

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 6 February 2013

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

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

AGENDA - PART I

1. ATTENDANCE BY RESERVE MEMBERS

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

Reserve Members may attend meetings:-

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

2. DECLARATIONS OF INTEREST

To receive declarations of 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 - 18)

That the minutes of the meeting held on 29 November 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.SOUTH HILL GROVE - REQUEST FOR WAITING RESTRICTIONS 2.ROSSLYN CRESCENT & FROGNAL AVENUE - OPPOSITION TO EXTENDING HOURS OF CPZ 3.DOVE PARK, HATCH END - OPPOSITION TO PARKING CHARGES BUT SUPPORT FOR CPZ (Pages 19 - 24)

Report of the Corporate Director Environment and Enterprise.

8. HATCH END AREA PARKING REVIEW AND PUBLIC CONSULTATIONS
(Pages 25 - 66)

Report of the Corporate Director Environment and Enterprise.

9. ROSSLYN CRESCENT AND FROGNAL AVENUE PARKING REVIEW - PUBLIC CONSULTATION (Pages 67 - 86)

Report of the Corporate Director Environment and Enterprise.

10. CONTROLLED PARKING ZONES AND PARKING SCHEMES - ANNUAL REVIEW (Pages 87 - 110)

Report of the Corporate Director Environment and Enterprise.

11. HARROW SUSTAINABLE TRANSPORT STRATEGY (Pages 111 - 148)

Report of the Corporate Director Environment and Enterprise.

12. INFORMATION REPORT: TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 149 - 174)

Report of the Corporate Director Environment and Enterprise.

13. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

This page is intentionally left blank

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

29 NOVEMBER 2012

Chairman:	* Councillor Mrinal Choudhury	
Councillors:	* Susan Hall	* Mrs Vina Mithani
	* Kairul Kareema Marikar (2)	* John Nickolay
	* Jerry Miles	* David Perry
Advisers:	* Mr A Blann	* Mr A Wood
	* Mr L Gray	
In attendance: (Councillors)	Husain Akhtar	Minute 150
	Mrs Camilla Bath	Minute 150
	Stephen Greek	Minute 152
	Joyce Nickolay	Minute 153
	Bill Stephenson	Minute 149

* Denotes Member present
(2) Denotes category of Reserve Member

144. Attendance by Reserve Members

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

Ordinary Member

Reserve Member

Councillor Ajay Maru

Councillor Kairul Kareema Marikar

145. Members Right to Speak

RESOLVED: 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 Husain Akhtar, Councillor Camilla Bath, Councillor Stephen Greek, Councillor Joyce Nickolay and Councillor Bill Stephenson.

146. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 6 – Information Report: Petitions

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

Agenda Item 10 – Traffic and Parking Schemes Programme

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.

147. Minutes

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

148. Public Questions

RESOLVED: To note that the following public question was received:

Questioner: Question submitted by Mr Edward McAlister on behalf of Mrs Sheila Manning

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

Question: In relation to the section of Buckingham Road between Whitchurch Lane and Buckingham Gardens, all but two of the houses have off street parking facilities and the proposed parking restrictions would not therefore affect them unduly. The residents of the two houses without off street parking would, however, be severely disadvantaged because, apart from weekends, the proposals would prevent internal all day parking by such residents

within a reasonable distance of their homes. Does the Panel agree that the scheme should be deferred to allow consideration of permit bays to cater for these residents, or that they should be eligible to apply for the proposed parking permits in Torbridge Close.

**Answer
(provided by
the
Chairman):**

Thank you for your question.

The background to this situation is that the Council carried out a public consultation between December 2011 and January 2012 to see what parking measures local people would support. This was initiated following complaints over many years about the detrimental impact of commuter parking raised by local residents and a residents' association. Residents suggested a number of options which included yellow lines, permit bays or doing nothing.

The consultation indicated that a majority of Torbridge Close residents supported permit bays whilst in Buckingham Road, between Whitchurch Lane and Buckingham Gardens, the majority of residents supported a single yellow line operating from 2.00 – 3.00 pm Monday to Friday. Less than 15% of residents overall supported permit bays.

Taking forward the single yellow line proposal to statutory consultation was supported by this panel in February 2012 and approved by the Portfolio Holder. It is these results that are being considered in the report on the agenda of this Panel meeting. It is always a difficult task to try to meet the wishes of all residents, however, we have tried to make the proposal reflect the majority view.

Whilst I fully sympathise with your predicament, unfortunately, it would not be possible to allow you to obtain a permit to park in Torbridge Close as the traffic orders that have already been advertised cannot now be modified to allow this. However, it is for the panel to consider the detailed officer's report on this item and to decide what they recommend to the Portfolio Holder.

The officers in their report have highlighted a number of differing views in locations across the consultation area and consequently they have recommended that a review be carried about 6 months after the scheme is implemented. This would allow residents a further opportunity to make their views on residents' parking bays known and for that to be considered.

If the proposals on Buckingham Road are not implemented the street would be subject to additional pressure from parked vehicles displaced from other locations where measures are implemented. The wait for a review and for additional consultation would mean that no measures could be implemented for a further 9-12 months at the earliest.

If you would like to investigate the possibility of providing your own off street parking I would be happy to ask officers to give you assistance.

Supplemental Question: Is it right that a scheme that is intended for the amenity of residents should be implemented when it is detrimental to some of those residents?

Answer (provided by an officer): We develop schemes taking on board the views of all relevant stakeholders. The final scheme is formulated as a result of extensive public and statutory consultation. We are obliged to proceed with the proposals in their current form, however, a review of the scheme will be carried out in six months' time.

