0 / 0	0 /0
Whitchurch Avenue				0	0	0	0	I	%0	0%
Whitchurch Gardens - Including Whitchurch Close and Woodstead Close	·	-	5	0	5	0	32	7	28%	%0
Whitchurch Lane - Including Hitchin Lane and all junctions. Excl Station Pr	I	10		N	7	ю	0	ε	7%	25%
Wychwood Avenue - Including Wildcroft gardens	ı		7	0	9	-	0	3	22%	14%

Safety Related Proposals

APPENDIX D

APPENDIX E

Ref	Road	Comments	Officers Response
001572 001575	BROMEFIELD	s to the proposed double yellow lines on the ut: t penalises the residents and not the road users. Prevents genuine users from parking ans: ingle yellow line in the morning restricting parents and commuters parking. Restrictions 8am to 8pm allowing residents to park in he evening. Reduce the roundabout size to allow for access	Any vehicle that parks around the roundabout will obstruct larger vehicles. It does not matter whether this is a resident, visitor or commuter with the current lane width vehicles should not be parked at any time. Single yellow lines will only resolve the problems during the hours of operation and not outside those times. The suggestion to reduce the size of the island and increase the lane width would resolve the obstruction issue; however this would be a costly exercise both in funding and resources. This is not considered viable within the scope of the current project and will need to be considered in the future by the panel.
001588 002020	BROMEFIELD	 Objections to the single yellow lines received include: It will have a negative effect on the area. It will create unwanted parking stress. The area does not have a parking problem and there is no need for the restrictions. It devalues the area and will make it a rat race for other residents. The people who park are not all commuters; they are office workers working nearby and they will park further within the estate. The proposal does not take into consideration the school mums who park between 3 to 4 for 10 to 15 minutes. It is only a few people at the beginning of Bromefield without driveways who have a cause for complaint. I cannot see why the whole of Bromefield and the surrounding areas should be affected with your proposals. Harrow Council eager to implement in order for the traffic wardens to generate extra revenue. The proposal has been thought of within the offices of Harrow Council with an opinion of a few residents. 	The proposals originate from the responses received from the public consultation. The majority of residents in the area where the measures are proposed stated that they felt there is a problem with parking and would support the introduction of measures. The majority of these responses supported single yellow lines as opposed to resident permit bays. As the measures are amenity related they are only proposed and progress if over 50% support them. The single yellow lines do not generate any funds and the council will not look to progress them without resident support. The issue with parents parking in the controlled area. This will leave safer places for parents to park for short periods whilst dropping off and collecting their children. The station car parks are not owned by the council. We cannot control the prices they charge. The proposals are based on resident's responses.

001604	BUCKINGHAM ROAD	Why should we pay for parking permits to park outside our own house when we pay for our road taxes?	The proposals are an amenity for the residents of a particular street. The charges for the permits pay towards the enforcement of the zone. Any additional funds help to pay for the 'Freedom Pass' for the elderly.
001638	CHEYNEYS AVENUE	There is absolutely no need for the yellow lines. I object to the pay and display in Station Parade - what will it do to the shops there?	Amenity measures are only proposed where the majority of responses received from residents in the public consultation stated they did have a parking problem. In this instance there was a majority and the preferred measures were single yellow lines. The pay and display measures are proposed to increase turnover of vehicles so that customers can find parking. The measures are supported by the businesses and residents.
001643	CHEYNEYS AVENUE	If you keep extending the parking restrictions, all that happens is the parking then becomes a problem for someone else. I agree with the changes proposed for Station Parade shops and Honeypot Lane service road as this may make it easier to use our local shops and support the small businesses to stay and serve our community.	It is possible there will be an element of displaced parking. All residents had the opportunity to consider the introduction of controls. For some people the one hour restriction Monday to Friday is preferable than not being able to park near their house due to commuters at any time. For others their current parking situation is preferred.
001659	DONNEFIELD AVENUE	The restrictions in Donnefield Avenue need to be more stringent. I suggest a Monday-Sunday 8am-7.30 to cope with parking for the park and the large amount of cars parking in the evening and weekends for events at Wembley Stadium and Arena. The disabled bay at the north end of Donnefield Avenue is a good idea, but I think the pavement there should be narrowed further to provide for two or three disabled cars.	The hours of controls for Donnefield Avenue are to protect the residents from external parking pressures allowing residents to park within a reasonable distance from their home. At other entrances around the park there are safe unrestricted locations to park. Disabled badge holders can park on restrictions for up to 3 hours as long as they do not obstruct the carriageway.
001674	DU CROS DRIVE	I would not object if resident parking bays with effect between 3 pm and 4 pm Monday to Friday were introduced rather than single yellow lines. Single yellow lines are too prohibitive. Restrictions.	Single yellow lines were the preferred option supported by residents in their responses to the public consultation. This is why these measures opposed to permit bays have progressed.
001694	HONEYPOT LANE	I strongly object to the proposed parking restrictions for the Canons Park area based on a requirement for parking during the proposed restriction time. I would not be able to park outside my own residence and I object to having to pay additional costs.	Due to the responses received changes to the single yellow lines on Brick Lane at the rear of the service road now allow vehicles that require to park in the area from 14:00 to 15:00 to park.

001705	MAYCHURCH CLOSE		If vehicles park in locations where double yellow lines are
		end of our close as this is unnecessary as the road is wide enough for emergency vehicles and cars do not cause an obstruction.	proposed they may obstruct emergency service access. The proposals are in line with the well established rules of the Highway Code.
		As it is very wide we will not be able to park outside part of our house. Also we would prefer "resident permit zone" Mon-Fri 2-3 pm as in Torbridge Close because we may want to park outside our house during the week or if we may have visitors.	The majority of responses received from the public consultation supported single yellow lines opposed to resident permits therefore these measures progressed to statutory consultation.
001732	WHITCHURCH LANE	I object to the 10.5 hour CPZ in Donnefield Avenue. Whilst a one hour CPZ Mon-Fri would be reasonable, the all day restrictions would create the following problems:	The hours of controls for Donnefield Avenue are to protect the residents from external parking pressures allowing residents to park within a reasonable distance from their home.
			Concerns raised over displaced vehicles on Whitchurch Lane have only recently come to light and will be considered as part of a review relating to Barnet FC moving to The Hive.
		 It will create finally (excluding the shops) a 1-2 sq. km zone where no day time parking can take place for non-residents, encouraging the hard surfacing of frontages causing flooding and ecological problems. 	Residents wishing to transform their gardens for off street parking have to adhere to certain requirements which include appropriate drainage.
001738	WYCHWOOD AVENUE	လု	The extent of the proposed single yellow lines was determined by the responses to the initial public consultation. Measures only progressed where there was a majority response, in areas where there are no single yellow lines the majority of residents did not support their
		This is due to the current situation of car/van parking making the road dangerously narrow, and blocking visibility for cars trying to leave/enter residential driveways.	introduction. For the proposed measures to be extended significantly a further statutory consultation would be required. This would
		In the area between these new controls, I feel that this new plan will create and compound problems. Currently, existing restrictions displace parking into the space from the corner of Wychwood Avenue to the roundabout (as designed).	need to be considered under a review. If the concerns raised persist after 3 months of any controls being implemented it is advisable that a review is requested.
		Overnight parking of commercial vans cause a serious continuous issue with road narrowing and nil visibility for residents leaving driveways, and also for pedestrians crossing the street.	Furthermore all vehicles should adhere to the Highway Code and not block traffic flow, if they do it is possible the Police may issue a ticket for obstructing the highway. The proposed measures are designed to encourage
		Further restrictions in Cheyneys Avenue/Du Cros Drive/Station Parade Shops will increase the above issue, and that the area of Wychwood Avenue should also be included in the above scheme to have a "single yellow line" between 3-4 pm or 2-3 pm.	

The majority of responses received back from the public consultation was that there is a problem and that they would support single yellow lines. The hours of control for the measures cannot be changed as this would result in migration of cars from one area to another. It is important the controls are consistent throughout an area.	The objections have been considered and as there was no longer a majority support for the measures officer's recommend that the proposed single yellow lines do not progress to implementation. The proposed double yellow lines are recommended to proceed to implementation.	Should any measures be approved for introduction this location will be reviewed for the safety concerns raised. Officers feel at this time it is unlikely to cause a safety concern due to the highway layout. Should vehicles park across residents driveways without their permission enforcement action can be taken. Parking enforcement should be contacted in this instance.
When I return at 1:30pm I am unable to find a parking space and park in neighboring roads. Therefore if the parking restrictions are introduced in Bucking Road/Gardens then commuters will be displaced to neighboring streets meaning that I will have to park even further away.	The proposed (single yellow lines) to discourage commuter parking is unnecessary, and penalises residents and their visitors as they are also denied the opportunity to park in our road space. The proposed scheme will detract from the enjoyment of our property, taking away our current right to all-day parking in the vicinity.	My objection to your proposal for parking restrictions is that inconsiderate and irresponsible parking will be transferred to the opposite side of the road which will also obstruct the view of traffic and pedestrians traveling South up Merlin Crescent towards St. Brides Avenue. This proposal would allow vehicles to park across driveways in Merlin Crescent, as already happens particularly at school times.
BUCKINGHAM ROAD	BUCKINGHAM GARDENS	MERLIN CRESCENT
001914	$\begin{array}{c} 001916\\ 001922\\ 001923\\ 001923\\ 001933\\ 001933\\ 001933\\ 001933\\ 001934\\ 001934\\ 001936\\ 001944\\ 0001944\\ 0001944\\ 0001942\\ 0001942\\ 0001922\\ 0001923\\ 0001922\\ 0001922\\ 0002023\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 0002022\\ 00020\\ 00020\\ 00020\\ 00020\\ 00020\\ 00020\\ 00020\\ 00000\\ 00000\\ 0000\\ 0000\\ 00000\\ 00000\\ 00000\\ 0000\\ 0000\\ 0000\\ 0000\\ 00$	002036

002037	TALMAN GROVE	We would like to strongly object because:	The proposals are designed to maintain access and good visibility for all road users. They are in accordance with the
		 the proposed restrictions will cause more difficulties in this estate, both to residents and visitors; 	well established rules of the Highway Code, Rule 243 which states that vehicles should not park on or within 10 m of a innction or on a bend
		Talman Grove is not a through road, so everyone takes extra care, especially areas where there is restricted vision.	
		If parking is prevented in areas, cars will drive faster through the estate.	
002117	WHITCHURCH LANE	I have run a business for 25 years and from experience feel the road is not that busy for traffic to justify the restrictions and would also be adverse effect on businesses in the area.	These comments have been taken into consideration and the proposed double yellow line restrictions have now been reduced.
		A single yellow line on one side of Buckingham Road with the time restricted for a few hours of the day would be more appropriate.	
002149	WHITCHURCH LANE	No car owner or driver should have the right to monopolize the service road for the shops in Station Parade - at any time.	It is not perceived the bays will be fully occupied by residents, other motorists will have the right to pay and discovery or the circulo volume lines outside the bound
		On the south side of the Canon's Park Station Parade "island". The double yellow lines must remain.	uispiray or park on the single yellow lines ouiside the hours of control.
		There must be ban on overnight parking in the service road so that patrons of the restaurants can park.	The double yellow lines will remain as existing on Whitchurch Lane.
		The proposed parking permit charges of £60 for the first car is derisory. It should £100.	There was insufficient support form residents and businesses for controls in the evening.
		Object to the equality monitoring form.	The cost of the permits is set at a level which services the ongoing cost of the controls. It is not a money making process.
			The equality monitoring form is not compulsory and residents have the option to fill it out if they wish.

002151	BRICK LANE	We do not believe that the proposals are necessary.	Due to a large area surrounding Brick Lane supporting the
		t information about Bromefield Road's restricted angements available.	introduction of controls there is likely to be a significant increase in parking pressure should measures not be introduced.
		The proposals will have an adverse affect upon local businesses and trading units, especially in Station Parade and Brick Lane. Business Permit Fees are prohibitive and unreasonable	All proposals in the surrounding area are available online or plans can be sent out. Notices on site and in the local paper also provided information on the extent of the proposals.
		insufficient offices currently and the proposals do not le use of the area outside our office to enable us to stariority	The proposals have been supported by local businesses due to the problems they currently experience from external long term parking.
			The hours of control for the single yellow line on Brick Lane have been changed so they differ from the area wide control times. This allows for parking should businesses or residents need it temporarily during the operational hours.
002153	GYLES PARK	We have never had a problem with unwanted parking. We are both elderly and critically ill and require healthcare professionals.	The proposals are in line with the Highway Code to maintain access and good visibility for all road users. They are in accordance with the well established rules of the Highway Code, Rule 243 which states that vehicles should not park on or within 10m of a junction or on a bend.
		Friends and family visit regularly. It will seriously reduce the value of our house if double yellow lines were outside.	Vehicles should not be parked in this location.
002154	STRATTON CLOSE	Stratton Close is a quiet residential cul-de-sac and regularly receives large HGV's (eg. Rubbish collection trucks, recycling collection trucks, etc) without any access issues at all. We believe there is no real safety justification for the proposed yellow lines. By implementing the councils proposals the amount of available parking pressures. There is sufficient room to get a large vehicle around the roundabout. Pedestrians do not cross the road here, so loss of visibility is not an issue and in our opinion there is no valid safety case.	The proposals are in line with the Highway Code to maintain access and good visibility for all road users. They are in accordance with the well established rules of the Highway Code, Rule 243 which states that vehicles should not park on or within 10m of a junction or on a bend. Further to the comments received and officers reviewing the measures, the double yellow lines have been shortened on the approach to the roundabout at the junction of Stratton Close with Whitchurch Gardens due to the highway layout.
		impaired.	

002155	BROOMGROVE GARDENS	c	Officers have reviewed the proposals and amended the measures on Merlin Crescent where the double yellow line proposals have been shortened.
		Although I agree that it would be sensible to prevent parking immediately outside the newsagent /Islamic centre because of the proximity to the traffic island, I don't agree with introducing double yellow lines everywhere else.	It is felt the remaining are necessary to maintain access and good visibility for all road users. They are in accordance with the well established rule of the Highway Code Rule 243 which states that vehicles should not nark
		Visibility is not affected, the roads are quite wide and there aren't normally that many cars. This will create a lot of inconvenience for no obvious gain.	on or within 10m of a junction or on a bend.
002156	GYLES PARK	I have never seen anyone park in front of my house. There is an entrance to my drive, and there has always been access available to the refuse vehicles. I therefore do not consider it necessary to have double yellow lines.	The proposals are to maintain access and good visibility for all road users. They are in accordance with the well established rule of the Highway Code, Rule 243 which states that vehicles should not park on or within 10m of a junction or on a bend.
002157	MERLIN CRESCENT	Object to the proposed yellow line. We have guests who often park outside our house. It would be inconvenient to park elsewhere away from the house.	The proposals are to maintain access and good visibility for all road users. They are in accordance with the well established rule of the Highway Code, Rule 243 which states that vehicles should not nark on or writhin 10m of a
		Our grandparents, who are elderly and have difficulty walking will be unable to park outside our house. We have moved to Edgware recently and one of the reasons we purchased the house was because it had free on-street parking.	
002158 002185	CHEYNEYS AVENUE	I formally object to the extension of the single yellow line controls on Cheyneys Ave and the introduction of single yellow line controls across the various areas specified in the consultation.	The proposed single yellow lines are not related to road safety. They are proposed as an amenity for residents who suffer from external parking pressures.
		There has been no noticeable increase in traffic flow in the last 20 years on Cheyneys Ave.	In the areas where the measures are proposed the majority of responses received indicated they did experience parking problems and would support single yellow lines.
		There is no accurate evidence of 'dangerous' parking, let alone a parking issue that would be resolved through the introduction of parking controls. Furthermore, inconsiderate parking which is unlawful under the Highway Code can be addressed under exisisting laws, outside of the unfounded proposed parking enforcements.	Harrow Council rejected the planning application for the development on the old government site however this decision was overturned by the government on appeal.
		The initial consultation results saw a poor response of 19% of the properties consulted. A poor response indicates little or no problems with parking points, as is the case here.	
		In addition, if there was a parking issue in the Canons Park area, the Stanmore Place complex should not have been given planning permission.	

002168 002209	WHITCHURCH CLOSE & WHITCHURCH GARDENS	I wish to object as the parking spaces in the close is already very limited and it will further reduce if you are to extend cover to the front area of house no.74.	The measures are proposed to prevent vehicles obstructing emergency service access to the close and to ensure there is sufficient space to turnaround preventing
		This area will not obstruct any incoming or outgoing vehicles and I agree with your proposal if you limit the double lines to the end of wooden fencing opposite the entrance of no. 74.	
002181	HONEYPOT LANE	I am writing to submit a formal objection to the proposed restrictions on the Honeypot Lane Service Road.	Due to a large area surrounding Brick Lane supporting the introduction of controls there is likely to be a significant increase in parking pressure should measures not be
		There have never been any prolonged periods of unavailable parking along this service road.	introduced.
		I note that the results of your initial consultation had a very low response rate, the low level of responses does not provide a viable basis to change the current parking arrangements.	The proposals on the whole have been supported by local businesses due to the problems they currently experience from external long term parking.
		I note that the current proposals do not include any provisions for resident permit bays or the ability of resident permit holders to park. As such, the proposals do not address the needs of local residents and business. This service road provides essential parking for those residents with no off street parking.	The hours of control for the single yellow line on Brick Lane have been changed so they differ from the area wide control times. This allows for parking should businesses or residents need it temporarily during the operational hours.
002184	CHANDOS CRESCENT	Parking has never been an issue around this area at all and the proposed plans for double yellow lines are not acceptable.	Officers have reviewed the proposals and amended the measures on Merlin Crescent where the double yellow line proposals have been shortened
		I object that double yellow lines are placed outside the business and around the surrounding areas. Loading and unloading will be a problem as well as customers not being able to park and hence loss of business.	It is felt the remaining proposals are necessary to maintain access and good visibility for all road users. They are in accordance with the well established rule of the Highway Code, Rule 243 which states that vehicles should not park on or within 10m of a junction or on a bend.
002197	MAYCHURCH CLOSE	We object to the introduction of single yellow line controls Mon- Fri 2-3pm since these prohibit both residents and their visitors from parking. We would support a resident permit zone.	The proposals are supported by the majority of the residents who feel they are required due to obstructive external parking.
		We object to the introduction of double yellow lines in the turning circle of Maychurch Close. This is not a junction, bend or narrow point and there are no safety reasons that would justify double yellow lines.	The double yellow lines are designed to protect the junction for access and visibility and ensure vehicles can turn in the turning without having to reverse out of the close onto the roundabout.
		The turning circle is in regular use and no resident has any knowledge of either private or commercial vehicles having any difficulties turning within it.	They support the well established rule of the Highway Code, Rule 243 which states that vehicles should not park on or within 10m of a junction or on a bend.
		The proposed double yellow lines would also remove one parking position outside Number 3 thus reducing the already limited parking available to residents and visitors.	