149. Petitions and Deputations

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

RECOMMENDED ITEMS

150. Pinner Road/County Roads Controlled Parking Zone - Proposed Phase 2 Extension

The Panel received a report which set out the results of the Statutory Consultation carried out in July-August 2012 on Pinner Road - County Roads, proposed Controlled Parking Zone (CPZ) U extension, and the proposals to regulate parking along Neptune Road with a variety of parking controls. An officer advised that:

- following representations from stakeholders, these streets were re-consulted this year;
- Devonshire Road, at its northern end had a proposed CPZ with residents bays on the Eastern side but free bays on the Western side. Following petitions and analysis of results it was proposed that residents would be re-consulted on having residents bays on both sides of road and the results would be reported to the Panel;

- Dorset Road now had majority support for the CPZ, however, results and comments from the consultation showed that there was support for only a partial extension of the CPZ in Oxford Road near Pinner Road;
- Rutland and Bedford Roads showed no support for the CPZ and therefore no additional parking controls would be implemented there;
- Neptune Road, which had a mixture of both residential and retail units, suffered from displaced commuter parking and residents and traders had complained about not being able to load and unload their vehicles. Officers were proposing a mixture of measures comprising yellow lines, double yellow lines, pay and display bays and loading bays, whilst complying with Transport for London's request for clear emergency access to the railway lines.

Following questions from Members of the Panel, an officer stated that:

- his team had not been made aware that 6 disabled residents had been moved into the Neptune Point development by the Council and that currently there were only 2 disabled parking spaces available within the building basement parking area. He undertook to look into the possibility of further disabled bays being implemented outside the development;
- only the northern end of Devonshire Road would be re-consulted regarding the implementation of a CPZ on both sides.

A Member, who was not a Member of the Panel, stated that he was grateful to officers for their hard work, courtesy and professionalism in progressing the scheme and for taking on board the views of residents and traders. Parking problems in the area of the scheme had been a long-standing issue in his ward and although the CPZ would not resolve all parking related issues, it would reduce commuter parking, which would benefit local residents. He requested that the scheme be implemented as soon as possible and the re-consultation of Devonshire Road be prioritised.

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

That the parking scheme be implemented as set out below:

- (1) the Controlled Parking Zone U permit parking for residents operating Monday to Friday, 11.00 am - 12 noon be extended to incorporate the following roads:
 - Oxford Road (up to and including property numbers 28 & 33)
 - Dorset Road
- (2) the Controlled Parking Zone U permit parking for residents operating Monday to Friday, 11.00 am - 12 noon be extended to Devonshire Road subject to a separate statutory consultation in this road be

undertaken and the results of consultation be considered by the Portfolio Holder for Environment & Community Safety;

- (3) shared use resident / pay & display bays operating Monday to Friday, 9.30 am to 5.30 pm and Saturday 9.30 am to 1.30 pm, be introduced at the western end of Neptune Road;
- (4) pay & display bays operating Monday to Friday, 9.30 am to 5.30 pm and Saturday 9.30 am to 1.30 pm, be introduced at the eastern end of Neptune Road;
- (5) free parking bays be introduced at 6 locations on Neptune Road;
- (6) waiting restrictions be introduced on Neptune Road operating Monday to Saturday, 8.30 am to 6.30 pm and Sunday 10.00 am to 6.00 pm;
- (7) no waiting at any time' restrictions be introduced at strategic locations along Neptune Road to aid through movement/access;
- (8) 3 loading bays be introduced on Neptune Road operating Monday to Friday, 7.00 am to 7.00 pm and Saturday 7.00 am to 2.00 pm;
- (9) the Service Manager - Traffic & Highway Network Management be authorised to take the necessary steps to implement the above recommendations;
- (10) residents within the consultation area be informed of this decision.

Reason for Recommendation: To implement 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.

151. Canons Park Area Parking Review Statutory Consultation

The Panel received a report which set out the results of the statutory consultation regarding parking proposals for the Canons Park area undertaken in August 2012. An officer advised that the proposals had taken into account feedback from extensive stakeholder meetings and both a public and statutory consultation. He added that:

- officers had received reports that parking problems outside the station parade had been exacerbated by the Hitchin lane development, where there was currently a one hour parking ban and officers were proposing the introduction of Pay and Display (P&D) bays there;
- restrictions would apply Monday to Saturday in Donnefield Road, which would ease parking for residents and avoid further displacement of vehicles from Hitchin Lane development into the road;

- only those proposals that had been part of the statutory consultation could be progressed;
- some streets would have the new style CPZs, where conventional bays and lines were omitted in favour of clear signage stating that there was resident parking only and set out the times. These had been introduced in Stanmore and West Harrow and were deemed to be successful;
- in Buckingham Road a CPZ had not been progressed as residents had requested single yellow lines in order to deter commuter parking;
- congestion issues around Bromefield and Honeypot Lane shops would be assisted by double yellow lines and would alleviate the concerns of the fire brigade about emergency access;
- double yellow lines would be implemented on all corners and junctions with slight amendments, which took into account vehicle tracking evidence, and any concerns raised by the emergency services, traders and residents.

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

- the new style CPZs were already in place in some areas and were now nationally approved. These were used mainly in short roads and cul-de-sacs. Both Enforcement and observation exercises had not revealed any infringement of these by motorists. The officer undertook to carry out further surveys to ensure that signage regarding these was clearly visible and whether these were being adhered to;
- the levels of engagement with a public consultation were generally much higher than with a statutory consultation. This was because there was far more open engagement with all relevant stakeholders at the public consultation stage, and those consulted were able to both comment and influence the formulation of the proposals. Therefore any proposals contained in the statutory consultation documents were formulated on the basis of feedback from the public consultation, and were a means of informing residents about which proposals would be implemented. The officer report highlighted any concerns raised by consultees and officers had carried out a technical appraisal of the concerns raised and had amended the proposals where appropriate.

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

- the residents in his ward had reported that officers had been helpful and could see the rationale behind the proposals. However, they had requested that officers and the Panel should carefully consider any effects of the scheme being implemented;

- Canons Park recreation ground was a well-used and valuable local resource and the Council had a responsibility to ensure this continued. Currently there was no parking available in the vicinity of the park, which had the following three access points: Donnefield Avenue and the lower end of Canons Drive, both of which had parking restrictions already, and Cheyneys Avenue, which did not, but may require restrictions to be imposed in the future;
- enforcement of restrictions was also an issue, and the double yellow lines on Whitchurch Lane were frequently flouted and he requested that more resources be made available to enforce existing restrictions and to monitor parking pressure points in other areas where there was displaced parking due to restrictions;
- some residents were disappointed that the maximum area of a CPZ was limited by Section 106 regulations;
- the residents of Dalkeith Gardens had reported issues of speeding and reduced access for motorists and emergency vehicles and requested that this street be included in the CPZ.