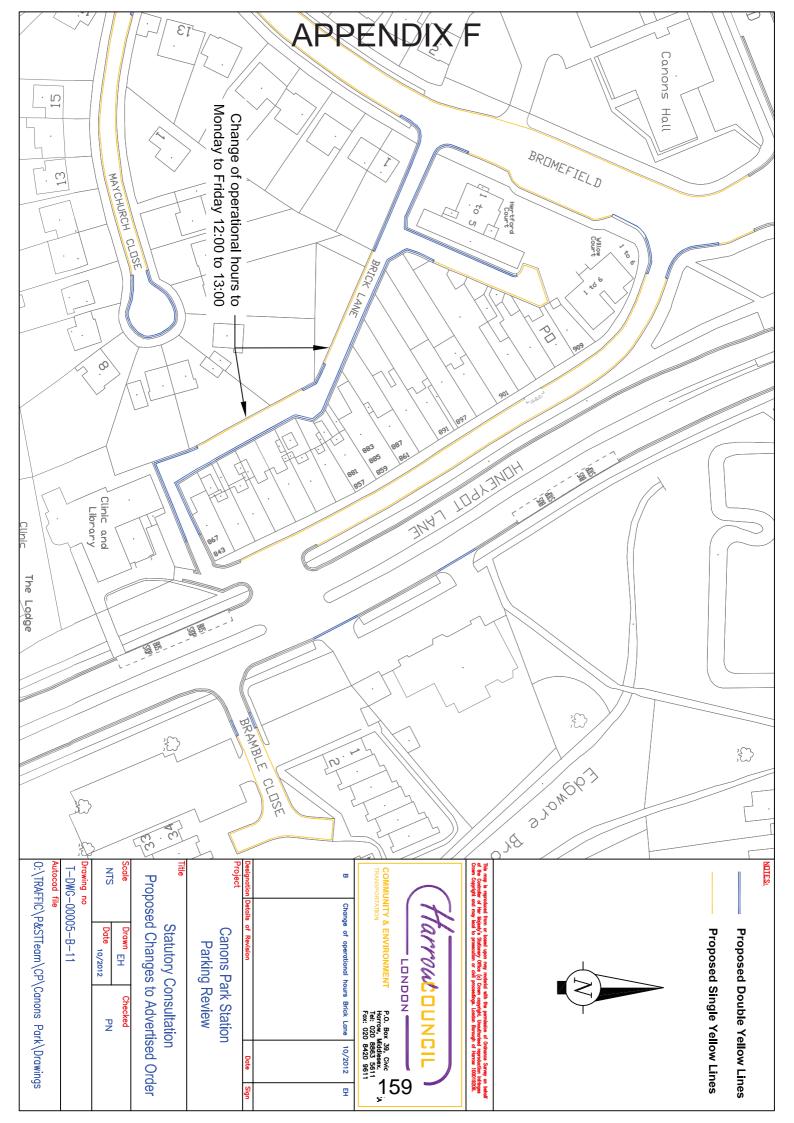
With regard to Station Parade your to a combination of controls so one drawing is the definitive document of the South side of the service road but there is no indication of what is your documentation and the Borou written down anywhere just who is given zone. Are permits only going the flats or will residents of adjacen the flats or will residents of adjacen on the drawing by 30%. Is there go number of permit holders, if you have already the shops why would you want to you would have to get out of your of display and only then contemplate choice? To only a few more minutes in the Edgware Broadwalk where you can much wider selection of shops to can restrictions on a staturday seems r contrary.	WHITCHURCH LANE I object to the proposals on the basis that the documentation is The documents provi incomplete and ambiguous and therefore is not fit for purpose. Proposals. The meas which	The documents provide all required details for the proposals. The measures on the parade are controlled within the zone which is shown with a dashed line and note
 On Drawing Is the ventility of the set but there is no indication your documentation and written down anywhere given zone. Are permits the flats or will residents the flats or will residents the flats or will sound the death kne will sound the death kne any would you would have to get o you would have to get o display and only then control of a schairman of the Frie restrictions on Donnefiels restrictions on a staurd contrary to the idea of the more mine and the restrictions on a staurd contrary to the idea of the restriction of th	r documentation only refers e is left to assume that the	where proposed double yellow lines are recommended.
On Drawing No T-DWG the South side of the se but there is no indication your documentation and written down anywhere- given zone. Are permits the flats or will residents the flats or will residents the flats or will residents and the death kne Assuming that all the pe permit holders, if you be the shops why would you be the shops why would have to get o display and only then cc choice? For only a few more mir Edgware Broadwalk wh much wider selection of as Chairman of the Frie restrictions on Donnefielk restrictions on a Saturd	-	All other measures have their own note detailing the
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written down anywhere given zone. Are permits the flats or will residents The number of flats exc on the drawing by 30%. number of permits issue will sound the death kne Assuming that all the pa permit holders, if you he the shops why would yo you would have to get o display and only then cc choice? For only a few more mir Edgware Broadwalk wh much wider selection of as Chairman of the Frie restrictions on Donnefiek restrictions on a Saturd		proposed zone (dashed boundary on plan)
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For only a few more min Edgware Broadwalk wh much wider selection of as Chairman of the Frie restrictions on Donnefie Saturdays. To single out Donnefielk restrictions on a Saturd		responses received from the public consultation. Residents suffer from extensive parking problems due to commuters.
Edgware Broadwalk wh much wider selection of as Chairman of the Frie as Chairman of the Frie restrictions on Donnefie Saturdays. To single out Donnefielk restrictions on a Saturd	For only a few more minutes in the car vou can drive to	bend facilities and visitors to the park. They therefore find it
much wider selection of as Chairman of the Frie restrictions on Donnefie Saturdays. To single out Donnefielk restrictions on a Saturd	lve a	very difficult to park within close proximity to their home
as Chairman of the Friel restrictions on Donnefie Saturdays. To single out Donnefielk restrictions on a Saturd	ity	k and at weekends.
restrictions on Donnefie Saturdays. To single out Donnefielk restrictions on a Saturd	as Chairman of the Friends of Canons Park I also object to the	
Saturdays. To single out Donnefield restrictions on a Saturd	restrictions on Donnefield Avenue being implemented on	
To single out Donnefield restrictions on a Saturd	Saturdays.	
restrictions on a Saturds	To single out Donnefield Avenue as the only road with	
Contrary to the idea of o	restrictions on a Saturday seems not only perverse but also	
access to it.	contrary to the idea of giving as many people as possible easy access to it.	

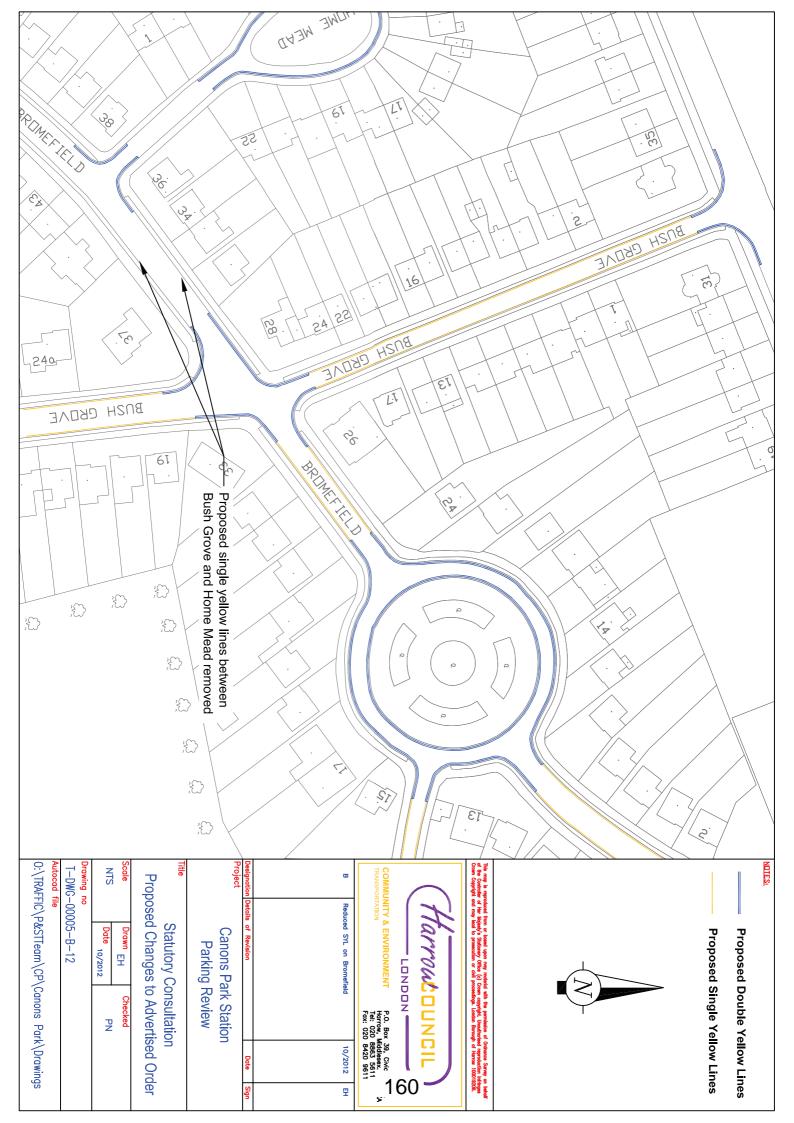
002208	CORNBURY ROAD	We strongly object to the double yellow lines around the corners of Cornbury Road and Cloyster Wood. We have never had any problem causing obstruction or impaired visibility. Double yellow lines will cause severe inconvenience to us.	The proposals are to maintain access and good visibility for all road users. They are in accordance with the well established rule of the Highway Code, Rule 243 which states that vehicles should not park on or within 10 m of a junction or on a bend.
002210	GYLES PARK	I am delighted to see that double yellow lines are to be put around the island but very unhappy that they appear not to extend all the way around. I would still have cars parked opposite. Unless they extend all the way around, emergency vehicles & council refuse vehicles will still be blocked. Reversing out is currently dangerous and hugely frustrating.	The extent of the double yellow lines supports the highway code and are proposed on grounds of safety. For amenity related measures to be considered the majority of responses received need to be in support of introducing measures. Officers understand that this is in relation to access however with the existing carriageway width it is felt there is appropriate space for parking on one side.
002213	WHITCHURCH LANE	Strongly object to the double yellow lines extending, they seem to be much longer than any of the other double yellow lines which are mainly around bends and junctions why is this? I can understand it being around the bend and especially near St. Lawrence Close since it is a small road but to have it extend so far up seems excessive at best.	The extent of the double yellow lines have been reviewed by officers and have been shortened, however they cannot be removed completely as they are proposed to protect the island and prevent obstructive parking.
002215	WHITCHURCH LANE	We would like to formally object to the proposal of no Saturday parking in Donnefield Avenue between 8am and 6.30pm. There should be NO Saturday restrictions as it will a) transfer parking onto Whitchurch Lane which currently has Mon. to Fri. limits only, so potentially causing major traffic congestions and b) it will prevent visitors to the area using park and sports clubs. If Saturday restrictions are required then they should be limited to 1 or 2 separate hours.	The hours of controls for Donnefield Avenue are to protect the residents from external parking pressures allowing residents to park within a reasonable distance from their home. Concerns raised over displaced vehicles on Whitchurch Lane have only recently come to light and will be considered as part of a review relating to Barnet FC moving to The Hive. There are other locations around the various park entrances where visitors can still park should they wish to drive to the park.

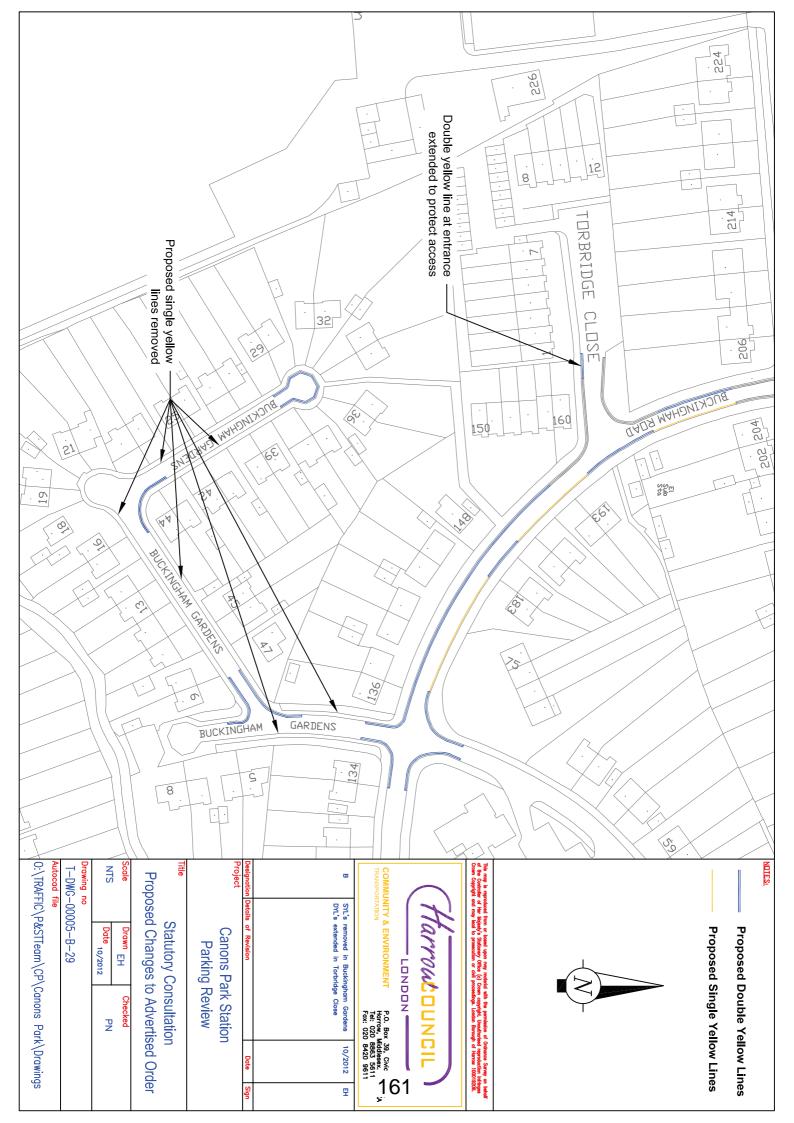
the introduction of a single yellow line parkingAmenity related controls are only progressed where theres on Du Cros Drive.is a majority support. In this instance the majority of responses received did feel there was a parking problemhere was a theft from one of my vehicles while it was my driveway and therefore I feel it is essential thatAmenity related controls are only progressed where there is a majority of responses received did feel there was a parking problem obstructing traffic flow. The option preferred was for the introduction of	single yellow lines. A Permits will not be available for residents as what is proposed is a single yellow line not resident permit bays. Therefore there will be no financial burden to residents.	Note: The objector will be informed of the TARSAP meeting date and location.		It is not possible to extend the proposed measures significantly without a further statutory consultation. Additionally, should vehicles park blocking a private access a penalty charge notice can be issued, residents are advised to call the parking enforcement team should they experience obstructive parking in the future.
I object to the introduction of a single yellow line parking restrictions on Du Cros Drive. Recently there was a theft from one of my vehicles while it was parked in my driveway and therefore I feel it is essential that	our vehicles are parked in our sight. This incident was very expensive to repair and so it is even more essential for us to have parking access outside our house without restrictions and having to pay for permits. Therefore there will be no financial burden to resident permit to the more there will be no financial burden to resident to resident permits.	As a current ruin rate payer, theet the Council is an eady gening enough funding without having to charge us extra for parking permits.	Please inform me of any changes in writing before they are made and any meetings which are being held for this area, so that I am able to express my concerns where possible. I am sure that as a responsible council, we will get a response to this and consultation will be taking place with residents rather then officials taking decisions without a democratic view.	Objection - Happy with the proposal with the exception that whilst Double Yellow Lines are being put in place we would request they be extended to the order of an additional thirty feet or so to the curb stone located on the other side of the road to prevent cars parking and obstructing entry and exit from private accesses.
002216 DU CROS DRIVE				WYCHWOOD AVENUE
002216				002235

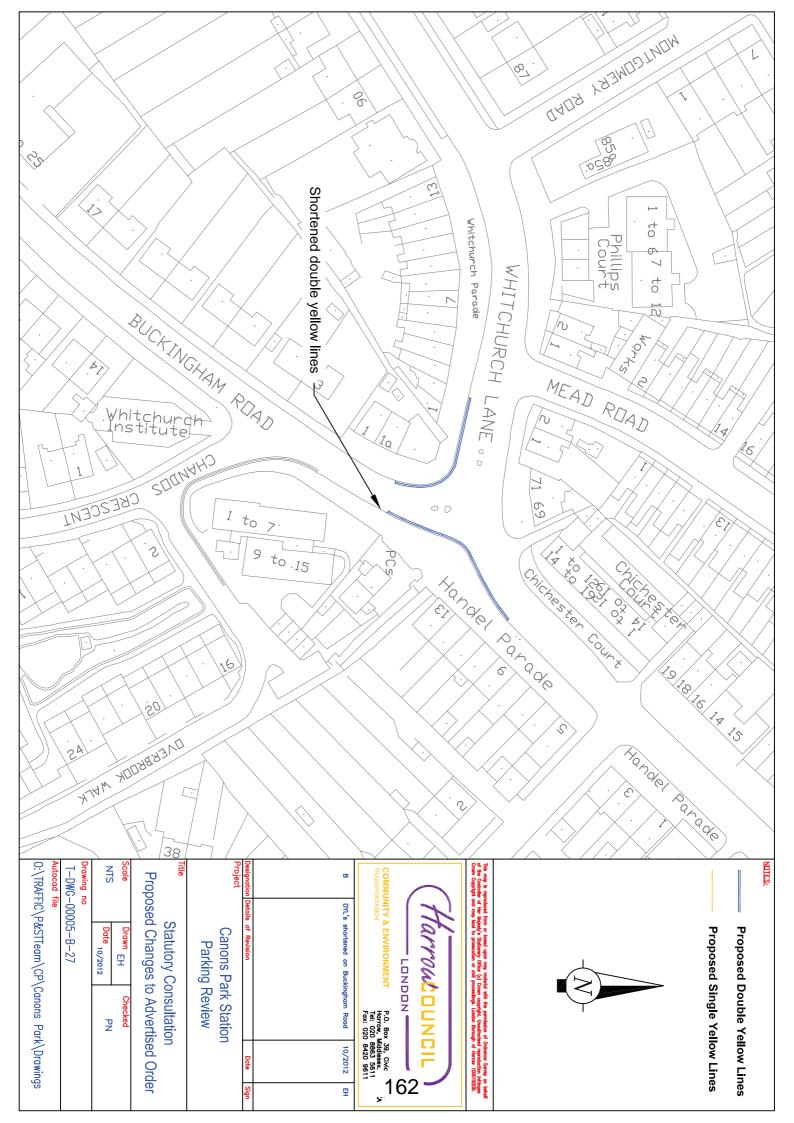
Displaced parking is possible. Restrictions were only proposed in locations where there was majority support from residents directly fronting the measures; all residents in the area had the option to support such controls.	Having considered the comments received from the statutory consultation and lack of support for the proposed single yellow line measure between Bush Grove and Maychurch Close they are not recommended for progression to implementation. In all other areas there was a majority support.	Should the parking displace to other, adjacent areas and cause future problems residents are advised to request a review after a period of 3-6 months to allow parking patterns to settle.	_	The proposals are to maintain access and good visibility for all road users. They are in accordance with the well established rule of the Highway Code, Rule 243. It should however be noted that in reviewing the area officers did feel that due to the unusual bend alignment at the northern end of Whitchurch Gardens the double yellow lines on the bend are not recommended for progression to implementation due to the limited vehicles usage and reasonable visibility maintained.
I object to the proposed Parking controls. Having examined the plan of the proposed measures in the vicinity I notice that the proposed Single Yellow Line control (2-3 pm) does not include the part of my Road (Bromefield) in which my house is situated.	I feel that the result of the proposed parking controls will cause the displacement of commuter traffic and other residential traffic into the non-controlled areas. This will result in an increase in parked vehicles and an	increase in the incidences of illegal, inconsiderate and irresponsible parking such as the partial or complete blocking of driveways, which I already experience from time to time. I feel that the parking controls should be extended and/or		There is no historic precedent and circumstances have not changed. I have medical condition and need transport close to my front door. If introduced I will have to walk a long distance. By introducing the DYL's parking capacity will be removed by 20%. The council is wasting money as there have been no accidents. The road is wide enough for vehicles to park and although I have a garage it is dilapidated and too far to walk.
BROMEFIELD				WHITCHURCH GARDENS
002236				002240

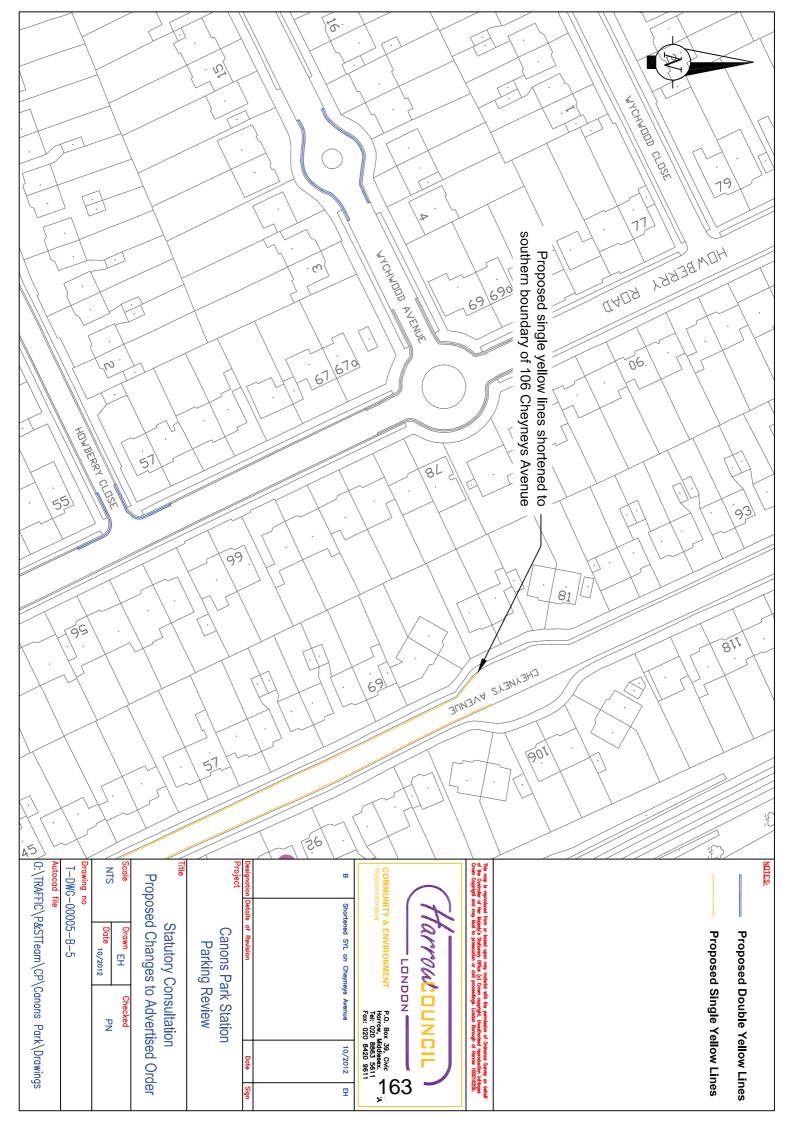
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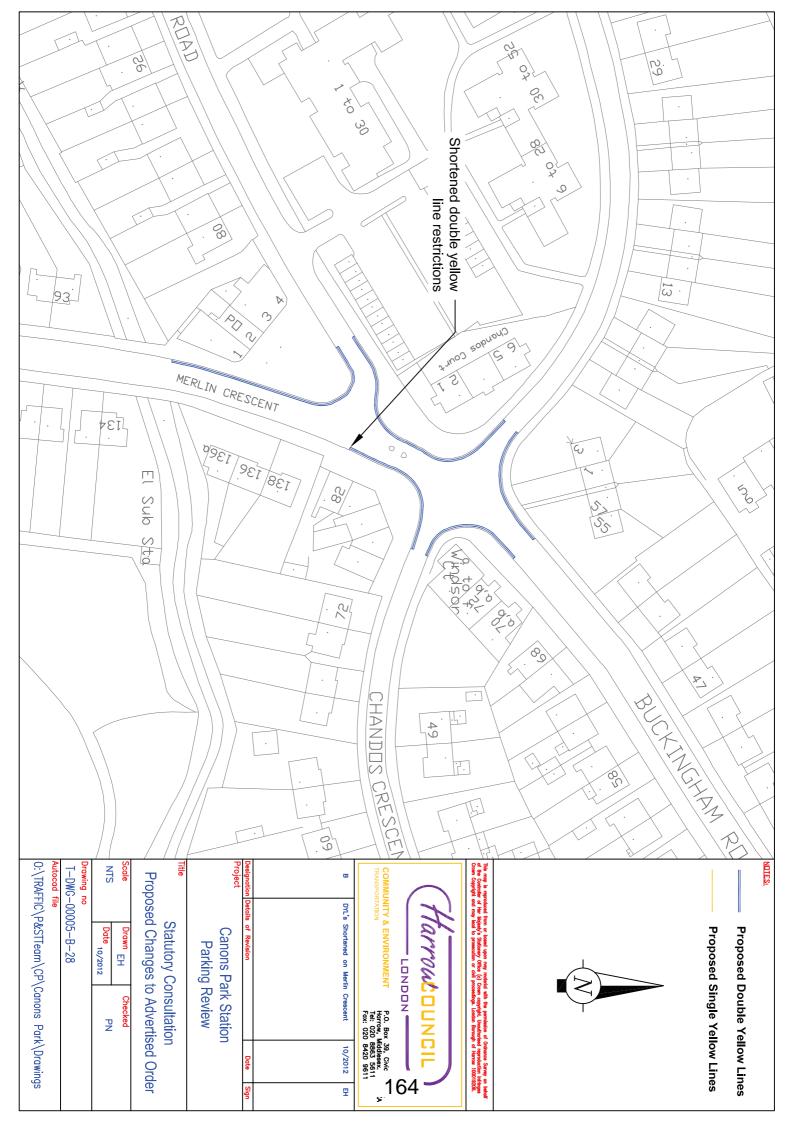


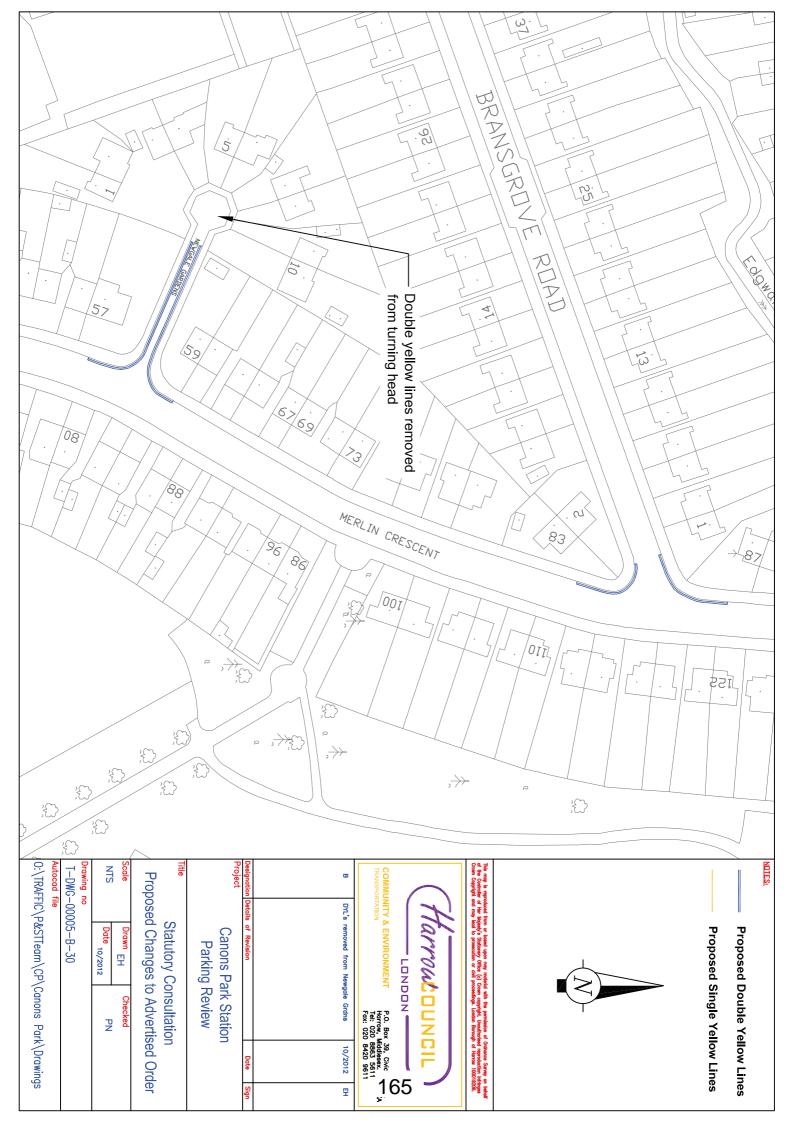


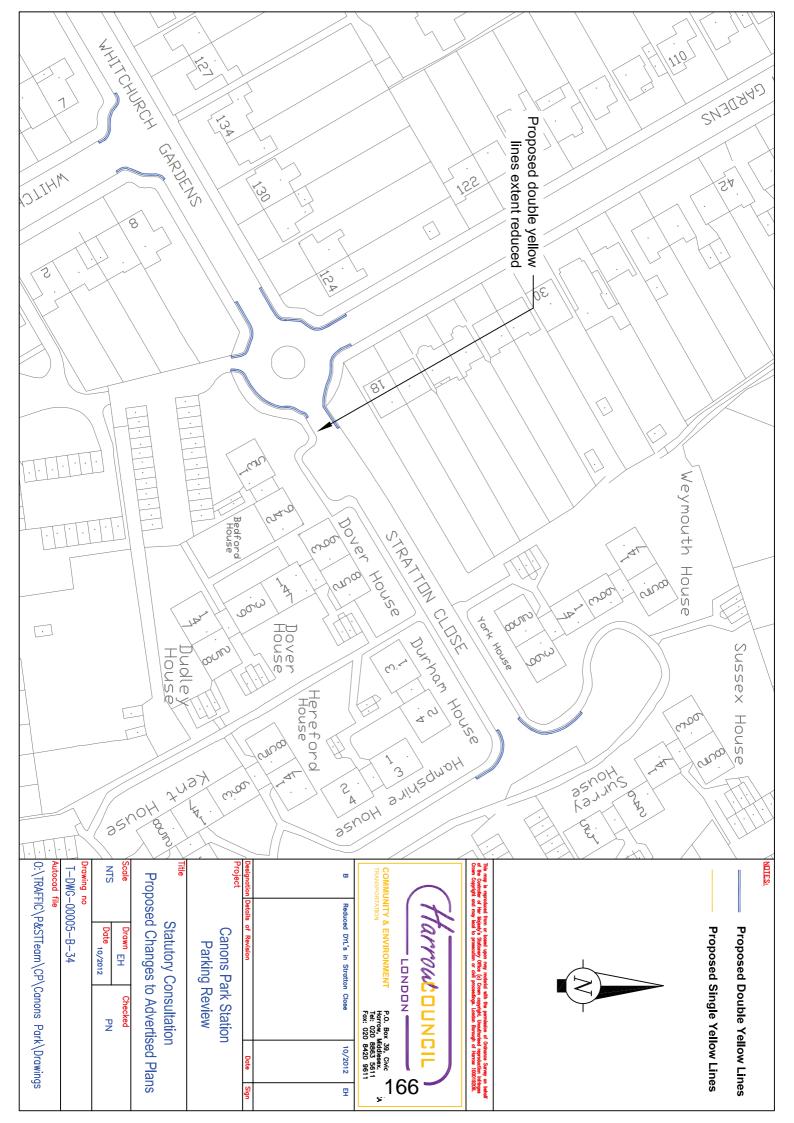


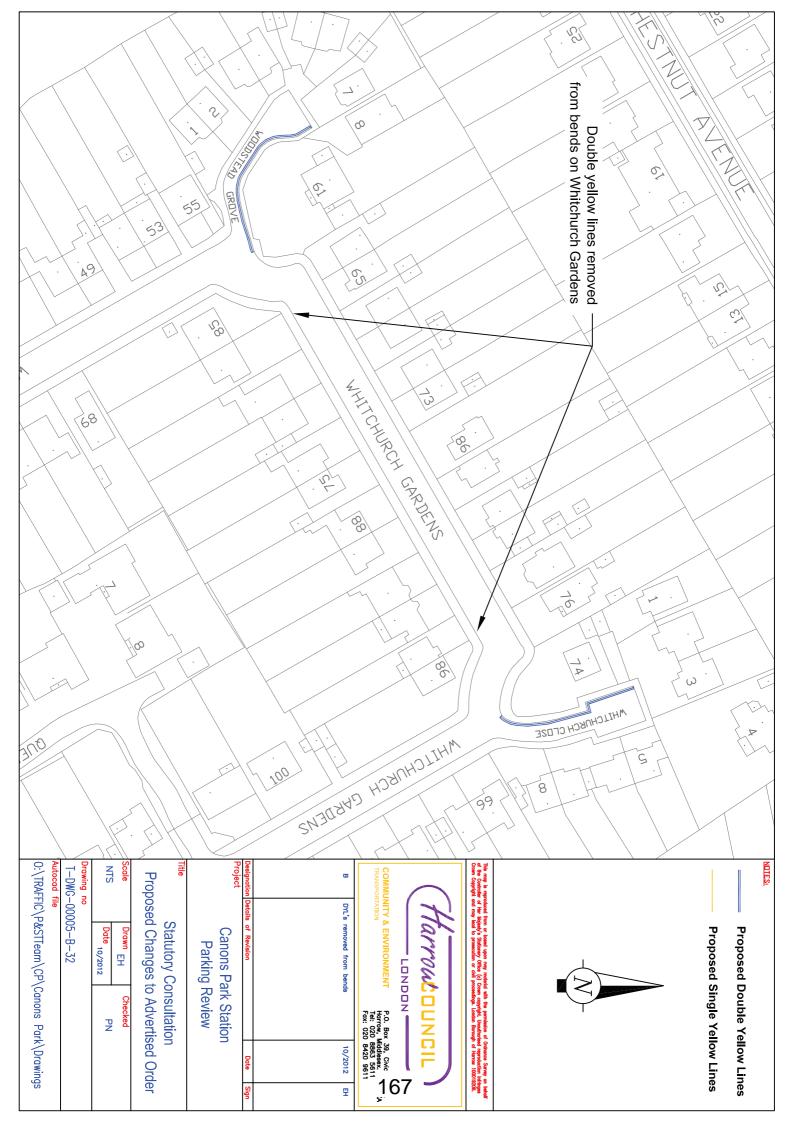


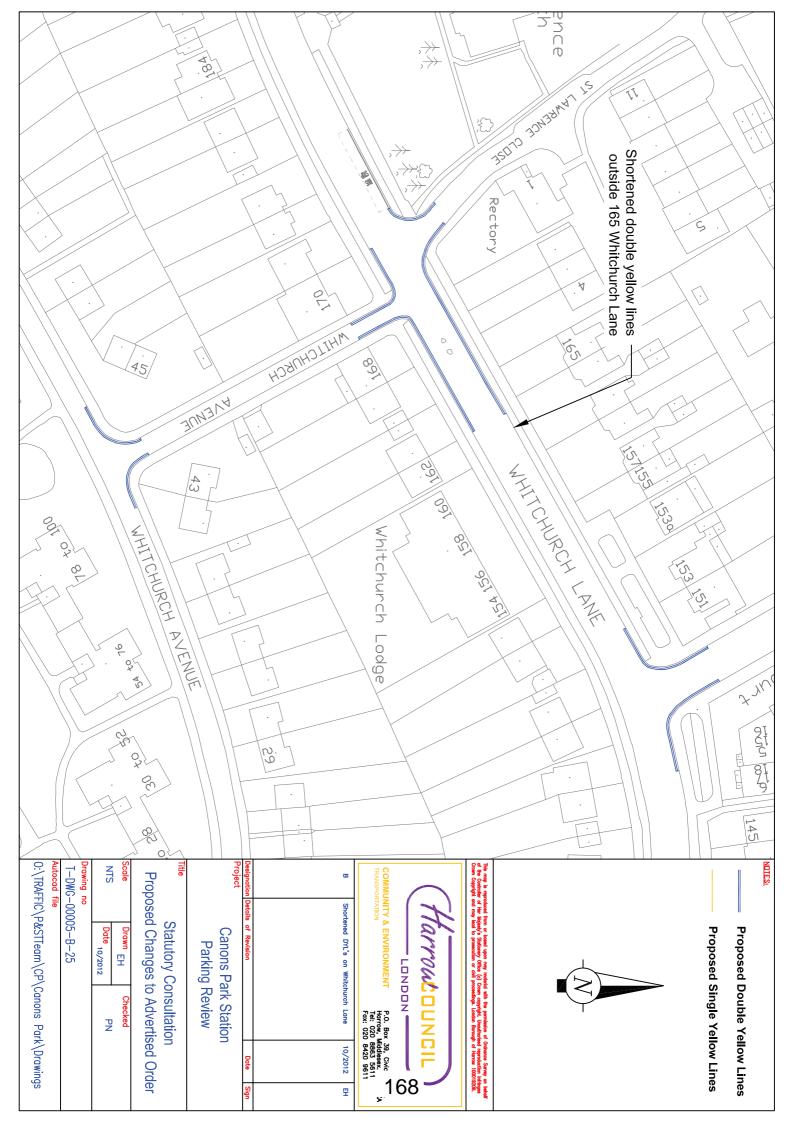












REPORT FOR: Traffic And Road Safety Advisory Panel

Date of Meeting:	29 November 2012
Subject:	Transport Programme Entry Procedure
Key Decision:	No
Responsible Officer:	Caroline Bruce – Corporate Director, Environment & Enterprise
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: Harrow LIP transport objectives Appendix B: Harrow Transport Programme Entry Procedure



Section 1 – summary and recommendations

This report sets out a comprehensive way of assessing and prioritising works in order to ensure that the borough develops work programmes that meet its statutory duties as well as targeting the areas of greatest need.

Recommendations:

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

- 1. programme entry procedure be introduced for prioritising all works programmes;
- 2. programme entry guidance be made a publicly available document on Harrow's website; and
- 3. any changes to the programme entry procedure be delegated to the Portfolio Holder for Environment and Community Safety.

Reason: (For recommendation)

The Council receives many requests for works to be undertaken and difficult decisions need to be made to determine which schemes provide the greatest benefits to the borough due to the limited funding available. The programme entry procedure will enable the council to be consistent and transparent about how decisions are made and to demonstrate that the schemes of maximum benefit for the borough are always prioritised.

Section 2 – report

Introduction

- 2.1 Every year the Council receives hundreds of requests for schemes and works, and for every request there is a cost to consider. Funding is limited and often conditional (e.g. funding provided to deliver local implementation plan) therefore it is not always possible, or appropriate to provide the service requested. In order to ensure that the Council meets its objectives and the significant challenges in delivering local services all transport schemes and projects should demonstrate that they target the areas of priority and provide value for money.
- 2.2 The introduction of a Transport Programme Entry procedure will provide improved and more transparent prioritisation of work programmes and enable the borough to provide a better service to residents and businesses in the borough. It will also enable schemes of maximum benefit to be prioritised where funding restrictions prohibit the implementation of all the work requests received from stakeholders. The use of an objective and transparent prioritisation process will help to increase public understanding about how decisions are made and in particular broaden an understanding of the difficult issues faced by the borough in an increasingly difficult economic climate.