A Member, who was not a Member of the Panel, suggested that reflective signs be used for the simplified CPZs as this would ensure greater visibility and compliance.

Resolved 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 one disabled bay at the entrance to the park, operational Monday to Saturday, 8.00 am - 6:30 pm;
- (2) Torbridge Close – Permit zone operational Monday to Friday, 2.00 pm – 3.00 pm;
- (3) Station Parade, Whitchurch Lane –
 - i) one disabled bay and 19 shared permit holder / pay and display bays operational Monday to Saturday, 8.00 am - 6:30 pm on the northern side of the front service road;
 - ii) waiting restrictions (single yellow lines) operational Monday to Saturday, 10.00 – 11.00 am and 2.00 – 3.00 pm 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 – 1.00 pm on the rear and eastern service road;
- iv) no loading controls operational Monday to Saturday, 8.00 am - 6:30 pm 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, 2.00 pm – 3.00 pm;
 - (5) Du Cros Drive – waiting restrictions (single yellow lines) operational Monday to Friday between 3.00 pm – 4.00 pm;
 - (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, 2.00 pm – 3.00 pm;
 - (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, 2.00 pm – 3.00 pm;
 - (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, 2.00 pm – 3.00 pm;
- (a) Honeypot Lane Shopping parade –
 - i) waiting restrictions (single yellow lines) operational Monday to Friday, 2.00 pm – 3.00 pm 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 pm - 1:00 pm 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 be authorised to take the necessary steps to implement the above recommendations;
- (d) residents and businesses throughout the consultation area be 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 for Recommendation: To control parking in the area surrounding Canons Park Station as well as the surrounding roads as detailed in the report. The measures were 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.

152. Transport Programme Entry Procedure

The Panel received a report of the Corporate Director of Environment and Enterprise which set out a comprehensive method of assessing and prioritising works in order to ensure that the borough developed work programmes that met its statutory duties as well as targeting areas of greatest need. An officer stated that formalising the process for prioritising works would enable a clear audit trail and therefore make the process more open and transparent as well as enable better performance monitoring of the programme.

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

- the programme entry prioritisation system was based on a number of key categories, each with its own set of operational criteria, which would then be used to develop ranking lists;
- once a service or work request was received, it would be assessed and ranked against these criteria. Those with the highest rankings would be included in a future work programme;
- the assessment process would enable officers to take a strategic long-term and balanced approach to developing future works programmes. It would also provide guidance to officers, Members and the public about a consistent set of priorities which accorded with the Council's Local Implementation Plan and Corporate Plan;

- in respect of the programme category criteria it was clarified that the category 'vulnerable road users', included a wide variety of people who might require assistance, for example, the disabled, elderly, children, and did not specifically relate to cyclists for example;
- in respect of the performance monitoring and targets it was agreed that bullet point 5 on page 207 of the agenda would be re-phrased to make it clear that the aim was to reduce the number of motorcycle accidents, the other performance targets would also be clarified in a similar way;
- in respect of road safety education it was clarified that officers regularly went into schools in Harrow to give out road safety advice. The Council also offered cycle training for both adults and children, undertook regular road safety poster campaigns and worked in partnership with sports organisations, the police, neighbouring boroughs and TfL to raise awareness about pedestrian and road safety;
- an officer clarified that the TfL funding for Harrow schemes in 2011/12 included an allocation of £1,000,000 for the Mollison Way area based scheme but that in 2012/13 there was no allocation for area based schemes and the overall funding level was significantly less in comparison as a consequence.

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

That

- (1) the 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 received many requests for works to be undertaken and difficult decisions needed to be made to determine which schemes provided the greatest benefits to the borough due to the limited funding available. The programme entry procedure would enable the Council to be consistent and transparent about how decisions were made and to demonstrate that the schemes of maximum benefit for the borough were always prioritised.

RESOLVED ITEMS

153. **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**

The Panel received a report of the Divisional 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:

Weald School - Objection to 20 mph zone

The informal consultation relating to this scheme had been reported to the Traffic and Road Safety Advisory Panel meeting in September 2012 and residents would have a further opportunity to express their concerns at the statutory consultation stage.

Petitioners had raised a number of concerns and officers had made a number of revisions to the scheme:

- speed surveys had revealed that vehicle speeds in the roads proposed to be included in the 20 mph zone were above the recommended threshold and therefore speed cushions were considered necessary in order to make the zone self-enforcing;
- the one way proposals outside the school entrance in Robin Hood Dive had been omitted from the revised scheme;
- yellow lines were being proposed at junctions to prevent vehicles from parking within 10 metres of a junction, which was a well established principle of the Highway Code;
- officers would work with schools to promote the advisory one way scheme, which operated in the vicinity of the school at peak times;
- it would not be possible to introduce resident only access to roads that were public highway;
- it was not permitted to use LIP funds for highway maintenance projects.

Speed surveys carried out by officers had revealed higher speeds than specified, and traffic calming measures such as speed cushions were considered as these were effective in reducing speeds in residential areas and had proved successful in other parts of the borough.

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

- the petition had been received during the public consultation stage and prior to the statutory consultation. Several of the signatories to the petition had indicated their agreement with the proposals for a 20 mph zone in their consultation responses;
- speed tables were more expensive than speed cushions and officers were operating within a budget;
- a 20 mph zone was only effective when there was self-regulation by motorists as well as enforcement. These zones were targeted in areas around schools and officers had accommodated feedback from residents and had made amendments to the scheme on the basis of this feedback.

An advisor to the Panel stated that it might be more practicable to implement a single speed cushion on each road, rather than two or three as this would make access for emergency vehicles easier. He also requested that yellow lines be implemented on either side of the cushion to prevent vehicles being parked there.

An officer advised that the design and size of a cushion was dictated by the width of the road where it would be implemented. He added that residents of the Avenue had requested to be included in the statutory consultation, and that there had been some objections to the proposal to introduce double yellow lines in the area. However, officers needed to balance multiple needs. The scheme had been approved by the portfolio holder and would proceed. He undertook to explore the possibility of implementing a single cushion on relevant roads.