2.3 Introducing the procedure will also ensure that the programme of works implemented meets statutory obligations and targets the delivery of required outcomes, particularly those in the Transport Local Implementation Plan (LIP), Local Development Framework and Corporate Plan.

Options considered

- 2.4 Two options were considered which involved either setting out guidance or doing nothing.
- 2.5 By not adopting a programme entry system the Council is open to accusations of favouritism or bias and a lack of both consistency and transparency in the development of work programmes which may be difficult to defend. Alternatively, providing a programme entry system provides open, transparent and consistent guidance for the public, members and officers which is objective and clearly focussed on achieving key outcomes. Therefore developing guidance is the preferred option.

Background

2.6 Funding for transport schemes in the borough has steadily reduced over recent years whilst requests for service changes and improvements continue to be received at a high level. The following table shows the drop in key transport funding in Harrow since 2008/09. Total funding over the last 5 years has dropped by 61%.

Funding source	2008/09 (£000)	2009/10 (£000)	2010/11 (£000)	2011/12 (£000)	2012/13 (£000)
TfL LIP funds	5,949	4,789	3,826	3,831	2,183
Harrow capital	355	355	355	355	300
Total	6,304	5,144	4,181	4,186	2,483

- 2.7 The impact of this reduction in funding is that less transport schemes are introduced and that the Council is often unable to respond favourably to requests for works and recommended changes to the road network. Deciding which schemes to progress is becoming increasingly difficult particularly when all the schemes considered may be beneficial to the public. It is therefore essential to develop a system where comparisons between proposed schemes can be better made.
- 2.8 The programme entry guidance shown in Appendix A provides an effective way of prioritising the works to be implemented and will allow those decisions to stand up to scrutiny. It also explains the context in which programme entry fits within the development and delivery cycle for the Local Implementation Plan and a range of other Transport Planning functions.

Programme Entry assessment system

2.9 The programme entry prioritisation system is based on a number of key categories, each with its own set of operational criteria, which are then used to develop ranking lists. When service requests or work requests are received each case is assessed against these criteria and then ranked. The cases with a higher ranking are more likely to be included in a future work programme.

These categories have been developed around common areas within the LIP or focussed on areas where a large number of service requests are routinely received by the Council. The categories are assigned within the following general themes:

- Parking
- Road safety
- Accessibility
- Public transport
- Congestion
- Environment and air quality
- 2.10 The individual programme categories are either reactive or planned. Reactive programmes cater for short term urgent minor works which are limited by the available funding in year. Planned programmes are medium/long term works which would involve larger budgets and more complex schemes with a longer period of development and implementation.
- 2.11 The ranking lists for planned works will inform the development of forward work programmes based on undertaking a further strategic assessment which considers the schemes suitability to meet the Harrow LIP objectives and the Council's corporate priorities. Any planned schemes that are prioritised would then need to be scheduled within a larger programme of works, like the LIP programme of investment for example, and assigned against a future financial year and funding allocation.

Performance monitoring

- 2.12 The Harrow LIP objectives are statutory objectives which were agreed with the Mayor of London and with Harrow's Cabinet. These objectives were developed as part of developing the Transport LIP and are shown in Appendix B. The objectives are long term and take account of a period up to 2031.
- 2.13 The use of a programme entry system will be invaluable in ensuring that works taken forward contribute effectively towards meeting the performance targets set out in the LIP. The criteria are weighted towards supporting these targets. The borough's LIP performance is monitored against TfL mandatory and statutory indicators and also against some locally set targets. These are as follows:

Mandatory / statutory targets

- % trips walking
- % trips cycling
- Bus excess waiting time
- Length of principal road in need of repair
- Total numbers killed and seriously injured
- Total number of casualties
- CO₂ emissions

Local targets

- Number of schools within 20mph zone
- School pupils per cycle parking space
- Number of motorcycle casualties
- Weekday bus run times on selected routes in the borough
- Proportion of school aged children in full time education whose main mode of travel is the car
- Number of environmentally friendly vehicle parking permits in the borough
- 2.14 Environmental issues are also important and are an important aspect of the Harrow LIP objectives and therefore prioritising works more appropriately will ensure that environmental considerations are taken into account in the prioritisation process. In terms of Harrow's climate change strategy programme entry will help to achieve the following:
 - Changing the public's behaviour by encouraging walking and cycling or the use of public transport
 - Supporting bus priority measures and promoting cycling and walking initiatives
 - Encouraging school and workplace travel planning
 - Encouraging free vehicle parking permits for environmentally friendly vehicles as controlled parking zones are expanded
 - Promoting the provision of electric vehicle charging points

Access to information

- 2.15 It is intended that this procedure and the guidance within the document is accessible on the council's website so that the public and members can have easy access to the information and are able to have a common understanding of how work programmes are funded, planned and programmed. This is a key aim of the procedure which aims to be fully open and transparent.
- 2.16 A key benefit of this will be to indicate what types of works are likely to be priorities so that requests for service made by members of the community can be targeted appropriately and would have a higher possibility of a positive outcome.

Financial Implications

2.17 No additional funds or resources are required to introduce the programme entry procedure.

Risk management Implications

- 2.18 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.19 There are no risks associated with implementing this procedure. The main change affecting staff will involve minor changes to operational working practices which will be phased in progressively by managers.

Equalities Implications

- 2.20 Was an Equality Impact Assessment carried out? Yes.
- 2.21 There will be an improvement in the way that schemes take consideration for equalities groups in respect of transport provision. The main area to benefit will be disabled people with mobility or visual impairment. This is facilitated within the programme entry document by the following measures:
 - Disabled people are identified as an area of priority within the various assessment criteria
 - Specific programme categories are defined for people with disabilities

Corporate priorities

2.22 All the corporate priorities are considered within the programme entry procedure and will influence the development of planned work programmes. All schemes assessed will be tested for their strategic fit against the corporate priorities. This means that schemes which contribute towards a greater number of the corporate priorities will receive a higher priority for inclusion within a work programme.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	✓	on behalf of the Chief Financial Officer
Date: 13/11/12		
Name: Matthew Adams Date: 14/11/12	 	on behalf of the Monitoring Officer

Section 4 - Contact Details and Background Papers

Contact:

Ann Fine, 0208 424 1496 (x2496) <u>ann.fine@harrow.gov.uk</u> David Eaglesham, 0208 424 2500 (x1500) <u>david.eaglesham@harrow.gov.uk</u>

Background Papers: Harrow Transport Local Implementation Plan

Appendix A

Harrow LIP Transport objectives

1. To enable Harrow's residents to have the best possible access to employment opportunities and to improve the attractiveness of Harrow as a place to live, visit and work, the borough will further develop the transport system to provide access to employment opportunities within and beyond the borough and also support improved access to a wide range of facilities such as retail centres and education and health services as well as access to cultural heritage and outdoor green spaces

2. Support improved orbital transport links across the Borough and between outer London centres thereby providing greater access to a wider catchment area for employment opportunities by enabling journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment

3. Encourage a healthier lifestyle by promoting healthy and safe travel particularly for pedestrians and cyclists

4. Reduce CO2 emissions in Harrow, increase environment sustainability, improve general health and deliver a better quality of life in the borough through the use of travel planning and appropriate traffic engineering measures including providing improved facilities for pedestrians and cyclists

5. Support the borough's economic growth by regenerating Harrow Town Centre and the new Area of Intensification and ensure that the transport delivery needs of the Area of Intensification are prioritised

6. Reduce the number of motorcycle casualties across the borough

7. Improve social inclusion in the borough by improving the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus Station and improving the accessibility, efficiency and attractiveness of all transport including public transport borough wide and in particular Transport for London stations

8. Support projected population growth within the new Intensification Area by improving transport connectivity between Harrow-on-the-Hill station/Harrow bus station and Harrow & Wealdstone station

9. 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

10. Support Harrow's local economy by reducing congestion, improving the efficiency of servicing and delivery and making essential car journeys easier

11. Improve the quality of life of residents and visitors and improve overall health the borough will improve pedestrian walkways that use and link existing parks and open spaces with town centres and public transport provision

12. Ensure that the vitality of the town centre is supported through good transport

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APPENDIX B

Harrow Transport Programme Entry Guidance

November 2012



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1 INTRODUCTION

Harrow Council is the Highway Authority in the London Borough of Harrow and is responsible for the entire highway network with the exception of private roads. In respect of the Strategic Road Network Harrow is required to consult Transport for London on any traffic management because they have a regulatory role over this part of the network.

Every year the Council receives hundreds of requests for schemes and works, and for every request there is a cost to consider. Funding is limited and often conditional (e.g. policy / project delivery / target related) therefore it is not always possible, or appropriate to provide the service requested.

In order to ensure that the Council meets its objectives and the significant challenges in delivering local services using available resources all transport schemes and projects are required to demonstrate that they meet set criteria so that a consistent approach is taken to the planning, programming and delivering of schemes and projects.

The purpose of this document is therefore to clarify how future work programmes and schemes will be developed using a Programme Entry system and to ensure that the system is fully embedded into the decision making process and also into the working environment.

The system will set out the relevant criteria and guidance needed in order to establish a comprehensive way of prioritising works and to ensure that a consistent approach to decisions is introduced so that we can be more transparent about how we make these difficult decisions. This is particularly important as financial pressure becomes increasingly more challenging and difficult decisions need to be made in order to determine which schemes need to be taken forward and provide the greatest benefits.

This document will be useful to a variety of audiences and therefore it is very likely that only parts of the document are useful to all users. It is intended that the document will guide traffic engineers and transport planners in doing their jobs and inform councillors, senior Council officers and the public in understanding how the works programmes are developed.

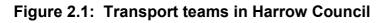
2 TRANSPORT TEAMS IN HARROW COUNCIL

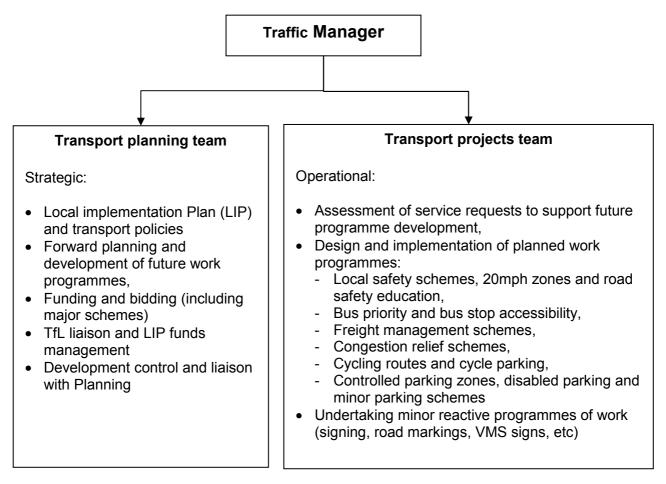
Within the Environmental Services Department there are two main transport teams responsible for traffic and transport schemes in Harrow that are based at the Civic Centre.

The transport planning team undertakes a more strategic role in forward planning future programmes of work as well as liaising with key stakeholders including Transport for London over policy, programmes and funding. The transport projects team has a more operational role and assesses service requests for consideration in future programmes of work and designs and implements currently funded work programmes. Both teams follow the guidance within this document.

The overall coordination of the service is the responsibility of the Traffic Manager, which is a statutory position held within the Council as set out by the Traffic Management Act and

has overall responsibility for ensuring the satisfactory performance of the highway network. The diagram below sets out the organisational structure:





3 POLICY FRAMEWORK

3.1 Statutory requirements influencing transport provision

Much of the work to improve the highway network carried out by the Council is governed by legislation and statutory requirements. In particular the following legislation all place statutory obligations on Harrow as the highway authority:

- Greater London Authority (GLA) Act 1999
- Traffic Management Act 2004
- Road Traffic Act 1988
- Equality Act 2010

Each of these Acts and their implications is explained in further detail in the following sections.

3.2 Greater London Authority Act (GLA) 1999

The GLA Act requires the London Mayor to develop a number of strategic documents and to ensure consistency between them. The documents listed below have the most significant impact on transport in London.

- London Plan Spatial Development Strategy
- Mayor's Transport Strategy (MTS)

The development of the London Plan sets an overall integrated economic, environmental, transport and social framework for the development of London whilst the Mayor's Transport Strategy takes into account the policies in the London Plan and sets out the planning, management and development of transport in London with policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services while also minimising the impact on climate change.

In particular the GLA Act makes London Boroughs responsible for the delivery of the Mayor's Transport Strategy in their areas and requires them to develop Local implementation Plans (LIP). Section 144 of the GLA Act enables the Mayor to issue statutory guidance on the implementation of the Mayor's Transport Strategy, to which all boroughs must have regard, and he also has reserve powers to issue general or specific directions as to the manner in which a borough is to exercise its functions in preparing and implementing its Local Implementation Plan (LIP), with which they must comply. The LIP is required to demonstrate how local authorities are addressing and implementing the Mayor's Transport Strategy at the local level.

3.3 Traffic Management Act 2004

The Traffic Management Act (TMA Act) was introduced in 2004 to tackle congestion and disruption on the road network. Section 16 of the TMA introduced a new network management duty for local traffic authorities such as Harrow and requires them to manage their road network with a view to achieving two objectives, which are:

- to secure the expeditious movement of traffic on their road network, and
- to facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Section 17 of the Act requires traffic authorities to appoint a Traffic Manager to take responsibility for the network management duty and specifically to:

- identify things (current or future) which are causing, or have the potential to cause, road congestion or other disruption to the movement of traffic on the road network, and
- to consider any possible action that could be taken in response

In Harrow the transport teams under the direction of the Traffic Manager undertake this role and identify measures that can be included in the LIP to address road congestion.

3.4 Road Traffic Act 1988

Local authorities are required by statute (Road Traffic Act 1988) to:

- Carry out a programme of measures designed to promote road safety on existing roads and in the construction of new roads,
- Undertake studies of personal injury accidents,
- Take appropriate measures to prevent such accidents,
- Provide road safety advice, information and practical training for road users.

In Harrow the transport teams under the direction of the Traffic Manager undertake this role and identify measures that can be included in the LIP to address road safety.

3.5 Equality Act 2010

The Equality Act 2010 replaced the Disability Discrimination Act (DDA) with its stated aim being to 'harmonise discrimination law, and to strengthen the law to support progress on equality'. The Act replaced all existing equality legislation, including the Disability Discrimination Act (DDA). The most significant sections of the Equality Act that directly affect transport relate to the transport sections of the previous Disability Discrimination Act (DDA). This required all new land-based public transport vehicles (trains, buses, coaches and taxis) and transport infrastructure (bus and railway stations) to be accessible to disabled people, including wheelchair users. This covers access to goods, services and facilities.

To support access to all services, Harrow ensures that bus stops in the borough are suitable for low floor buses and provides disabled parking facilities and lowered kerbs as necessary in appropriate locations to meet the demands of those with impaired mobility.

3.6 Mayor's Transport Strategy (MTS) and Sub Regional Transport Plan (SRTP)

The Mayor's Transport Strategy (MTS) identifies goals, associated challenges and outcomes which the borough has a duty to work towards. The six goals of the MTS are:

- To support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve the safety and security of all Londoners
- Improve transport opportunities for all Londoners
- Reduce transport's contribution to climate change, and improve its resilience
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

The implementation of the MTS is delivered at sub regional level and at borough level. There are 5 regions (North, South, East, West and Central) each developing a Sub-Regional Transport Plan (SRTP) and 33 boroughs each developing a Local Implementation Plan (LIP). The London sub regional format is intended to develop a more collaborative and integrated approach to transport planning and connect the strategic aims of the MTS to local transport planning within boroughs.

The West London Sub-Regional Transport Plan (SRTP) provides a sub-regional context for Harrow's LIP and sets out key challenges and priorities within the sub-region to help guide the investment priorities of Transport for London and other government, public and private bodies as well as influence the development of regional LIPs. The SRTP goals, challenges and outcomes were used to develop the Harrow Transport LIP.

The SRTP will be regularly updated and developed as regional transport challenges and opportunities change.

3.7 London Plan and Local Development Framework (LDF)

The London Mayor has to produce a spatial development strategy (SDS) – which has become known as 'the London Plan'. This is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. Local borough development documents have to be 'in general conformity' with the London Plan, which has to be taken into account when planning decisions are taken in any part of London.

A local development framework is the spatial planning strategy introduced by the Planning and Compulsory Purchase Act 2004 which is now relevant to Harrow as the planning authority. In Harrow the Local Development Framework (LDF) sets out how future planning will be carried out in the borough and contains a range of documents of which the core strategy is the most important component. The core strategy sets out the long term vision of how Harrow, and the places within it, should develop by 2026 and sets out the Council's strategy for achieving that vision. In particular, it identifies the broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, community facilities and other uses. It also sets the context for the other policy documents that make up the Harrow LDF. The transport implications of development, population increase and economic growth in the borough significantly influences transport provision and the development of the policies and programme in the LIP are fully integrated with the local development framework.

3.8 Local Implementation Plan (LIP)

The Harrow Transport LIP is the main document that set out the borough's transport objectives and the measures that will be undertaken to ensure these objectives are met. It also sets out how the borough will implement the Mayor of London's Transport Strategy, how it links with the West London SRTP as well as with Harrow's planning documents included in the borough Local Development Framework.

The LIP includes longer term transport objectives, policies and a detailed three year programme of investment (currently 2011/12 - 2013/14) and a monitoring regime to ensure that these objectives are met. This programme entry document will significantly influence which projects are included in the programme of investment which is primarily funded by Transport for London.

3.9 Corporate influences

The London Borough of Harrow has a number of key strategic documents which influence the provision of services as follows:

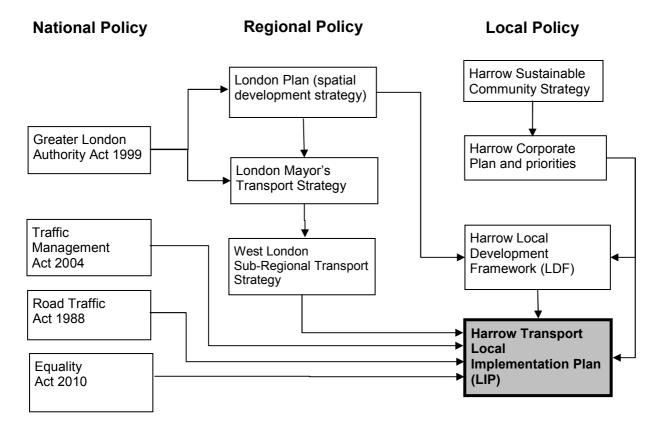
- Sustainable Community Strategy
- Corporate Plan

Harrow's adopted Sustainable Community Strategy sets the vision for the borough and provides the overarching strategic framework influencing all of Harrow's major objectives up to 2020. The vision has been produced by the Harrow Partnership which is a collaboration of representatives from agencies that deliver public services, community and voluntary organisations and businesses in Harrow. This vision feeds into Harrow's Corporate Plan which sets out the Council's high level priorities and targets for the coming years. The current priorities are:

- 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

The corporate priorities are considered in taking forward all work proposals.

Figure 3-1: Policy influences



4 HOW FUNDING IS SECURED

Funding for transport improvements in Harrow comes from a range of sources. The vast majority of it comes from Transport for London (TfL) to support the delivery of the LIP; however funding also comes from Council Capital, developer contributions (as planning section 106 agreements) and Council revenue funds. Much of the funding allocated is strictly limited as to where, when and how it can be spent.