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

- he had attended numerous meetings attended by residents, schools representative, parents and local Ward Councillors;
- the petition provided a good indication of residents views;
- residents of Chestnut Drive and Weald Rise were against the proposals in these roads, but were in favour of the rest of the scheme;
- the suggestion of a single cushion would be preferable to two or three cushions;
- a 20 mph zone and a speed table was in operation outside Whitefriars School. There were no major speeding issues in the vicinity of the school and surveys had shown that there was good self-regulation by motorists in this area. Speed cushions would cause inconvenience and aggravation to motorists;

- Weald School would be part of the second phase of school expansion programme, and the introduction of speed cushions might cause additional problems in the future;
- residents had complained to him about the violation of yellow and zig zag lines and inconsiderate parking in the vicinity of schools, and several residents had requested white lines be implemented across driveways in the area;

An officer advised that:

- 20 mph speed limits and 20 mph zones were different. Speed zones were generally implemented in the vicinity of schools and require self enforcing measures;
- survey evidence indicated that some motorists did not comply with 20 mph limits and they were generally not supported by the Police because of the resource implications associated with the enforcement of these zones ;
- officers would look into implementing design changes to the scheme where they were feasible.

Following questions from Member of the Panel, an officer advised that under the current decision making procedure for traffic related schemes, some decisions that were deemed non-controversial, were delegated to the Portfolio Holder for Environment and Community Safety, and that he in turn had delegated some of these to officers, which was in keeping with the provisions of the Constitution. These decisions were not subject to call-in. This procedure allowed approval of a large programme of work. He added that large projects such as CPZs took the form of Recommendations to the Portfolio Holder for Environment and Community Safety with any key decisions being referred on to Cabinet for approval. The officer added that an information report had been submitted to the Panel in September 2010 clearly setting out this procedure.

The informal consultation results were reported to the Panel in September, which demonstrated support for the scheme.. The Panel tended to give greater weight to the results of the Statutory consultation, as this gave consultees all relevant information relating to a scheme and contained individual responses. The scheme had been amended following the formal consultation stage as explained earlier.

An adviser to the Panel stated that in the past, some planning applications considered at the Planning Committee had overlooked traffic related issues. He requested that officers look into the possibility of major development projects in the borough, particularly those which had traffic and road safety related issues, being considered at TARSAP prior to being considered at Planning Committee. An officer undertook to look into this.

Parking in Southbourne Close

A petition had been submitted by those who were now in favour of additional parking controls and requested that a re-consultation be carried out and this had been agreed by the Panel. An officer and Panel Member had met with some of the petitioners to discuss alternative options. Subsequently, the lead petitioner had been consulting local residents and trying to agree proposals with them. A Member thanked officers for their efforts to accommodate residents in relation to this scheme.

Church Lane, Pinner - objection to parking proposals

This project had been initiated by Pinner Ward Councillors, however, there were no Harrow Capital funds currently available to the Panel to progress this. Residents had expressed concerns to Ward Councillors regarding obstructive and inconsiderate parking in Church Lane and therefore Neighbourhood Investment Scheme funding had been agreed by Ward Councillors. A public consultation revealed some other concerns but additional funding would be required and these concerns could not be considered at present. The scheme had been to statutory consultation regarding the implementation of yellow lines. The petition and other comments had been taken into consideration. The Portfolio Holder for Environment and Community Safety had recently agreed the scheme, which would be implemented as advertised.

RESOLVED: That the report be noted.

154. INFORMATION REPORT: Traffic and Parking Schemes Programme update

The Panel received a report of the Divisional 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) and those included in Harrow's Capital Programme.

An officer made the following points about some of the schemes:

Stanmore Broadway - linking of traffic signals

There had been a slight delay with TfL validating the scheme and officers had recently met with residents of Green Lane to discuss a road closure. Any closure would have a potential impact on the Stanmore Hill junction.

Accident remedial scheme - Old Redding

- Personal injury accident (PIAs) figures for this road were of concern. There had been several motorcycle accidents and it was noted that motorcyclists often tended to drive through the gaps in speed cushions at high speed. The accident cluster was on a section of road near to the bends in Old Redding. Officers had liaised with fire brigade who had indicated that speed platforms were easier for fire engines to negotiate. Therefore, the height of speed humps on Old Redding had

been reduced to 50 mm or 2 inches, which was the minimum legal requirement for vertical deflection. Speed cameras and time over distance cameras were not feasible on this road for various reasons and a number of safety measures introduced four years ago had proved less effective in reducing either vehicle speeds or the number PIAs.

A Member, who was not a Member of the Panel, made the following points about the area around Roxbourne School with regard to proposals for a 20 mph zone in the roads around the school:

- barriers had been erected on three sides of Tolgate Road, at the end near Widdecombe Avenue had the road, which had made it safer;
- the end of Malvern Road near Field End Road was a busy junction and traffic queues frequently backed up along it and it would benefit from similar barriers;
- local parents were opposed to the implementation of single yellow lines and restrictions outside the school;
- the current restrictions should be changed from Monday to Saturday 8.30 am - 6.30 pm to Monday to Friday 8.30 am - 4.30 pm;
- two of the streets in the scheme, Widdecombe Avenue and Clovelly Way had no houses on them;
- residents were also opposed to speed humps on access roads such as Yeading Avenue, which was busy at school times and quiet at other times;
- officers should carry out vehicle speed monitoring exercise on roads with speed humps to see if these were successful in reducing vehicle speeds;
- the consultation questionnaire could be made more explicit and be amended to read: 'Are you in favour of the proposed 20 mph zone? If yes, then which form of traffic calming measure would you prefer?'
- minimal traffic calming measures had been implemented in the vicinity of Welldon Park, Earlsmead, Longfield, Cannon Lane, Newton Farm Schools and the same policy should apply in the Roxbourne school area;
- officers and Panel Members should carry out a site visit which would help them to understand traffic issues in the area and inform their decision-making.

RESOLVED: That the report be noted.

155. Termination of Meeting

In accordance with the provisions of Executive Procedure Rule 48.2 (Part 4D) of the Constitution:

RESOLVED: At 9.59 pm to continue until 10.10 pm.

(Note: The meeting, having commenced at 7.30 pm, closed at 10.07 pm).

(Signed) COUNCILLOR MRINAL CHOUDHURY
Chairman

This page is intentionally left blank

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

Date of Meeting: 6 February 2013

Subject: **INFORMATION REPORT**

Petitions relating to:

1. South Hill Grove - request for waiting restrictions
2. Rosslyn Crescent and Frogna Avenue - opposition to extending hours of CPZ
3. Dove Park, Hatch End - opposition to parking charges but support for CPZ

Responsible Officer: Caroline Bruce - Corporate Director, Environment & Enterprise

Exempt: No

Enclosures: None

Section 1 – Summary and Recommendations

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

FOR INFORMATION

Section 2 – Report

South Hill Grove - request for waiting restrictions

- 2.1 A petition has been received from south Hill Grove containing 20 signatures (19 households). The petition states:

“We the undersigned (to say nothing of the refuse collection crews) will be most grateful if you could authorise double yellow lines to be put down one side of the road and, for 15-20 yards on Woodend Road, to the right and left of the exit from the Grove. With parking right up to and at times actually on the exit, leaving the Grove is always fraught with danger.”

- 2.2 Members may be aware that South Hill Grove is not included within the surrounding Sudbury Hill Controlled Parking Zone (CPZ) that has been in place for a number of years now. This is probably because at the time that consultation was undertaken on this CPZ the residents chose not to be included within it.

- 2.3 The introduction of large areas of double yellow lines as requested by the petitioners would reduce kerbside space for residential parking and could have a wider detrimental impact on other roads in the area as a consequence of displaced parking if this road were to be treated in isolation. For that reason it would be more appropriate for this request to be considered as a part of a wider review of the parking issues in the area so that any detrimental impacts can be minimised. In this way the council can gather together all the issues that have been raised in an area and introduce measures that would deal with as many of these as possible.

- 2.4 The petition will therefore be considered as part of a parking review for the Sudbury Hill CPZ area whenever this is included in the annual parking management programme. There is an item on the agenda to consider the parking programme for 2013/14 and the current list of works under consideration includes the Sudbury Hill area.

Rosslyn Crescent and Frognal Avenue - opposition to extending hours of CPZ

- 2.5 A petition has been received containing 87 signatures (61 households) from Rosslyn Crescent and Frognal Avenue. There is a CPZ scheme currently being developed in this area and 41 of the signatures are within the consultation area and 47 are outside. The petition states:

“Petition Against Even More Punitive Parking restrictions! Regarding the traffic scheme parking review affecting Rosslyn crescent and Frognal Avenue. I strongly and unequivocally oppose the new proposed measures in a parking zone that is already very confusing and punitive”

- 2.6 The background to this petition is that when a revised planning application was submitted for the Harrow Central Mosque on the corner of Rosslyn Crescent and Station Road a number of local residents contacted the planning department about their concerns over the impact on local parking. At the time of the planning application residents indicated that they would like a 24 hour / 7 day per week CPZ which would then operate at the same times as the existing CPZ zone R in Woodlands Road which lies immediately south of the above area. The current Controlled Parking Zone (zone P), covers Rosslyn Crescent and Frogal Avenue only operates Mon to Sun and 8.30am to 8.30pm.
- 2.7 These concerns were taken into account and when the planning permission was granted a section 106 agreement was entered into and developer contributions (£15k) provided to develop and implement a parking scheme to mitigate any detrimental impact. That parking scheme is currently being developed in the current financial year and there is a separate item on the agenda which reports the outcome of a recent consultation.
- 2.8 A public consultation was carried out in November 2012 to establish if there was majority support to extend the operational hours of the existing CPZ as indicated at the time of the planning application and it was this consultation that has resulted in the petition being submitted to the Panel. The lead petitioner has been advised that the petition and the results of the public consultation will be reported to this Panel meeting. This petition is therefore considered as part of the Rosslyn Crescent CPZ agenda item.

Dove Park, Hatch End - opposition to parking charges but support for CPZ

- 2.9 A petition has been received containing 50 signatures representing 46 households in Dove Park. The petition states:
- “Introduction of Pay and Display-Petition We, the undersigned, residents of Dove Park, object strongly to the proposed parking meters in the bays along the Uxbridge Road at Hatch End, plus charging at the Grimsdyke Road car park. Commuters will not use the station car park as it is too expensive to stay all day. Dove Park is nearby and it is used by those not wanting to pay. This makes parking for residents, their family, friends, carers and helpers difficult to park near their flats, and the problem will become even worse. We favour the CPZ two hours a day-preferably for one hour in the morning and one afternoon; between 4-5 pm to stop parents parking haphazardly near the entrance to the flats, when collecting children from the school coaches parked by the bus-stop”*
- 2.10 The background to this petition is that there have recently been two consultations carried out in Hatch End on proposals to introduce parking controls which were both recommended by the panel. The first relates to a statutory consultation on introducing parking charges in Grimsdyke car park (20p / hour) and in the new on-street bays on Uxbridge Road by the Station (10p / 20mins). The second relates to proposals for a CPZ in

residential roads in Hatch End. The panel has previously considered petitions from a number of roads in Hatch End asking for residential parking controls to deal with existing parking problems.

- 2.11 The lead petitioner has been advised that the petition and the results of the public consultation will be reported to this Panel meeting. This petition is therefore considered as part of the Hatch End CPZ agenda item.