4.1 Transport for London Grant

Every year Transport for London (TfL) allocate boroughs with a funding allocation which is provided to assist the borough in implementing the Mayor of London's Transport Strategy as set out in Harrow's LIP. This award is made up of a variety of elements which includes key transport initiatives, principal road network maintenance, local transport funds and, where relevant, major scheme bids submitted to TfL.

The formula funded allocation targeted at transport initiatives is structured around a set of need-based indicators relating to public transport, road safety, congestion, the environment, accessibility and residential population weighted by the index of deprivation.

The funding allocation is also weighted in order to reflect the Mayor of London's current priorities and is currently weighted as follows:

- 10% Public transport
- 26% Road safety
- 41% Congestion and environment
- 23% Accessibility

In addition to the above, TfL provides a small amount of money that the borough can decide how to invest on a year by year basis on local transport schemes to help meet the Mayor's Transport Strategy. These schemes still require TfL approval before proceeding.

TfL also provides the borough with an allocation for principal road maintenance. This award is based on the condition of principal roads in the borough. The condition of the principal roads is determined by road condition surveys conducted across the entire principal road network in London each year and annual borough allocations are made on that basis.

The borough is also entitled to bid for money from TfL for major scheme works which are usually worth in excess of £1 million. This funding is not guaranteed and is awarded on a competitive basis with other boroughs through the submission of specific project bids that are required to meet TfL's criteria for major schemes.

The LIP includes a programme of investment over a defined period (currently 3 years 2011/12 – 2013/14) detailing the schemes and initiatives necessary to achieve the aims and objectives set out in the LIP. In advance of each individual funding year the borough submits to TfL a detailed programme of schemes for the year and confirms scheme funding allocations in line with the overall annual LIP funding allocation set. In advance of submitting the funding allocation to TfL, the programme is agreed with the Council's Portfolio Holder. The programme is required to be broadly in line with the LIP objectives and is formally agreed by Transport for London. Subsequent changes to this programme are allowed but must be negotiated and agreed with TfL. Schemes can span a number of years, however, awards for funding are agreed for a single year at a time. Funds for remaining years where schemes span a number of years are expected to be included in future allocations and are usually agreed by TfL.

TfL agrees funding with the boroughs through the use of the online TfL borough portal system. During the year any additions or changes in scheme funding allocations are requested via the portal and TfL then approve or decline as appropriate. The borough will allocate all funds in line with the LIP objectives and this ensures compliance with the Mayor's Transport Strategy and is monitored by TfL.

Harrow can allocate the TfL grant allocation within Harrow's finance system as either revenue or capital expenditure as required by the council's financial policies. For capital funds, a capital project proposal and business case for the entire TfL programme is submitted in advance of the funding year and considered by the Council's Capital Forum before it can be included within the Council's Capital programme. The Capital Programme is then considered and approved by the Council's Cabinet. Following Cabinet approval the Capital project then requires a project initiation document to be submitted to the Capital Forum and approved before funds can be spent.

4.2 Harrow Capital

Harrow capital funds are made up from usable capital receipts and capital grants. Proposed schemes and projects are subject to a capital bid / business case as described in the section above - section 4.1. Requests for capital funding across the council compete for funds available on the strength of their case against a set of council priorities and criteria and the Council's Capital Forum assesses the bids and agrees the priorities to be taken forward into the council's Capital Programme. This is endorsed by Cabinet before being finalised.

Currently there is an annual allocation for the Parking Management Programme specifically dedicated to funding controlled parking zones (CPZ) and the local safety parking schemes programme (minor localised parking measures).

This programme of works is identified in the LIP and is Harrow's main contribution to supporting the overall programme of investment in addition to the TfL LIP grant.

4.3 Developer contributions

Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission for development. The obligation is termed a Section 106 Agreement. The planning department leads on the planning permission process and negotiations with the developer and the Transport Planning team contributes to this by providing information on likely traffic impacts and any necessary interventions required.

These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. During the planning application process any impacts on the public highway are considered and if any negative impacts are identified then there are negotiations with the developer to secure funding to introduce appropriate interventions. The funding is used to support the provision of additional or improved highway infrastructure in order to facilitate the development and benefit the wider community. An example of this would be funds provided by the developer for a junction improvement, like a new roundabout or traffic signals, in order to provide more capacity for an anticipated increase in traffic generated by a new development. The Section 106 money is usually made available for specific negotiated works only and once agreed the money cannot be used for any other purposes. If the money remains unspent, during the agreed timeframe, it usually has to be returned to the developer.

The Community Infrastructure Levy (CIL) is a new system of securing developer contributions through the planning system which local authorities are empowered to charge on new development in their area under the Planning Act 2008 (Community Infrastructure Levy Regulations 2010). It is a levy that local authorities in England and Wales charge on new developments in their area and the money raised can be used to support development by funding infrastructure that the council, local community and neighbourhoods want, for example, new or safer road schemes, park improvements or a new health centre. The system is very simple and applies to most new buildings and it will be levied on the net increase in floor space arising from any new development.

The current system of developer's monetary contributions which are negotiated and agreed on a case by case basis and recorded via Section 106 agreements is likely to be replaced in 2013 by a Harrow CIL. This will provide for the payment of contributions linked to the size of the development and calculated by reference to a published charging schedule.

4.4 Harrow Revenue

Harrow Council revenue funding is made up of Government borough formula grant, Council Tax Income and other income streams from fees and charges. A small dedicated annual budget is provided annually for undertaking minor work such as road markings and traffic signing and is also used to undertake traffic surveys and feasibility studies to assist with assessing service requests. The works undertaken are generally reactive in nature.

4.5 Other sources of funding

All elected Councillors in Harrow have control over a small amount of capital funding under the neighbourhood investment scheme. This money can be used to implement schemes in their wards that they consider to be of specific concern to their constituents. These funds, at the discretion of councillors, can be used to implement traffic / parking type schemes. Once a use for the funding is agreed, it cannot be used for any other purposes other than that specifically agreed by the Councillor.

5 HOW WORKS ARE PLANNED AND PROGRAMMED

5.1 Transport Planning and the Local Implementation Plan

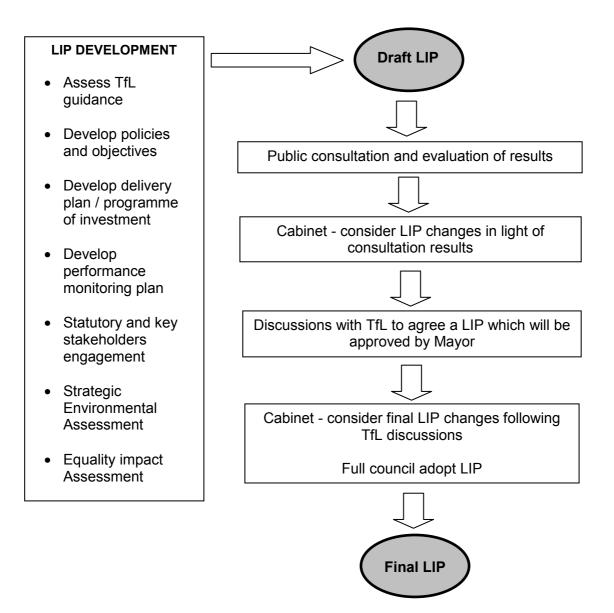
The transport planning team is responsible for producing the Transport Local Implementation Plan (LIP) document which contains all of the borough's transport plans, policies and programme of works for future years. The preparation of this document is a lengthy process requiring the development of appropriate policies and work programmes which accord with the mayor's transport strategy, undertaking extensive consultation and seeking the authority of London's Mayor, the council's Cabinet and adoption by full council. The whole process can take over 12 months to complete. The input into the development of a LIP is therefore crucial as it sets out the types of schemes that will be included over a 3-5 year period.

Transport for London (TfL) issue guidance on how London boroughs should produce their LIPs and manage the approval process, on behalf of the Mayor of London. In practice a very detailed guidance document is produced by TfL in consultation with the boroughs which includes very specific requirements for boroughs to follow in order to produce their LIP. Statutorily, the LIP is required to demonstrate how local authorities are addressing and implementing the Mayor's Transport Strategy at the local level and it is required to contain a timetable for implementing proposals in the delivery plan. The development of the LIP delivery plan and programme of investment are underpinned by the programme entry guidance outlined in this document which will influence the types of projects and initiatives that will be selected. Programme entry therefore has a significant impact on future work programmes in the LIP.

Legislation requires major policy documents like the LIP to undergo a Strategic Environmental Assessment and an Equalities Impact Assessment. These documents are both produced in conjunction with the LIP at the development stage so that environmental and equalities impacts can be fully incorporated into the final LIP document.

A number of statutory bodies must be consulted with during the development of the LIP, however, in practice a very wide consultation both internally and externally is required. Effective consultation ensures that the LIP is developed to be compatible with other council policy such as the Local Development Framework and Corporate Plan as well as satisfying key stakeholders such as environmental groups and TfL. Once a draft is prepared a full public consultation is undertaken and the results of consultation considered by cabinet with recommendations on how to finalise the document. Further discussions with TfL are undertaken to shape the document into an approvable format before it is submitted to cabinet again for final approval and adopted by full council. The process is shown as follows in Figure 5-1.

Figure 5-1: LIP development process



The approved LIP is binding and if the borough wishes to significantly change the content of the LIP this would require a full consultation as well as renewed Mayoral approval. This is a very costly and time consuming process and would in effect require the same process as the original LIP. Smaller changes, however, may be agreed through negotiation with TfL.

Harrow's current LIP was produced following the development of the Mayor's Transport Strategy in May 2010. It was approved by cabinet on 19 May 2011 and adopted by full Council on the 7 July 2011. The TfL guidance for boroughs producing their LIPs required the boroughs to do the following:

- Set borough transport objectives;
- Show links between Harrow's transport objectives and the Mayoral goals as outlined in his transport strategy;
- Show links between Harrow's transport objectives and Harrow's Sustainable Community Strategy;
- Produce a delivery plan for borough activities as well as for the Mayoral high profile outputs including a timetable for their delivery;
- Produce a high-level breakdown of the required programme of investment by year including funding sources required;
- Produce a Performance Monitoring Plan to meet targets set by the Mayor of London;
- Include an Equalities Impact Assessment; and
- Conduct appropriate consultation with statutory bodies and make changes to the LIP where appropriate.

Harrow's LIP contains all of Harrow's transport policies. To improve the integration of these policies into working practices and to provide greater transparency and clarity a number of daughter documents have been produced to show how these policies are put into practice. These daughter documents include:

- Parking Management and Enforcement Plan;
- Road Safety Plan;
- Local Freight Movement Operational Strategy; and
- Transport and Disabilities Procedure.

TfL monitor the implementation of each borough's LIP delivery plan and progress with satisfying the Mayor's high profile outputs. Each year, Harrow reports progress to TfL through providing updates on key outcomes identified in the LIP - see section 7. In addition to this Harrow officers meet quarterly with TfL officers regarding implementation of the programme of works. Independent checks are also undertaken by TfL on works implemented. In 2014, the borough will be required to prepare and publish a three-year impact report setting out the expenditure and implementation of the current LIP programmes and set out achievements and evidence to demonstrate how the LIP has contributed to wider Harrow policy objectives.

The current LIP programme of investment ends in 2013/14 and it is expected that TfL will issue guidance for a subsequent LIP or delivery plan to be produced for the subsequent period. The development process would be similar to that explained earlier in this section.

5.2 Programme development

The majority of works implemented in the borough are identified in Harrow's Transport Local Implementation Plan. This was developed by officers in the transport teams prioritising initiatives on the basis of road safety, congestion, environment, accessibility, public transport and air quality issues as well as the Mayor of London's high profile outputs and the Borough's corporate priorities. This also took into account the statutory duties that the borough is required to undertake as outlined in section 3. Programmes are developed over the short, medium and long term periods as necessary to deliver the LIP objectives.

The programme development process uses a wide range of inputs which are coordinated by the transport teams to develop effective and realistic programmes of work. These inputs consist of service requests from numerous stakeholders including the public, councillors, transport organisations, emergency services, etc. as well as a wide range of ongoing transport assessments and studies undertaken by officers in the transport teams as a part of their routine workload. The programme entry system is used to assess these inputs and develop ranking lists for identified work categories which support the development of work programmes. The diagram below demonstrates the process.

Figure 5-2: Programme development process



The Transport Planning team lead on the programme development process and determine which programmes are eventually included within the Transport Local Implementation Plan. The programme entry system helps to prioritise needs by creating specific ranking lists for work categories like for example, safety or congestion, which are used to prioritise the interventions of greatest need. However, the final scheme selections that make up the work programmes also have to have due regard to TfL guidance and a range of other factors such as:

- Testing the strategic fit of proposed interventions
- Balancing the spread of interventions across the borough geographically,
- Focussing interventions along key corridors in the highway network or in neighbourhood areas to maximise the combined impact of the interventions,
- Targeting all objectives of the LIP proportionately,
- Undertaking the network management duty

Programme entry is therefore the initial assessment system that informs the programme development process.

5.3 Programme entry

The programme entry assessment system outlined in this document will be used to provide a formal framework for assessing all suggestions for projects, schemes or works and be used to develop ranking lists for each work category. In each case an evaluation will need to be made before any project or initiative may be included in a ranking list or a work programme. Each case will be evaluated by using the relevant work category criteria to assess their relative need and priority and establish a ranking. Those cases that satisfy the criteria and meet a set threshold will then be used to inform the development of future programmes of investment for local implementation plans.

The programme entry categories are split into reactive (short term) and planned work. Reactive works are defined as individual elements of work of a minor nature (generally less than £5,000) that need to be done within the immediate year of consideration. These are usually required to deal with safety or access issues or other unexpected changes to the environment at short notice. Urgent remedial works are taken forward using the available in year funding and are not a part of the LIP.

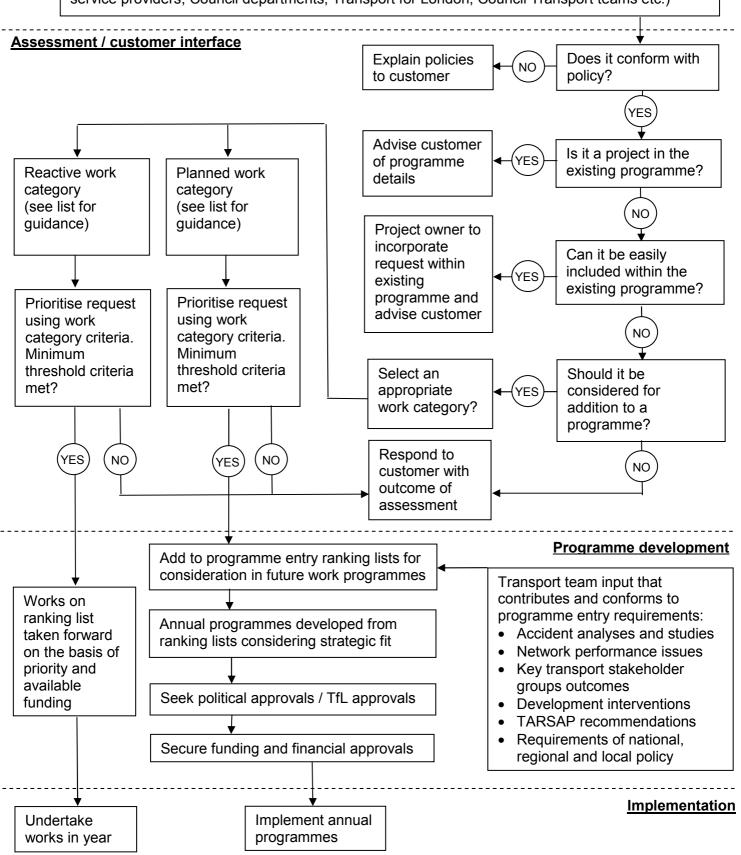
Requests for works which would involve a significant level of complexity in design, consultation, works coordination and implementation as well as cost are usually considered for a planned work programme over the medium to long term within the LIP. Before an assessment for planned work is made the following needs to be considered first:

- Check that the issue is not already addressed by a project in the works programme,
- If the issue could be addressed by adapting a project in the programme then the scheme designer needs to consider the viability of making changes. If the issue can be included then an assessment is not required.
- If the issue is in an area where there are no planned works then the programme entry system should be used to assess it using the appropriate work category.
- If the issue is for a major scheme (generally in excess of £1 million), then the programme entry process does not apply because a specific evaluation for major schemes is undertaken using TfL criteria.

For planned work categories a strategic weighting criteria will be applied to test the strategic fit with LIP policies and Harrow corporate priorities (see section 6.8).

All internal and external stakeholders will be provided with clear and concise advice on the status of service requests including acknowledging receipt of the request, an indication of the timescale to undertake a programme entry assessment and confirmation of the outcome. If policy requirements or programme entry criteria are not met then the reasons why the request is unsuitable will be explained. If the request is already in a programme or can be included then details of the funding year and likely delivery time scales will be provided. Figure 5-3 explains the programme entry system decision making process.

Incoming service requests and suggestions (Councillor, Member of parliament, emergency services, vulnerable road users, residents, businesses, schools, external organisations and service providers, Council departments, Transport for London, Council Transport teams etc.)



¹ This chart does not include major schemes.

5.4 Work programmes

The current programme entry work categories, programme types, typical interventions and sources of funding are shown below.

Transport area	Programme entry work category	Typical interventions	Type of programme	Typical funding
Parking	Minor localised parking issues	Waiting / loading restrictions	Reactive	Harrow capital
Parking	Disabled persons parking places	Residential bays for blue badge holders	Reactive	TfL LIP grant
Parking	Area parking management schemes	New Controlled Parking Zones (CPZ) and reviews of existing CPZs	Planned	Harrow capital
Road Safety	Minor localised traffic safety and speed issues	Vehicle activated message signing, traffic signs, road markings, surfacing changes	Reactive	Harrow revenue
Road Safety	Area speed control schemes	20mph zones or limits focussed around schools and areas of high pedestrian activity	Planned	TfL LIP grant
Road Safety	Accident remedial schemes	Accident / casualty reduction schemes focussed at accident clusters on the network	Planned	TfL LIP grant
Accessibility	Local pedestrian access issues	Uncontrolled crossing points for pedestrians (lowered kerbs), Stiles / kissing gates on footpaths	Reactive	TfL LIP grant
Accessibility	Local vehicular access issues	Vehicle access road markings (H- bar)	Reactive	Harrow revenue
Accessibility	Rights of way improvements	Improving rights of way and the green grid and maintaining public footpaths access	Planned	TfL LIP grant
Accessibility	Cycle route schemes	Developing cycle network with cycle lanes, cycle paths, cycle crossings	Planned	TfL LIP grant
Accessibility	Cycle parking schemes	Provision of safe and accessible cycle stands	Planned	TfL LIP grant
Accessibility	Walking schemes	Controlled pedestrian crossings (zebra, pelican), new footway links	Planned	TfL LIP grant
Public transport	Bus priority schemes	Bus lanes, traffic signal changes to improve journey time reliability for bus services	Planned	TfL LIP grant
Public transport	Bus stop accessibility schemes	Improving bus and pedestrian access to bus stops	Planned	TfL LIP grant
Congestion	Traffic congestion schemes	Measures to improve traffic flow and reduce queuing and delay (e.g. SCOOT signals linking)	Planned	TfL LIP grant
Environment and air quality	Freight management schemes	Loading bays, freight routing direction signing, weight / width / height limits	Planned	TfL LIP grant

Table 5-4: Types of work categories and typical funding

6 HOW WORKS ARE SELECTED

6.1 Ranking lists

A ranking list will be developed for each of the specified work categories set out in section 5.4 and will be regularly updated as and when new assessments are added so that the highest priorities can always be determined. The lists will also provide historical data about previous or similar requests to ensure that consistent assessments can be made and to provide evidence to justify the priorities selected. It is very common for similar or repeat requests to be received on a specific issue and making reference to the list can help to avoid any duplication and inconsistencies.