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 previous 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

Name: Kanta Hirani



on behalf of the
Chief Financial Officer

Date: 15/01/13

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips, Team Leader - Traffic and Road Safety

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

Paul Newman - Team Leader - Parking and Sustainable Transport

Tel: 020 8424 1065, Fax: 020 8424 7622,

E -mail: paul.newman@harrow.gov.uk

Background Papers:

Previous TARSAP reports

This page is intentionally left blank

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

Date of Meeting:	6 February 2013
Subject:	Hatch End Area Parking Review and Public Consultations
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
Enclosures:	Appendix A Public consultation leaflet / questionnaire - residential roads Appendix B Statutory consultation letter Grimsdyke Car Park / Uxbridge Road Appendix C Responses summary for public consultation - residential roads Appendix D Statutory consultation objections summary and officers comments

Section 1 – Summary and Recommendations

This report provides details of the public and statutory consultation exercises carried out in November / December 2012 regarding the introduction of parking controls in various residential roads in Hatch End and the introduction of parking charges for Grimsdyke Car Park and on Uxbridge Road near the station. The report seeks the Panel's recommendation to implement the parking charges and undertake further statutory consultation in the residential roads.

Recommendations:

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

(a) That a CPZ operating Mon – Sat, 10am – 11am and 3 – 4pm be introduced in the following roads and taken forward to a statutory consultation:

- Anselm Road
- Devonshire Road (including Avon Mews)
- Dove Park
- The Avenue - from the junction of Uxbridge Road to the junction of Royston Grove
- Westfield Park Area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens)

(b) That the objections raised during the statutory consultation be overruled and the measures in the following locations be implemented:

- Grimsdyke Car Park to become pay & display (20p/hour) operating Mon-Sat, 8am - 6.30pm,
- Uxbridge Road parking bays (near the Station) to become pay & display (10p/20 mins, £4 over 6 hours) Mon-Sat, 8am – 6.30pm.

Reason for Recommendation:

To control parking in the Hatch End area as detailed in the report. The measures are in direct response to resident requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

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 summarises the results and outcomes of two consultations in the Hatch End Area
- A public consultation exercise for possible parking controls in residential roads carried out in December 2012 following parking concerns and issues raised by Hatch End local residents and businesses.
 - A statutory consultation exercise for the introduction of Pay & Display parking bays in the Grlmsdyke car park the conversion of existing parking bays in Uxbridge Road by the train station into Pay & Display bays (currently free bays).

Options considered

- 2.2 The public consultation proposals were developed having taken account of previous consultations, stakeholder meetings and TARSAP meetings involving local residents, businesses, councillors and the Panel. The options available to local people in the consultations were to support or object to the proposals developed by the Council.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultation and whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 A parking review was carried out in Hatch End because of numerous requests from residents and businesses raising concerns about increased parking pressures and access issues in the surrounding area of Hatch End. Many comments received indicated that the problems were associated with an increase in commuter parking from the nearby Railway Station and from local shops and businesses.
- 2.5 The last public consultation on a parking scheme in Hatch End was undertaken in July 2012 and concerned the introduction of Pay and Display bays in The Broadway (service road), Uxbridge Road (near the station) and Grlmsdyke car park. It did not include any surrounding residential areas. After consideration by the panel it was decided that parking charges would not be introduced in the service road due to opposition by local businesses, however, a separate statutory consultation to introduce parking charges in the other areas was agreed.
- 2.6 One of the things that residents highlighted from the previous consultation and in petitions reported to TARSAP was that they consider parking in their roads to be already a problem. The panel therefore agreed that a public consultation should be undertaken to establish what support there was to introduce a CPZ in residential roads.

2.7 The TARSAP meeting on 21 June 2012 therefore recommended to the portfolio holder to:

- Carry out a statutory consultation on the introduction of Pay & Display bays in the Grimsdyke car park at 20p per hour, Monday to Saturday, 8am to 6:30pm and the conversion of existing parking bays in Uxbridge Road by the train station into Pay & Display bays, 10p per 20 min, £ 4.00 after 6 hours, Monday to Saturday, 8am to 6:30pm:
- Carry out a public consultation in the surrounding residential areas

Consultation

2.8 In December 2012 public consultation documents were distributed to a total of 1,657 properties within the agreed consultation area, covering most of the streets in Hatch End, asking residents and businesses if they experience parking problems and if they would indicate support from a range of different parking measures suggested. The consultation ended on the 21st December 2012.

2.9 In the public consultation residents and businesses were asked a number of questions. They were asked to consider if they would support a Mon – Fri or a Mon – Sat controlled parking zone scheme and also asked to give their views as to whether they supported a one hour morning restriction (10am-11am) or if they supported a one hour morning and one hour afternoon restriction (10am – 11am and 3pm – 4pm). They were asked if they disagreed with the introduction of parking control measures and also if they would they change their minds if a neighbouring road decided to adopt a CPZ. The final question asked if residents prefer the parking arrangements to remain as they are.

2.10 A copy of the consultation document and questionnaire can be seen in **Appendix A**. All responses from the consultation have been compiled on a road by road basis and are summarised in **Appendix C**.

2.11 A statutory consultation on the measures previously recommended by TARSAP was undertaken and the relevant traffic regulation order advertised on the 26th November 2012. Local residents and businesses were sent a letter on the 19th November 2012 advising them of this outcome and invited them to submit their comments or objections to the proposals in writing. The consultation ended on the 12th December 2012. The consultation area covered 1,351 properties; however, it is worth noting that representations and objections to a statutory consultation are not restricted to this area.

2.12 A copy of the consultation letter can be seen in **Appendix B**. Details of all the statutory objections to the proposals in an anonymous format have been compiled in **Appendix D**.

Statutory consultation results

- 2.13 Within the consultation period, officers received a total of 41 statutory objections. Each statutory objection received in writing was acknowledged with a letter or email.
- 2.14 Some respondents made multiple comments on different proposals without clearly stating whether they support or object to the measures and in these instances officers have considered the content of the comments and assessed whether they support or object to the measures. Where multiple responses were received from a property, all comments were considered.
- 2.15 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. A tabulated summary of the objections can be found in **Appendix D** on a road by road basis.
- 2.16 As a proportion of the 1,351 properties consulted the 41 statutory objections received only represented 3% of local people that expressed opposition to the introduction of pay and display parking in Grimsdyke car park and on Uxbridge Road near the Station. This proportion of objections is lower than normally expected from a statutory consultation on this type of proposal.
- 2.17 Most of the objections received were from within the consultation area with only 3 being received from outside this area. A total of 26 roads were included in the consultation area, however, statutory objections were only received from the 6 roads shown below:
- Colburn Avenue
 - Dove Park
 - Grimsdyke Road
 - Hillview Road
 - Park View
 - Uxbridge Road
- 2.18 An analysis of the detailed responses and objections indicated that the main concerns and comments made were the introduction of charges and the following effects:
- The impact of parking displacement on residential roads, mainly by residents concerned about residential parking,
 - The impact on local traders and businesses, particularly parking for customers and staff.
- 2.19 The most frequently raised concerns regarding the statutory consultation were from residents from Dove Park, Hillview Road, Park View and Uxbridge Road that were worried about parking displacement from the introduction of pay and display parking. Some of these residents had also expressed concern that there was an ongoing commuter parking problem in their roads would like to see a holistic approach applied to the Hatch End area when proposing parking control measures. The displacement effects can be mitigated by the introduction of a controlled

parking zone in residential streets and a separate consultation has been undertaken to establish if there is any support for this which is detailed elsewhere in this report.

- 2.20 Concerns were raised that there will be an increased risk of some parking displacement taking place from the car park to The Broadway (service road), however, as this area is already subject to a large proportion of long stay parking the impact is unlikely to be that significant in terms of short stay parking access. The previous public consultation exercise carried out in July 2012 has already established that there is little support for controls in the service road.
- 2.21 With reference to a local nursery with an entrance located inside the Grlmsdyke car park, existing arrangements are already in place to facilitate dropping off / picking up of children. It is expected that these arrangements will not be affected by the introduction of parking charges and no statutory objections were received by the Nursery during the consultation.
- 2.22 Some comments suggested allowing a free period of parking or maintaining free parking. It has been reported to the panel previously that council operated car parks and controlled parking zones should be self-financing so that the income derived is used to maintain car parks. At present Grlmsdyke car park is one of only two areas with free public car parks remaining in the borough whilst the remainder already have charges in operation. This means that the cost of running and maintaining the car park in Hatch end is borne by users of parking facilities located elsewhere in the borough which is unfair.
- 2.23 The council's parking policy is to charge for parking and the current administration has approved a charging framework which would regroup all existing charges into four charging tiers relative to its economic status, residential density and distance from commercial centre. The charges in Hatch End would be in the lowest charging tier as a local centre which only equates to 20p/hour as advertised during the statutory consultation.
- 2.24 It is therefore recommended that the pay and display parking proposals be implemented and the objections overruled for the following reasons:
- the overall level of objections is relatively low,
 - the proposed charges accord with council policy and will help to ensure that there is sufficient funding to adequately maintain the car park,
 - the effect of the scheme will be to significantly improve access to short stay parking for the shopping centre which will help businesses' customers and mobility impaired people,
 - the effect of the scheme will be to deter long stay commuter parking,
 - In conjunction with a controlled parking zone the impact of displaced parking on residents will be mitigated.

Public consultation results

- 2.25 From the 1,657 properties consulted 319 responses were received by returning the questionnaire. This represented a response rate of 19% which is slightly lower than would be expected from a Public Consultation. This may be explained by the fact

that the consultation covered a wide area of Hatch End but only a few streets have more severe problems with parking and respondents tended to be situated in these areas.

- 2.26 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. A complete summary of responses from the public consultation are shown on a road by road basis in **Appendix C**.
- 2.27 In addition to the responses, a petition was received from residents of Dove Park containing a total of 50 signatures which expressed support for a controlled parking zone operating 1 hour in the morning and 1 hour in the afternoon.
- 2.28 From the consultation area that included 34 roads it can be seen from the summary table in **Appendix C** that the majority of residents did not express any concerns about parking or support the implementation of controlled parking measures. However, it can be seen that there were several roads located in and around the vicinity of the station that are clearly affected by commuter parking and residents of these roads did support the introduction of some parking control measures. These roads are listed below:

- Anselm Road
- Devonshire Road
- Dove Park
- The Avenue

Anselm Road

	Yes	No	No opinion
CPZ - 1 hr am	4	2	0
CPZ - 1hr am & pm	2	4	0
CPZ - Mon - Fri	1	4	0
CPZ - Mon - Sat	7	2	0

- 2.29 In Anselm Road 66% of residents supported a 1 hour controlled parking zone in the morning, 77% of residents also supported a Mon – Sat controlled parking zone.

Devonshire Road (including Avon Mews)

	Yes	No	No opinion
CPZ - 1 hr am	5	4	0
CPZ - 1hr am & pm	2	4	2
CPZ - Mon - Fri	0	7	0
CPZ - Mon - Sat	3	6	0

- 2.30 In Devonshire Road 56% of residents supported a 1 hour controlled parking zone in the morning, however, no clear support was shown for any of the suggested operational hours.

Dove Park

	Yes	No	No opinion
CPZ - 1 hr am	8	11	1
CPZ - 1hr am & pm	13	9	1
CPZ - Mon - Fri	9	8	0
CPZ - Mon - Sat	7	11	1

- 2.31 In Dove Park 87% of residents supported a 1 hour controlled parking zone in the morning and afternoon and 84% of residents also supported a Mon – Fri controlled parking zone. Residents of Dove were particularly concerned with the existing level of commuter parking found in their road.

The Avenue

	Yes	No	No opinion
CPZ - 1 hr am	11	11	1
CPZ - 1hr am & pm	10	13	0
CPZ - Mon - Fri	8	14	0
CPZ - Mon - Sat	2	15	1

- 2.32 In The Avenue 50% of residents supported a 1 hour controlled parking zone in the morning, however, no clear support was shown for any of the suggested operational hours. Whilst the support was 50/50 a more detailed analysis has shown that there is a strong level of support at the southern end of the road between Uxbridge Road and Royston Grove and that only this section would be included in a CPZ.