The assessment of service requests and identified issues is undertaken by selecting the most appropriate work category and applying the relevant assessment criteria. In the event that more than one type of criteria might apply an assessment will be undertaken on each work category and the higher classified assessment used. The request will then be assigned to that work category and ranking list.

The assessment factors for each work category are set out in this section and an indication is given of the typical areas given priority. Each programme entry case will be assessed against all of the factors for the relevant work category and a judgement made by technical staff about the relative priority and position on the work category ranking list.

Planned work categories will also have a strategic weighting criteria applied as well as the operational criteria. This allows the strategic fit for planned works to be tested against the LIP policies and objectives and corporate priorities.

The work categories are based around these transport areas from the MTS and LIP:

- Parking
- Road safety
- Accessibility
- Public transport
- Congestion
- Environment and air quality

6.2 Parking

The Council receives many requests for changes to parking controls. Sometimes these are small requests for additional yellow lines or disabled bays or sometimes these are complaints about the lack of parking availability and requests for new controlled parking zones. These issues are generally political in nature and the resulting work programmes are funded from the Council's own funding and so they are not competing directly against other transport schemes over LIP funding. There are three programmes, two to address local access issues and the other for area wide schemes.

6.2.1 Minor localised parking issues

These are predominantly localised revisions or additions to parking restrictions to address issues with access or safety caused by inappropriate or obstructive parking. The local safety parking schemes (LSPS) programme addresses the typical issues often raised by

the emergency services or the council's waste collection services over concerns about disruption to essential vehicular access. In general the locations selected are more isolated from area wide parking controls and provide a way for these more minor issues to be dealt with outside of a major area scheme. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	Emergency services / Local services / Residents petitions
Traffic accidents and speed	High numbers of accidents / high vehicle speeds
Vehicle flows	High vehicular flows
Pedestrian flows	High flow areas like shopping parades, schools
Level of accessibility and visibility	Continuous obstruction of sightlines
Other local factors with an impact	Adverse impact on bus services, the disabled

6.2.2 Disabled persons parking places

Disabled bays are provided specifically in response to individual requests and also at key locations to increase access for disabled people to all amenities across the borough. This includes provision at shopping centres, key public transport locations, libraries etc. The Council also provides disabled parking bays in all Council run car parks.

There are numerous requests for these facilities, however this is a limited budget and prioritisation for introducing disabled parking bays across the borough is required. There are strict eligibility requirements for anyone applying for a residential disabled parking bay outside their home and these are as follows:

- Applicant must be a current blue badge holder
- The disability must be related to permanent mobility problems that make walking impossible or where the exertion required to walk would constitute a danger to life or a serious deterioration to health.

Applicant must be the driver of the Blue Badged vehicle, or if the applicant is a passenger of the Blue Badged vehicle it must be shown that;
(a) The applicant requires physical assistance from the driver of the vehicle and the driver is generally the only person available to assist the applicant. The driver must also live at the same address as the applicant.
(b) The applicant is sufficiently disabled to require constant supervision by the driver of the vehicle. The driver of the vehicle should be the only person available

to provide this supervision and must also live at the same address as the applicant.

(c) The applicant is between the ages of 2 and 17 years and meets either or both of the criteria stated in sections a and b above.

- The applicant's address must have no off-street parking space or space that could be reasonably made available for parking (eg. a front garden of sufficient depth for conversion and provision of a vehicle crossover).
- Ability to park on-street is a major problem most of the day.

If a person meets these requirements and if there is an appropriate and safe location for a parking bay, then the request is prioritised as follows:

Assessment factor	Typical areas of priority
Severity of disability	Based on OT categories
Length of time since application	Time elapsed

6.2.3 Area parking management schemes

Areas of high parking demand like commercial centres or around stations may attract many requests for changes to parking controls covering a wide range of issues from obstruction to lack of residential or commercial parking access. These projects are predominantly driven by customer demand rather than purely by policy and programme objectives. Controlled Parking Zones are generally introduced to manage kerb-side parking spaces more fairly, effectively and safely. In residential areas, CPZs are created to benefit residents, while in commercial and shopping areas short stay parking and deliveries are better facilitated. In Harrow, CPZs are never introduced without majority local residential support which is determined through local public consultations.

The programme of CPZs is recommended by TARSAP and formally approved by the Portfolio Holder in advance of the relevant funding year. The programme put forward by officers is developed and prioritised with consideration to the following factors:

Assessment factor	Typical areas of priority
Key stakeholders	Emergency services / Local services / Residents petitions
External factors likely to increase demand for parking	Parking displacement, development impact, commercial activity, etc.
How long since the location was last considered for the programme	Longer duration since last evaluation
Position on the current programme	Longer duration without implementation
Number of requests in close proximity within the location	Higher number of requests

6.3 Road safety

Harrow has a strong tradition of promoting and prioritising road safety. This is reflected in the Council's personal injury accident record, which consistently shows that the number of casualties in Harrow each year is amongst the lowest of all the London Boroughs.

6.3.1 Minor localised traffic safety and speed issues

These types of issues are common place throughout the borough and where accidents result local road safety schemes may be necessary (see section below). However, where

the location does not have a history of accidents and may not justify a significant level of investment to address the problem then other measures may be considered.

Small scale changes may be able to quickly resolve local safety problems. These types of works may include road markings, traffic signing, anti-skid surfacing, etc. In particular speed activated signs are considered for residential streets where no history of personal injury accidents is evident and where traffic speeds are regularly observed above 30 mph. In such cases the borough shares recorded speed survey data with the Police at quarterly traffic liaison meetings so they can decide whether they should target their resources in that area. Speed activated signs are never installed in conservation areas.

The key factors influencing priorities for these minor works are:

Assessment factor	Typical areas of priority
Key stakeholders	Emergency services / School / Residents petitions / Cllr / MP
Traffic speed	High vehicle speeds
Local environment	Lack of appropriate signing / road markings, poor road condition

6.3.2 Accident remedial schemes

Local Safety schemes are introduced to reduce casualties and the borough considers all killed and serious injury (KSI) accidents over the latest 3 year period when looking to identify locations for remedial schemes. In particular clusters of KSIs are a key way of identifying appropriate locations for consideration. High traffic speeds at any location can offer an indication as to how successful any proposed local road safety scheme can be. Because people walking and cycling are at most risk of serious road accident casualties, it is of extreme importance to ensure that any growth in sustainable travel in the borough is not hindered by any concerns over increased casualties. In addition, because reducing motorcycle casualties is a transport objective for the borough locations where these casualties occur are considered as a priority. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Evidence of accident clusters (3 or more)	Clusters with a higher number of accidents or vulnerable road users (motorcycles, cycles, pedestrians)
The 85 th percentile speed	Higher vehicle speeds
Potential to increase modal shift towards walking and cycling in the location	Land uses with higher levels of pedestrian activity – hospitals, schools, parks, shops, places of worship

6.3.3 Area speed control schemes

Area speed control schemes including 20mph zones are introduced to encourage modal shift away from the private car and thereby encourage walking and cycling instead by creating a safer environment for all road users. These measures in Harrow never include the main roads in the borough to ensure that the main road network is able to perform efficiently and effectively. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	School / Residents petitions / Cllr / MP / Disabled
Number of schools in the area	Higher numbers of schools
Number and type of accidents / casualties over the last 3 years	Higher number of accidents
The 85 th percentile speed	Higher vehicle speeds
Potential to increase modal shift towards walking and cycling in the location	Land uses that have higher levels of pedestrian activity – hospitals, schools, parks, shops, places of worship

6.4 Accessibility

An estimated 12% of the population in Harrow currently experience reduced mobility. This includes wheelchair users, people with other disabilities and people with walking difficulties. The number is expected to increase in line with the expected population increases. The types of accessibility improvements required are varied and challenging. Prioritising one type of improvement may not benefit others. Accessibility improvements are needed to services beyond the issue of mobility and include sensory requirements for those with hearing or sight problems or simple travel assistance for those with learning difficulties.

People also suffer from accessibility issues as a result of the existing local infrastructure. It is often not possible to walk or cycle to certain destinations safely because of the lack of safe accessible routes. In these locations the Council can sometimes make changes to the existing infrastructure in order to widen the level of accessibility.

6.4.1 Local pedestrian access issues

Pedestrians are the most versatile users of the transport network with access to most areas of the public highway as well as public rights of way. A wide range of access issues on pedestrian desire lines can occur for a variety of reasons, particularly for the disabled.

The provision of lowered kerbs can be provided at controlled / uncontrolled pedestrian crossing points and at other locations to enable mobility and visually impaired pedestrians as well as wheelchair users and those with pushchairs to cross roads more easily. There are many requests and the Council considers locations that form a part of whole routes where the level of need is likely to be greater.

Other small accessibility improvements may include removing barriers to the use of rights of way such as replacing stiles with kissing gates. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Location	Critical pedestrian route with no other safe alternative routes available
Impact on mobility / visually impaired	Locations with significant barriers restricting use of route
Length of time since application	Time elapsed

6.4.2 Local vehicular access issues

Vehicle access road markings (H-bar) are advisory markings which are provided to highlight the presence of a vehicular access to a property. They are advisory markings only which cannot be enforced and therefore must be used in specific situations where parking demand is moderate and they may be respected by traffic. Areas with extremely high demand for parking may not be suitable and require enforceable measures. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Location	Obstruction of vehicular access serving disabled persons parking space or premises serving more than 10 parking spaces (in areas not suitable for waiting restrictions)
Length of time since application	Time elapsed

6.4.3 Rights of Way improvements

Rights of way in Harrow include footpaths, bridleways and byways. Most of these run through the borough's countryside, which is comprised of green belt, open spaces and parks. Harrow has an adopted Rights of Way Improvement Plan (ROWIP) which includes a Statement of Action. Key to the Statement of Action are the following improvements:

- Extending the rights of way network to include new routes
- Improving information and publicity to the public about the rights of way
- Improving the overall accessibility of the network to all but giving particular consideration to those with mobility difficulties

Types of improvements that may need to take place along the rights of way include:

- New way marking signage
- Handrails to improve accessibility
- Appropriate seating along long routes
- Extending the rights of way

• Replacing stiles with kissing gates which are far easier to use for all people and which allow easier access for people with mobility difficulties

To prioritise work, points are awarded for the following:

Assessment factor	Typical areas of priority
Key stakeholders	Mobility impaired, School , Cllr , MP, Residents petitions
Link to ROWIP	Addresses statement of action
Routes linking to the location	Good connectivity with other routes
Condition of route	Infrastructure is in poor condition
Length of time since application	Time elapsed

6.4.4 Cycle parking

The provision of safe and secure cycle parking facilities is important to promoting cycling as a sustainable transport mode. In general cycle parking is located in a way that avoids disruption to pedestrians, shoppers carrying goods and people with mobility difficulties and is in a location that is visible to passers to limit the potential for theft and damage of bikes and especially where they are likely to be well used. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	Cycle groups, School, Cllr, MP, Residents petitions
New locations (no current provision)	Land uses with higher levels of pedestrian activity - stations, commercial centres, hospital, places of worship, leisure centres, shopping parades
Cycle parking using existing street furniture	High usage of street furniture to secure bikes
Usage of existing cycle parking	Higher usage of existing facilities
Links to cycle routes	Higher number of cycle routes in proximity

6.4.5 Cycle route schemes

Road conditions, local topology and traffic speeds are all important for determining the cycling safety for any area. For new cycle routes in the borough, it is important that they provide new links both to educational institutions and where appropriate through to other boroughs. It is also important that existing and new routes are improved to minimise cycling accidents. The ratio of cycle speed to general traffic speed is often a cause for cycling casualties. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	Cycle groups, School, Cllr, MP, Residents petitions
Barriers to cycling	Higher number of barriers removed (e.g. crossing main road)
Linking local amenities	Higher number of stations, commercial centres, hospital, places of worship, leisure centres, shopping parades linked by route
Safety	Higher number of cycle accidents / casualties, higher difference between vehicle and cycle speeds

6.4.6 Walking schemes

Walking improvements include pedestrian crossings, controlled crossings, pedestrian phases as signals, pedestrian route signing as well as the introduction of new pedestrian routes and links. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	Emergency services, school, Cllr, MP, Residents petitions
Safety	Higher number of pedestrian accidents / casualties in proximity
Barriers to walking	Higher number of barriers to walking with greater level of difficulty
Pedestrian movement	Higher number of pedestrians
Vehicular movement	Higher number of vehicles

6.5 Public transport

The bus and underground service in Harrow is run by Transport for London and the rail services are run by train operating companies. Officers at Harrow regularly liaise with all transport operators and other stakeholders to identify ways of improving public transport in Harrow and promoting its use. Work programmes focus on improving accessibility to public transport services as well as to improving bus flow and reducing traffic congestion which impacts on buses.

6.5.1 Bus priority schemes

Schemes are selected based on information provided from a range of sources where improvements can be made to bus routes and particularly bus journey time reliability. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	Emergency services, transport operators / TfL (joint inspection meetings), HPTUA
Location	On strategic road network, greater traffic delays on network, high

passenger waiting time

Number of bus routes Higher number of routes, higher frequency routes

6.5.2 Bus stop accessibility schemes

Schemes are selected where there is a prevalence of bus stops not meeting Disability Discrimination Act standards along bus route corridors. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	Emergency services, disability groups, School, Cllr, MP, Residents petitions
Clearway marking	Sub standard provision
Signing / road markings	Sub standard provision
Kerb height	Sub standard provision
Footway hard standing area	Sub standard provision
Bus frequency	Higher frequency

6.6 Congestion

The Traffic Management Act requires local authorities to identify issues which are causing, or have the potential to cause road congestion and disruption to the movement of traffic on the road network and to consider any possible action that could be taken in response.

6.6.1 Traffic congestion relief schemes

Congestion schemes are identified where excessive congestion has been identified on the network through monitoring of TfL network performance data. Areas with worse journey time reliability, average queue lengths and average delay are targeted. In general these studies are aimed at junctions and links on the main road network hierarchy which facilitates longer journeys to destinations that are more distant and which attract significantly higher levels of traffic. The assessments also consider locations where viable changes to local traffic and parking management arrangements have the potential to alleviate the problems. The key factors influencing priorities are:

Typical areas of priority
Emergency services, school, Cllr, MP, Residents petitions
Higher levels of delay (TfL congestion maps)
Higher levels of delay (i-bus data)
Higher number of junctions within area subject to delay
Within strategic route network

6.7 Environment and air quality

Local freight movement in Harrow is nearly all by road and this has an impact on both the local environment and the local quality of life. The unpleasant impacts of freight movement include noise, vehicle emissions, building vibrations, congestion and accidents. To address these issues a number of measures can be taken. These include addressing land use issues, operating standards for freight distributors, environmental vehicle standards and traffic management.

6.7.1 Freight management schemes

Schemes are mainly selected where delivery difficulties have been identified. These are identified, often by local businesses, because of the associated congestion caused by deliveries not parking appropriately and also as a result of delivery vehicles parking inappropriately because of a lack of suitable locations to park. The key factors influencing priorities are:

Assessment factor	Typical areas of priority
Key stakeholders	School, Cllr, MP, Residents petitions
Contributes to Freight Movement Operational Strategy objectives	Higher number of objectives satisfied
Number of accidents / casualties	Higher number of accidents / casualties
Number of complaints	Higher number of complaints

6.8 Strategic weighting (planned works only)

There are two strategic assessment factors which impact on the priority of planned works. These will be applied by the transport planning team after the main programme entry assessments are undertaken by the transport projects team and demonstrate the impact of the proposed intervention on the borough's corporate priorities and on Harrow's LIP transport objectives. These criteria will test the strategic fit of the planned work.

6.8.1 Impact on corporate priorities

Harrow has 4 corporate objectives which are defined in the Corporate Plan. A higher priority is assigned to schemes and initiatives that meet a greater number of these objectives as follows:

- Keeping neighbourhoods clean, green and safe
- United and involved communities: a Council that listens and leads
- Supporting and protecting people who are most in need
- Supporting our Town Centre, our local shopping centres and businesses

6.8.2 Impact on Harrow's LIP transport objectives

Harrow has 12 transport objectives which are defined in the Harrow Local Implementation Plan and agreed with the Mayor of London and full Harrow Council. The borough has a statutory duty to work towards achieving these objectives. A higher priority is assigned to schemes and initiatives that meet a greater number of these objectives as follows:

- Improve access borough wide to a wide range of facilities and services
- Improve orbital transport links
- Encourage healthier lifestyles
- Reduce CO₂
- Regenerate Harrow town centre and the new area of Intensification
- Reduce borough motorcycle casualties
- Improve accessibility
- Improve transport connectivity between Harrow on the Hill station / Harrow bus station and Harrow & Wealdstone station.
- Increase cycling borough wide
- Reduce congestion and make essential journeys easier
- Improve pedestrian walkways that use and link existing parks and open spaces with town centres and public transport provision
- Support vitality of town centres through good transport access prioritising sustainable modes

7. MONITORING

7.1 LIP reporting and engagement with TfL

There are a number of TfL reporting requirements associated with implementing the programme of investment in the LIP and Harrow is required to submit the following to TfL on an annual basis:

- An Annual Spending Submission in October, confirming the detailed programmes for the following financial year (refer to section 4.1),
- A report detailing the delivery of the mayor's high profile outputs,

The annual spending submission allows the programme of investment included in the LIP to be confirmed or adjusted as necessary to deliver the LIP objectives. This programme entry document has been specifically developed to prioritise suitable interventions for the programme of investment on that basis. The interventions must also support the delivery of the mayor's high profile outputs and TfL monitor progress annually.

In addition to this TfL expects to meet each borough formally at least once each year to discuss progress on the delivery of LIP programmes. These meetings, which are often arranged on a quarterly basis focus on any areas of weaker performance to ensure that measures are in place to strengthen them for the future. TfL also discusses any significant changes to the overall Programme of Investment to ensure performance targets are met. Developing an effective programme of investment helps to ensure TfL's expectations are met.

At the end of the LIP period (current LIP programme of investment ends in March 2014) Harrow will be required to prepare and publish a Three-Year Impact Report on the implementation of LIP programmes, achievement of targets and provide evidence of how the LIP has contributed to wider policy objectives for the local area. A monitoring regime is in place to support the preparation of this report which is set out in section 7.3. The Three-Year Impact report will provide technical information to assess progress, summarise key achievements and must be prepared in close liaison with stakeholders so that a rounded overview of progress can be presented.

7.2 Annual reporting on Mayor's high profile outputs

Each year the borough is required to report to TfL on progress in delivering the Mayor's high profile outputs and in implementing the Mayor's Transport strategy. This requires the borough to report annually the following information for the borough:

- Cycle parking spaces provided
- Cycle training provided
- Interventions to assist cycling
- Pedestrian crossing facilities provided (eg refuges, zebra crossings, pelican crossings etc.)
- Length of guard rail removed
- Interventions to assist pedestrians
- Number of education and training interventions for road safety and personal security provided
- Number of 20mph zones implemented
- Interventions to improve road safety and personal security
- Length of bus lane implemented
- Number of accessible bus stops implemented
- Interventions to assist buses
- Number of workplace travel plans and travel plans reviewed
- Number of schools with school travel plans
- Number of schools participating in Walk on Wednesdays
- Number of cycle promotion events held during Bike Week
- Number of events supporting smarter travel (eg Eco-driving, greener vehicles, liftshare, car clubs etc.)
- Interventions on smarter travel
- Electric vehicle charging points installed
- Car club bays implemented
- Number of trees planted across the borough
- Interventions on the environment
- Shopmobility schemes introduced
- Interventions on accessibility
- Number of controlled parking zones introduced
- Number of waiting and loading reviews taking place
- Interventions to review parking or freight issues
- Number of European emission standard or fleet for heavy duty diesel-engined vehicles
- Electric vehicles in Council fleet
- Interventions to improve the efficiency of Council vehicle fleet

7.3 Performance targets in LIP

The LIP contains a range of performance indicators and targets which will be used to monitor the ongoing delivery plan and support the preparation of the Three-Year Impact Report. The borough reports on progress in reaching these targets and identifies any barriers in doing so. On most of the targets there is both a short term and long term target. Although some of the targets do not seem that ambitious, just maintaining the status quo is often very challenging. The agreed LIP targets are as follows:

Transport area	Performance targets	
Walking	Achieve a 30.5% mode share for walking in 2013/14.	
	 Achieve a 31.5% mode share for walking in 2026. 	
Cycling	Achieve a 1.5% mode share for cycling in 2013/14	
	 Achieve a 5% mode share for cycling by 2026. 	
	• Achieve a target of 78 school pupils per cycle space by 2013/14.	
	 Achieve a target of 66 school pupils per cycle parking space by 2019/20. 	
Bus travel	 Maintain a bus excess wait time of 1.1 minutes, 	
	 Achieve a bus excess wait time of 1.2 minutes in 2017/18. 	
Road safety	 Achieve a target of 42 or less people killed or seriously injured for the average of 2012-2014. 	
	 Achieve a target of 468 or less total casualties for the average of 2012-2014. 	
	 Implement 20mph zones around 29 schools in the borough by 2013/14. 	
	 Implement 20mph zones around 43 schools in the borough by 2019/20. 	
	 Achieve a target of 40 motorcycle casualties or less by 2013/14. 	
	 Maintain a target of 40 motorcycle casualties or less by 2019/20. 	
Air quality	 Achieve a target of emissions from ground based transport in Harrow of 137.82 tonnes per year in 2013. 	
	 Achieve a 60% cut in CO₂ emissions by 2025. 	
	 Monitor the number of environmentally friendly vehicles parking 	
	permits issued. There is no target for this indicator though the	
	borough is seeking to increase the number of these permits issued.	
Modal shift	• Achieve a target of 1.27% of pupils cycling to school by 2013/14.	
	 Achieve a target of around 1.87% of pupils cycling to school by 2019/20. 	
Condition of principal roads	 Achieve a target of 8% of principal road lengths in need of repair in 2013/14. 	
	 Achieve a target of 8% of principal road lengths in need of repair by 2017/18. 	

As an indicator of network performance maintaining the current bus journey time performance in 2013/14 and beyond is specified. Particular bus routes being measured using i-bus data from TfL are as follows:

Route	Section of route	i-bus weekday run time Base year value 2010 (mins)	i-bus weekday run time Target year 2013 (mins)
H12	W/B between High Rd and Pinner Grn	13.2	13.2
H12	E/B between High Rd and Pinner Grn	13.8	13.8
H9	Kings Rd and Harrow View	9	9
H10	Kings Rd and Harrow View	9.3	9.3
140	N/B between College Rd and The Bridge	1.7	1.7
140	S/B between College Rd and The Bridge	1.5	1.5
114	W/B between Turner Rd and Burnt Oak Broadway	2.9	2.9
114	E/B between Turner Rd and Burnt Oak Broadway	4.2	4.2

Glossary

CPZ DDA DPPS	Controlled Parking Zone Disability Discrimination Act Disabled Person's Parking Space
GLA	Greater London Authority
HC	Harrow Capital
LDF	Local Development Framework
LIP	Local Implementation Plan
LSPS	Local Safety Parking Scheme
MTS	Mayor's Transport Strategy
NIS	Neighbourhood Improvement Scheme
ROWIP	Rights of Way Improvement Plan
SRTP	Sub-Regional Transport Plan
THNM	Traffic and Highway Network Management
TfL	Transport for London
ТМА	Traffic Management Act

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REPORT FOR: Traffic And Road Safety Advisory Panel

Date of Meeting:	29 November 2012
Subject:	INFORMATION REPORT Traffic and Parking Schemes Programme update
Responsible Officer:	Caroline Bruce - Corporate Director, Environmental & Enterprise
Exempt:	No
Enclosures:	Appendix A – Programme update
	Appendix B - Old Redding, accident remedial scheme
	Appendix B1 - Old Redding, details of accident clusters
	Appendix C – Eastcote Lane junction improvement scheme
	Appendix D - Alexandra Avenue accident remedial scheme
	Appendix E - Pedestrian safety campaign poster
	Appendix F – Cycle Training Poster



Section 1 – Summary

This information report is presented to members to provide an update on progress with delivering the 2012/13 programme of traffic and parking 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 November 2012.

FOR INFORMATION

Section 2 – Report

General

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in 2012/13. This includes schemes funded by TfL grant and the Harrow 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 may also be included. An update on the Harrow town Centre improvement is included.

TfL schemes - 2012/13 update

Stanmore Broadway - linking of traffic signals

- 2.4 The signal controllers were commissioned on 15th October 2012 and will be followed by the SCOOT implementation process that will link all the signals to the Urban Traffic Controller at TfL. This process is likely to be completed within the next four weeks.
- 2.5 Once the signals are linked the traffic flows will be monitored along the Stanmore Broadway corridor and a review of network performance undertaken. In addition the Stanmore Hill junction will be reviewed to ascertain what scope there is to introduce an all red pedestrian phase without adversely affecting traffic flow on this corridor.

Weald School - 20mph zone

2.6 A meeting was held with the Portfolio Holder for Environment and Community Safety following the outcome of the informal public consultation exercise in September. The results of the consultation and the petition, which were reported to TARSAP in September, were discussed and it was agreed to include The Avenue within the 20 mph zone because there was majority support from local residents for this road to be included.

2.7 Statutory consultation was subsequently undertaken and ended on the 7th November. Any objections to the proposals will be considered by the Portfolio Holder before proceeding any further.

Elmgrove School - 20mph zone

2.8 Statutory consultation on the proposed scheme was completed in September and no objections were received. The scheme has now been scheduled for implementation in December.

Roxbourne School – 20mph zone

- 2.9 Speed surveys have been undertaken throughout the area surrounding the school and an outline 20 mph zone design has been completed. Many of the roads in the area surveyed already contain some form of traffic calming and therefore these roads will be incorporated into the proposed zone by using the necessary traffic signing only.
- 2.10 Informal public consultation on the scheme proposal is scheduled to commence in November.

Local transport funding Bacon Lane, Krishna Avanti School 20mph zone

2.11 Statutory consultation on the proposed scheme was completed in September and no objections were received. The scheme has now been scheduled for implementation in December

Accident remedial scheme - Old Redding

- 2.12 There have been 20 personal injury collisions recorded during the last 36 months of available data. These collisions have resulted in 30 casualties (27 slight and 3 serious). The plan in **Appendix B1** shows where the accident clusters are located.
- 2.13 Following discussions with representatives of the emergency services at the Traffic Liaison Meeting held on 20th September detailed proposals have been developed to address the large number of personal injury collisions that have occurred along Old Redding.
- 2.14 The emergency services frequently use Old Redding and as a consequence the proposals developed need to limit the use of traffic calming measures. It is therefore proposed to implement three speed platforms positioned in advance of the accident cluster locations. The platforms will be 50mm high with a 5m long plateau to minimize the impact on emergency response times. (This is the minimum height requirement). Further discussions with the Fire Brigade have indicated that their preference is not to have speed platforms, however, they

appreciate the need for some form of speed reduction measure given the quantity of collisions in this area.

2.15 The proposals also include a chicane located east of the series of sharp bends in the road to slow down vehicles in advance of the first bend. A plan of the proposals can be seen at **Appendix B**. A consultation with key stakeholders and affected residents will be undertaken within the next month.

Accident remedial scheme - Alexandra Avenue / Rayners Lane / Warden Avenue, junction improvement

- 2.16 Junction improvements are generally carried out at locations where the number of accidents involving personal injury is higher than expected and where an analysis of the accident patterns indicates changes to the road layout could improve the situation.
- 2.17 In terms of accidents at this junction, there have been 12 personal injury collisions in the last 36 months of available data. This figure is considered sufficiently high to trigger physical intervention. These collisions have resulted in 14 casualties; 12 being slight and 2 serious.
- 2.18 In order to address these personal injury accidents we are proposing to introduce a mini roundabout at the junction, a mini roundabout would help reduce vehicle speeds and improve turning manoeuvres at the junction. **Appendix D** gives details of the proposals.

<u>Junction improvement / bus priority scheme</u> Eastcote Lane / Rayners Lane / Roxeth Green Avenue

- 2.19 The existing problems with road safety, congestion and bus journey time reliability are being investigated at this junction. A review of the recorded collision history, recent traffic surveys, bus journey time data and other local issues has been undertaken and a scheme to introduce a significant junction improvement prepared. The attached plan **Appendix C** shows the proposal which involves:
 - constructing a roundabout at the junction
 - constructing upgraded pedestrian refuges on the arms of the junction to assist pedestrian movement
 - Introduce 'at any time' double yellow line waiting restrictions to prevent obstructive parking as well as repositioning a bus stop
 - Improve street lighting at the junction
 - Improve the streetscape at this location
 - Provide cyclists with bypass lanes to avoid using the roundabout
- 2.20 The public consultation period ended on 5th November.

Bus route improvement works - Long Elms

2.21 As part of Bus Priority programme, works were carried out along a section of Long Elmes in 2010/11 to address delays to the buses using

this corridor. Inset parking bays were provided at the eastern end of Long Elmes to set back on-street parking and keep traffic lanes clear for buses which minimized any loss of parking for local residents.

2.22 This project will continue this year to address the congestion issues along the remaining section of Long Elmes. Additional inset parking bays will be provided along the section of Long Elmes between property numbers 26 to 70. These inset parking bays will help reduce the delay experienced by the buses along this corridor by removing on street parking in the same way as the measures introduced last year.

Bus Stop Accessibility works

- 2.23 As part of bus stop accessibility programme, in conjunction with TfL, improvements to bus stops are introduced throughout the borough to improve bus and pedestrian access, especially those with mobility difficulties and those with wheelchairs and pushchairs. Typical works include the introduction of bus stop clearways, improved footways and hard standings at bus stops and improved road markings and signing.
- 2.24 TfL provides a list of non compliant bus stops for review and these are assessed and a programme of works developed to convert those bus stops to meet statutory requirements for disabled people contained within the Equality Act (previously contained within the disability Discrimination Act). Works are proposed for about half of these bus stops on the list so far and the works are going at approximately 40 sites across the borough. Additional funding of £15k has been made available by TfL to carry out more work this financial year.

Pedestrian and cycle safety campaign

2.25 As part of the pedestrian safety campaign targeting teenagers a theatre company specialising in educational productions was engaged to put on performances for ten High Schools in Harrow during October. They delivering a hard hitting teenage pedestrian road safety show to over 2,300 year 7 children. Specially designed posters have been distributed to all schools to reinforce the distraction message to children which can be seen in **Appendix E.**

Cycle Training

- 2.26 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.
- 2.27 Level 2 "Bikeability" training for year 6 students will be offered to every school in the borough and students in years 7 and 8 are also offered "Bikeability" level 3 training to try to increase the number of children cycling to high schools. Adult training continues to be popular especially at beginner level and are still running every other week at Elmgrove School and also take place at The Harrow Leisure Centre during school holidays.

Harrow town Centre Improvement - 2012/13 update

St Ann's Road

- 2.28 The Place Shaping sponsored project to upgrade and improve St Ann's Road is a significant public realm improvement project. Key design features include the repaving of St Ann's Road to match Station Road, review and repaving of Havelock Place, removal of planters and street clutter to create more space for pedestrians, review of existing street stalls and stopped up spaces, new trees, benches and lighting.
- 2.29 Detailed design is underway and the possible relocation of the disabled bays on Havelock Place is being investigated.
- 2.30 The funding consists of £735k from Harrow Capital and £182k from the Outer London Fund.

Kymberley Road

- 2.31 This project aims to create new bus standing space on Kymberley Road, upgrade the pedestrian and cycle routes between the new developments in the west of town and St Ann's Road, review access arrangements for the car parks and generally improve the public realm around Kymberley Rd and College Rd.
- 2.32 Outline highway design is complete and architects are now considering the public realm improvements.
- 2.33 Project funding is made up of £1,000k of Harrow Capital, £250k from S106 contributions and £150k LIP.

Car Park Indicator Signs

- 2.34 This project involves the installation of variable message car park indicator signs around Harrow Town Centre. Once installed, the signs will display information about car park locations and available spaces which will be updated electronically.
- 2.35 The project is expected to cost £150k and is fully funded by the Outer London Fund. Feasibility and design has commenced with implementation due 2013/14.

Legible London Signs

- 2.36 The Legible London pedestrian wayfinding system is to be installed in Harrow Town Centre and Wealdstone Town Centre.
- 2.37 Funding of £50k has been made available for 2012/13 by the Outer London Fund and a further £100k has been set aside in the LIP for 2013/14.

- 2.38 Preliminary locations for the signs have been drawn up based on site meeting with Transport for London and Ward Members are being consulted.
- 2.39 Design for London, who oversee the management and expenditure of the Outer London Fund has requested that a sum of the £50k be used for 3 or 4 wall painted signs in the town centre. This is being investigated and is subject to approval by Members and consent from property owners.

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 Grant and Harrow Capital in 2012/13.

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? Yes.
- 5.2 All major schemes included in this report, depending on what stage they are at, have been or will be subject to an equality impact assessment (EqIA).
- 5.3 Small to medium sized schemes, depending on what stage they are at, have been or will be subject to a review of equality issues as a part of the design risk assessment stage of the scheme.
- 5.4 In general terms there have been no adverse impacts on any of the specified equality groups from any of the schemes or initiatives mentioned in this report. There are positive impacts on some equalities groups, particularly disability and age.

Section 6 – Corporate Priorities

6.1 The funds allocated by 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 7 - Statutory Officer Clearance

Name: Kanta Hirani	on behalf of the ✓ Chief Financial Officer
Date: 13/11/12	

Section 8 - 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

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

Hanif Islam – Senior Professional - Transport Planning Tel: 020 8424 1548, Fax: 020 8424 7662, E-mail: hanif.islam@harrow.gov.uk

Background Papers:

Approved 2012/13 TfL Programme and Harrow Capital Programme September TARSAP report

Appendix A – Traffic & Transportation programme update - 2012/13

Harrow Capital – Parking management schemes

This is Harrow's own programme of traffic and parking scheme initiatives which support the delivery of the Local implementation Plan. In 2012/13 this comprises of allocations of £260K for controlled parking schemes, £40K for the local safety parking schemes programme.

Scheme	Details	£K	Status	Contact officer	Planned finish		
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	17.5	Scheme with contractor for delivery end of Nov 12	Paul Newman	Nov 2012		
CPZ zone W West Harrow review	Review of CPZ Zone around West Harrow Station which was introduced 1 April 2010	17.5	Scheme with contractor for delivery for delivery end of Nov 12	Paul Newman	Nov 2012		
New CPZ Whitmore School area / Honeybun Estate areas	Parking control issues associated with and in close proximity to West Harrow CPZ area		with and in close proximity to West		Scheme with contractor for delivery end of Nov 12	Paul Newman	Nov 2012
CPZ zone U Pinner Road review	Review of Parking controls along Pinner Road, County Road CPZ and Neptune Road.	15	Scheme with contractor for delivery Dec 2012	Paul Newman	Dec 2012		
CPZ zone U County Road and Neptune Road	Review of Parking controls County Road CPZ and Neptune Road.	25	Statutory consultation results reported elsewhere to November 2012 Panel meeting	Paul Newman	Mar 2013		
New zone/controls Hatch End Pay and Display Parking - shopping centre and car park	Review of parking in the service roads and off street car park	70	Further Informal consultation on residential controls in progress, statutory consultation on charging due Nov 12. Results to be presented to Feb 13 panel meeting	Paul Newman	2013		

Scheme	Details	£K	Status	Contact officer	Planned finish
New zone/controls Canons Park station area	Review of parking in area generally within the vicinity of the station	40	Statutory consultation results reported elsewhere to November 2012 Panel meeting	Paul Newman	Mar 2013
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 st April 2010	15	Portfolio Holder decision effective from 3 rd November 2012 Implementation likely January 2013	Paul Newman	Mar 2013
CPZ zone L Rayners Lane review (re- consultation 1)	Re-consultation on parking controls in Central Ave North, Alfriston Ave, Fernbrook Drive, Raynton Close, Trescoe Gds, Newlyn Gds as requested by Panel in 2011	10	Portfolio Holder decision effective from 3 rd November 2012 Implementation likely January 2013	Paul Newman	Mar 2013
CPZ zone L Rayners Lane review (re- consultation 2)	Re-consultation on yellow lines in Southbourne Close recommended at October 12 Panel meeting		Portfolio Holder decision on re-consultation effective from 3 rd November 2012. Discussions with residents over options ongoing	Paul Newman	Mar 2013
CPZ zone P Review Rosslyn Crescent, Frognal Avenue	Review of parking controls required as part of a s106 agreement resulting from local development	15*	Public Consultation Documents issued November 2012. Results to be reported to TARSAP February 2013 * Funded by s106 agreement	Paul Newman	2013
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	The traffic orders for Phase 2 of the waiting restrictions have been developed. The proposed waiting restrictions on Harrow on the Hill have been agreed and will be implemented shortly.	Barry Philips	Mar 2013

TfL Capital – Corridors, Neighbourhoods, Supporting Measures and Local Transport Funding

This is the main programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation related to the LIP is 1778K. This is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Scheme	Details	£k	Status	Contact officer	Planned finish
Petts Hill	The scheme is complete, however, funding is assigned to the repayment of a loan.	333	The final annual payment.	Hanif Islam	N/A
Weald School - 20 mph zone	A 20mph zone is proposed in the area surrounding Weald School.	40	See main body of report	Barry Philips	Dec 2012
Elmgrove School – 20 mph zone	A 20mph zone is proposed in the area surrounding Elmgrove First and Middle School.	50	See main body of report	Barry Philips	Dec 2012
Roxbourne School – 20 mph zone	A 20mph zone is proposed in the area surrounding Roxbourne School.	50	See main body of report	Barry Philips	Jan 2013
Bus stop accessibility schemes	Works to improve access to bus stops	50	See main body of report	Barry Philips	Mar 2013
Disabled parking and dropped kerb programme	Provision of Disabled bays, H bars and dropped kerbs and physical changes to highway due to increasingly mobility impaired population	65	Ongoing programme of assessing and implementing requests for disabled parking bays, White H bars and dropped kerbs. All disabled bays have been subject of survey to ascertain if provision meets criteria. Budget increased from £33K in 2011/12	Paul Newman	Mar 2013

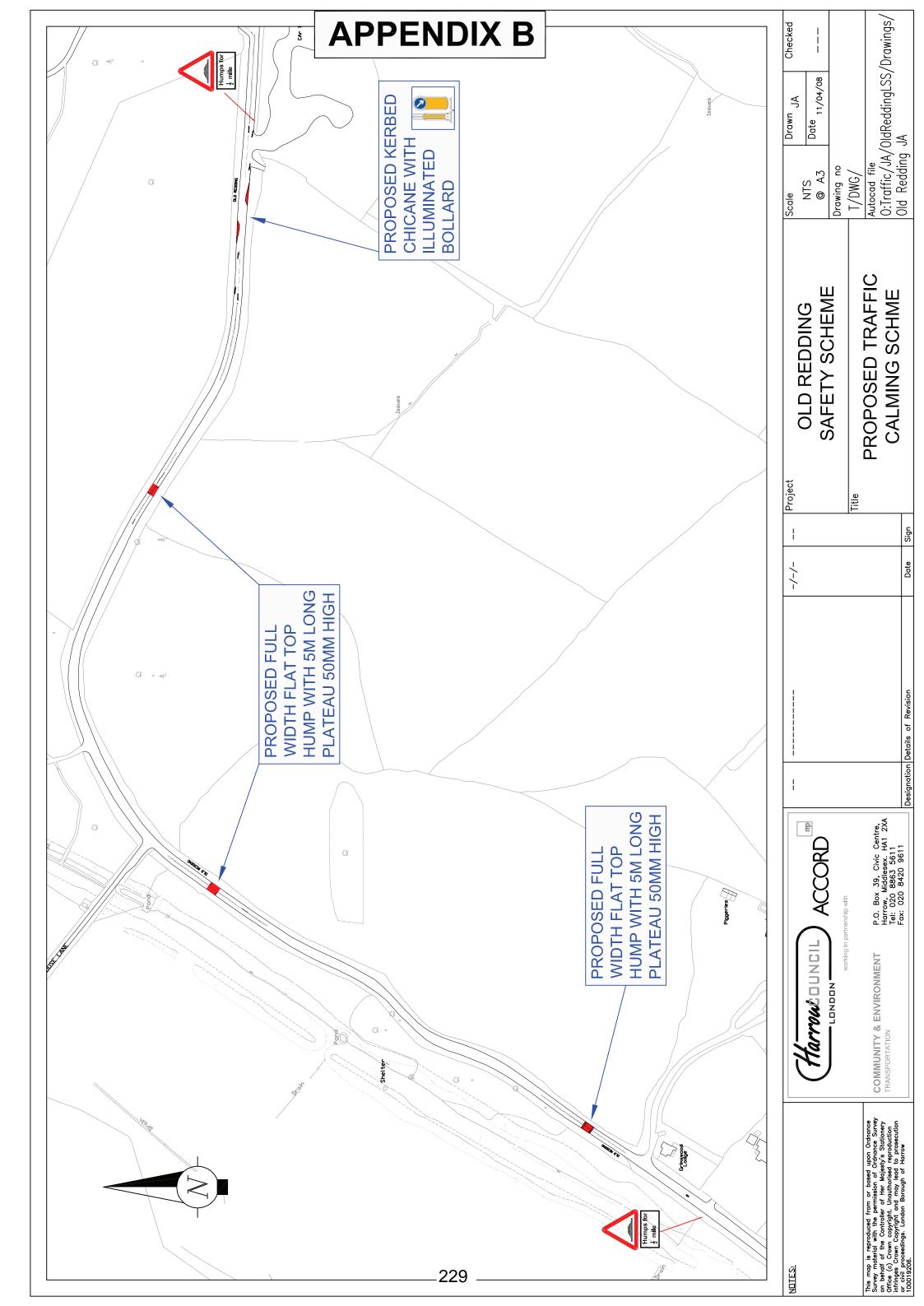
Scheme	Details	£k	Status	Contact officer	Planned finish
Accident remedial schemes - Mass action - killed and seriously injured (To address accident hotspots in the borough and improve road safety	80	Alexandra Avenue / Warden Avenue / Rayners Lane – junction redesign to address personal injury accidents	Barry Philips	Mar 2013
KSI) casualties reduction		20	Old Redding safety scheme – see main body of the report	Barry Philips	Mar 2013
Stanmore Hill / The Broadway / Marsh Lane / Elm Park	Scheme to introduce a SCOOT system to improve congestion by linking five sets of traffic signals along the Stanmore Broadway corridor.	30	See update in main body of the report.	Barry Philips	Mar 2013
Belmont Trail	Scheme to maximise the use of this important green corridor (former railway line) through the urban environment.	62	Design work for DDA complaint new access from Christchurch Avenue completed. Contractor commissioned to carry out works (scheme being progressed in coordination with green grid landscaping works by planning department)	Paul Newman	Dec 2012
Local Transport Fund	Bacon Lane (Krishna Avanti School) 20 mph zone	60	See main body of report	Barry Philips	Mar 2013
	Wood Lane – pedestrian improvements	40	Works scheduled in November	Barry Philips	Nov 2012
Clamp Hill/Uxbridge Road/The Common	Improvements for cycles to minimise conflict with other traffic where speeds are higher These will enable improved bikeability levels	166	Clamp Hill scheme designed, associated waiting restrictions subject to statutory consultation. The Common ongoing discussions with local councillors and design work being finalised	Paul Newman	Mar 2013

Scheme	Details	£k	Status	Contact officer	Planned finish
Bus priority schemes	Route studies, bus stop audits, and analysis.	35	Route studies and assessments to produce works programme for future years.	Hanif Islam	Mar 2013
	Implementation of works to improve bus movement.	65	Implementation of schemes to assist bus movements in current year.	Barry Philips	Mar 2013
Bus Priority Eastcote Lane, South Harrow	Junction redesign to improve bus journey time	60	Funds amalgamated with Eastcote Lane / Rayners Lane junction reconfiguration to do one overall scheme. See main body of report.	Barry Philips	Mar 2013
Bus Priority Common Rd / High Rd, Stanmore	Junction redesign to improve bus journey time	75	Awaiting cost of statutory undertakers diversionary work	Barry Philips	Mar 2013
Eastcote Lane / Rayners Lane junction reconfiguration	Work is needed to relieve congestion and smooth traffic flows and to address delays the junctions	50	Funds amalgamated with Bus priority, Eastcote Lane scheme to do one overall scheme. See main body of report.	Barry Philips	Mar 2013
Freight strategy schemes investigation and implementation	This will involve r investigating and implementing freight facilities and improved signing as set out in the Freight movement operational strategy.	100	Advisory route signing being developed	Barry Philips	Mar 2013
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to keep Shopmobility open on the first Saturday of every month. Extra services planned for Christmas period.	Hanif Islam	Mar 2013
Rights of Way	This will enable the borough to update the definitive map and further investigate rights of way in the borough	10	To undertake a review of the definitive map and update and consolidate all known rights of way, including public footpaths	Ann Fine	Mar 2013

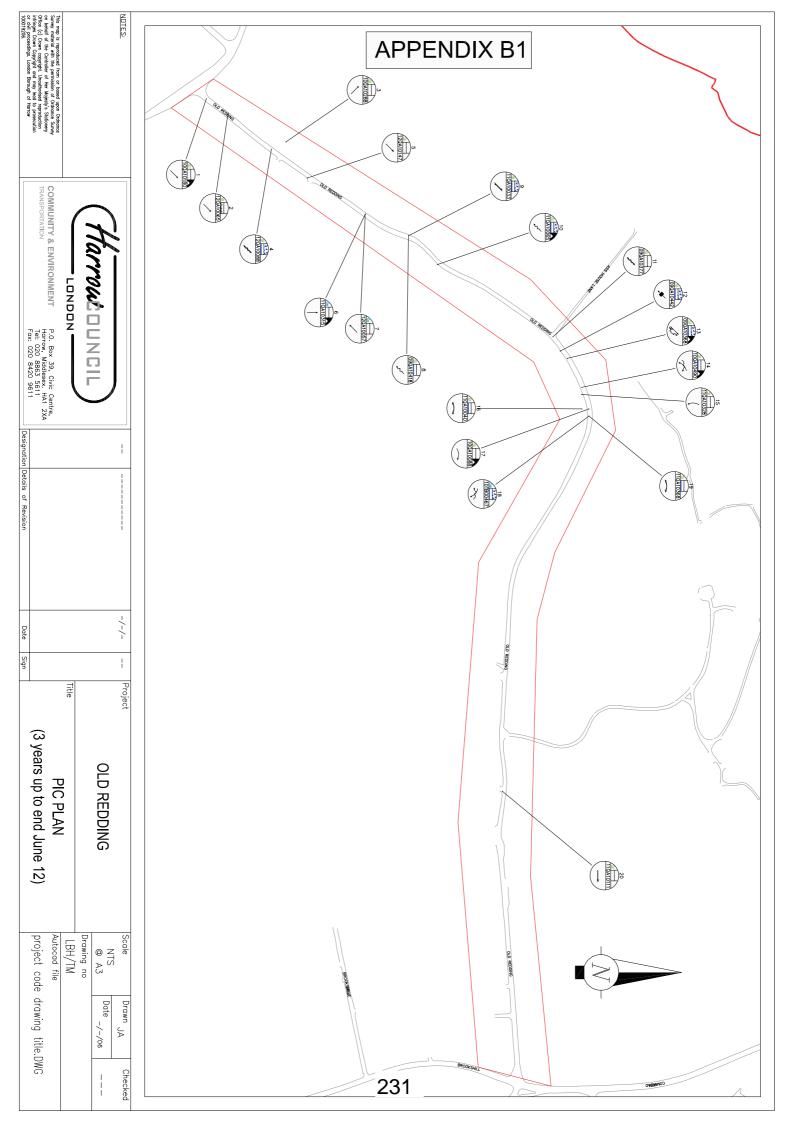
Scheme	Details	£k	Status	Contact officer	Planned finish
School support	 Various initiatives: Walk to School promotions Schools quarterly newsletter Small grant funding to support travel plans Theatre in education School Travel Maps Cycle repair workshops 	70	 Ongoing support for schools to support modal shift and promote sustainable travel and discourage use of private car to travel to school. Development and updating of school travel plans including requests for grant funding to implement measures to support school travel plans Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions 	Hanif Islam	Mar 2013
Promoting sustainability	 Various initiatives: Campaigns Car Clubs Bike Week and Cycling promotions Walking and walking works promotions Promotion of electric vehicle technology and charging points Awareness campaign and integration with smarter travel 	45	Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes. Ongoing programme of promotions for sustainable transport initiatives including smarter driving throughout the year. Car clubs and electric charging points are promoted via the sustainable transport campaign and through travel plans secured via the planning process. Support has also been provided to Transport for London, Living Streets and Sustrans initiatives during the Olympics to promote sustainable transport including a campaign which encourages sustaining the Olympic legacy through active travel and cycling.	Hanif Islam	Mar 2013

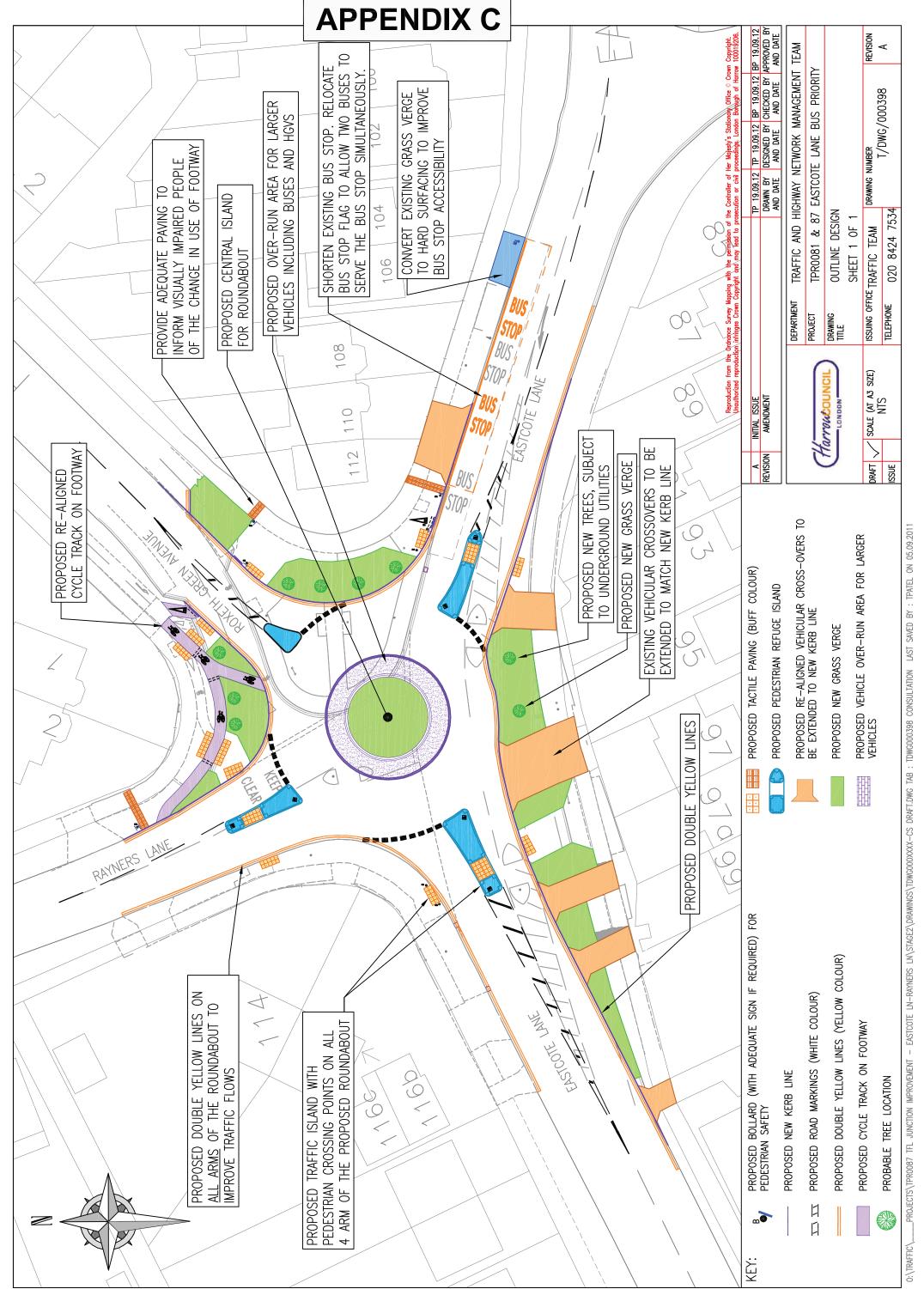
Scheme	Details	£k	Status	Contact officer	Planned finish
Road safety education	Numerous road safety education initiatives at all schools in Harrow.	35	Interactive road safety education programs continue in all schools in Harrow from nursery children and parents up to 6th form students. Scooter training continues to be very popular for KS 1 children and training is on going across several schools in Harrow. Over 4000 children have been trained in the last year. Road Safety Week starts early in Harrow with numerous safety talks planned for October and November. These will promote the Be Bright Be Seen message and over 5000 reflective bag tags will be given out to Junior school children to help keep them safe and visible during the winter months.	Barry Philips	Mar 2013
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.	95	See main body of report	Barry Philips	Mar 2013
School travel plan advisor	Staff funding support	22	An officer is in post providing school travel plan support to schools.	Hanif Islam	Mar 2013
Pedestrian and cycle safety campaign	Undertake road safety campaigns to educate and warn vulnerable cyclists of hazards on the boroughs roads.	10	See main body of report	Barry Philips	July 2012 Aug/ Sept 2012

Scheme	Details	£k	Status	Contact officer	Planned finish
Travel Training	This will provide support to those with learning difficulties to use public transport	5	Harrow Association of Disabled People to provide training	Hanif Islam	Mar 2013
Future programme development	Support ongoing work and for traffic surveys	25	Traffic surveys to support ongoing work.	Barry Philips	Mar 2013 Mar 2013
	Identify future work through assessments and studies.	25	Studies and traffic surveys to develop future work programmes	Hanif Islam	
Walk & cycle legible London school mapDevelopment of travel information maps for schools to include the Legible London maps		5	Liaised with TfL to create mock ups of conversion of the travel information maps to include the Legible London Mapping as a base layer. Initial investigation carried out. Concept not going ahead due to issues with map scaling.	Hanif Islam	Mar 2013
Star-track integration	Integration of Harrow's school travel planning website into the TfL system	4	The developer successfully integrated harrowtp.org into the TfL system prior to the commencement of the new school year.	Hanif Islam	Mar 2013

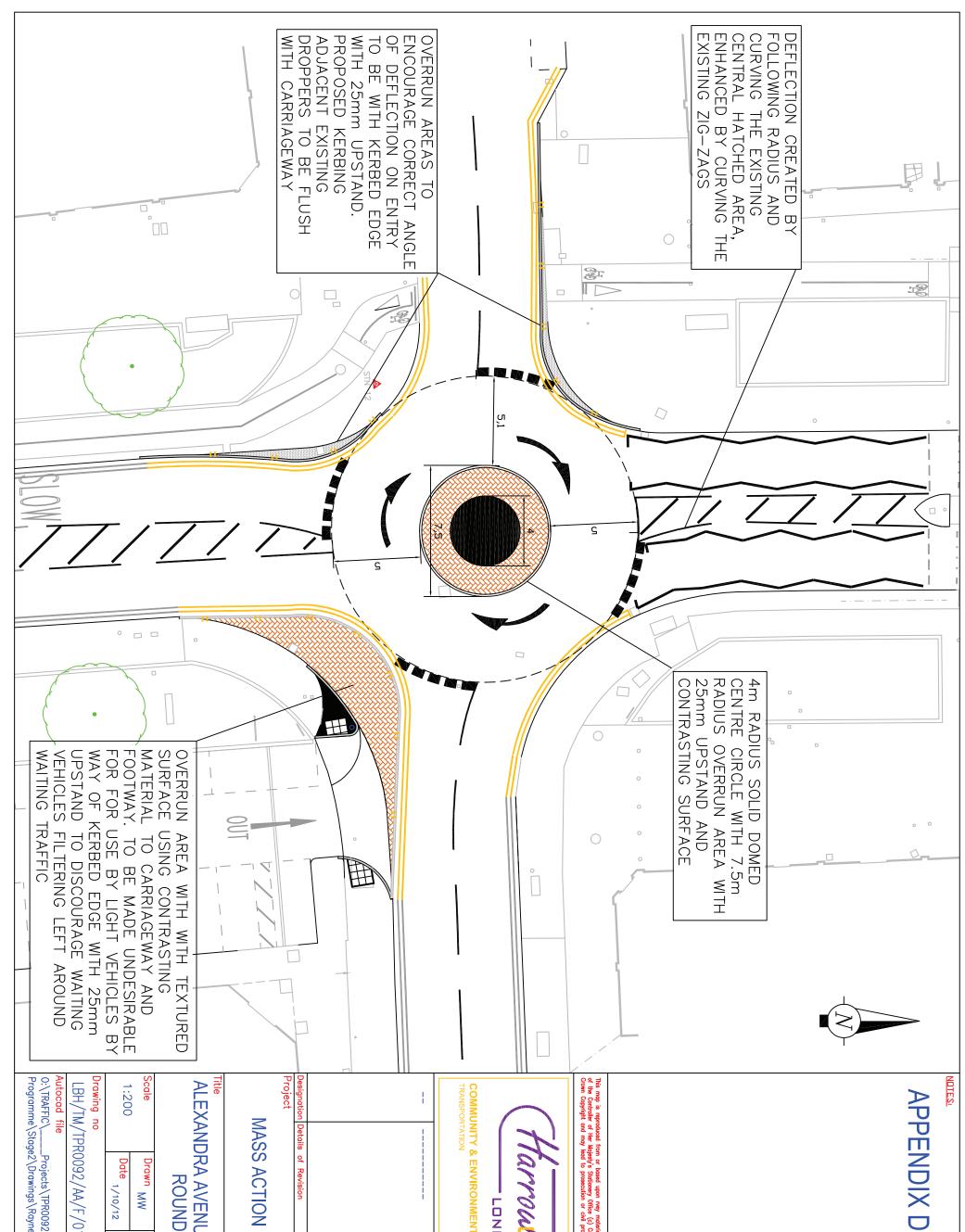












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Appendix E Pedestrian safety campaign poster



Appendix F Cycle Training Poster