Proposed CPZ

- 2.33 It can be seen that of the streets indicating support for measures 2 out of 3 streets showed support for a morning only restriction. Dove Park was the only street which wanted both morning and afternoon restrictions and this was backed up by a petition showing support for this. In respect of the operational hours there was no clear indication for a particular option overall.
- 2.34 Both The Avenue and Dove Park could form a part of a logical zone focussed around the station whilst Devonshire Road is isolated. There is, however, a strong possibility that the streets in the Westfield Park area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens) would be exposed to parking displacement if a CPZ were taken forward only in Dove Park and The Avenue as these streets are the closest to the station and do already experience some commuter parking. It would be advisable to include these streets within the statutory consultation so that residents in this area have a final opportunity to consider this potential impact. Should the outcome remain the same then the streets would be excluded.
- 2.35 It is clear that there is support for measures in some roads and that the principle issue is commuter parking close to the station. It is necessary to introduce a CPZ that has consistent operating times in these streets, as is common practice

throughout the borough, and so it is necessary to put forward a proposal for statutory consultation that covers the range of options indicated by residents so that there is scope to make final amendments.

- 2.36 A further opportunity exists to amend the proposals when the statutory consultation results are considered. Any elements of the proposals which are not supported could then be amended by reducing the extent of restrictions (e.g. less days or less hours) or removing streets. On that basis it is suggested that a statutory consultation in Anselm Road, Devonshire Road (including Avon Mews), Dove Park the Westfield Park area and The Avenue operating Mon - Sat, 10am – 11am and 3pm – 4pm is taken forward.

Conclusion

- 2.37 In summary the pay and display measures in the car park and on Uxbridge Road should proceed to implementation and the CPZ in residential streets (with support) should progress to statutory consultation. The results of the statutory consultation should be reported to a future panel meeting for further consideration.

Legal implications

- 2.38 This report is recommending that the pay and display proposals already subject to statutory consultation be implemented and that the CPZ proposals go forward to statutory consultation. Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

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 2012/13. A sub allocation of 70k for the Hatch End CPZ was recommended by TARSAP in February 2012 and subsequently approved by the Portfolio Holder. This allocation assumed the scheme would be implemented in 2012/13 but that is now not possible and some of these funds will be used on other parking management schemes in year.
- 2.40 Implementation of the Hatch End pay and display and residential parking controls will take place in 2013/14, subject to approval. The parking management programme for 2013/14 is the subject of a separate report to this panel and is also subject to confirmation of the capital programme by Cabinet on 14th February 2013. An allocation of £ 50k has been made in the 2013/14 programme to complete these works.

Risk Management Implications

- 2.41 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.42 There is an operational risk register for transportation projects, which covers all 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

- 2.43 Was an Equality Impact Assessment carried out? Yes.
- 2.44 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.

- 2.45 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

- 2.46 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.

2.47 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	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 15/01/13		
Name: Stephen Dorrian	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/01/13		

Section 4 - Contact Details and Background Papers

Contact: Alistair Macadam - Project Engineer - Parking and Sustainable Transport
020 8424 1988

Background Papers:

Previous TARSAP reports
Consultation responses

APPENDIX A



Hatch End Residential Roads Possible Parking Controls

PUBLIC CONSULTATION

IMPORTANT – THIS AFFECTS YOU – PLEASE READ

Area Parking Consultation

What is this about?

This Public consultation is aimed to collect the opinions and comments of the residents of Hatch End on the introduction of parking controls in the area.

Background Information

The last Public Consultation on parking matters in Hatch End was carried out in March 2012 and concerned the introduction of Pay & Display bays in the Broadway (service road) and Uxbridge Road and the introduction of parking charges in Grimsdyke Road off-street car park. After consideration by Councillors, it has been decided not to introduce parking charges in the service road. A separate statutory consultation on introducing parking charges in Grymsdyke Car Park and on street parking bays close to the station is ongoing.

One of the things that residents highlighted at the previous consultations was that they consider parking in their road is a problem. A number of residents stated this non-resident parking was already a problem without any other changes.

The Council does not initiate residential parking controls but responds to residents requests where a substantial number of people consider it beneficial. Councillors have listened to the requests, taken them into account and have agreed to consult local residents to see if there is majority support for a Controlled Parking Zone (CPZ).

What are we proposing?

Following a recent meeting of local councillors, representatives of residents and trader associations and petitioners it was agreed that the following roads are to be consulted:

Altham Road	Grimsdyke Road (*)	St. Cuthberts Gardens
Anselm Road	Hallam Gardens	The Avenue
Braeside Close	Helston Close	Thorndyke Court
Broadmead Close	Hillview Close	Walpole Close
Cherry Croft Gardens	Hillview Road	Wellington Avenue
Cornwall Road	Leeway Close	Wellington Road
Devonshire Road	Lonsdale Close	Westfield Park
Dove Park	Milne Fields	Woodridings Avenue
Elm Hatch	Oakdene Close	Woodridings Close
Felden Close	Park View	

(*) Between Uxbridge Road and Hallam Gardens

We are actively seeking the views of directly affected frontages on the following proposal:

- **Option 1:** Permit scheme for residents and their visitors with parking bays marked on the road; in operation 1 hour in the morning (e.g. 10am – 11am);
- **Option 2:** Permit scheme for residents with parking bays marked on the road; in operation 1 hour in the morning and 1 hour in the afternoon (e.g.10am - 11am; 3pm – 4pm);
- **Option 3:** Parking restriction to apply Monday to Friday;
- **Option 4:** Parking restrictions to apply Monday to Saturday.

Officers would also look to implement at any time waiting restrictions (double yellow lines) wherever is needed for safety and traffic flow improvement, to seek compliance to the well established rules in the Highways Code.

Advantages and disadvantages:

The Introduction of parking controls or parking scheme can help balance the various parking requirements of areas where the demand is high and competitive.

Enclosed in the consultation pack is an A5 booklet 'Parking - Can We Help You?' which sets out how a residential parking scheme works and gives a number of Frequently Asked Questions.

Some of the main advantages are:

- Extended availability (priority) of parking bays for residents;
- Safer conditions for pedestrians especially the elderly, disabled, wheelchair users and parents with prams;
- Less congestion at ordinary and peak times and improved access for deliveries and emergency vehicles;
- Changes to waiting and loading restrictions (single, double yellow lines) to bring them in line with the current national and local standards and other areas of the borough.

Some of the main disadvantages are:

- Need for residents and visitors to obtain permit if parked in the controlled hours in the above options;
- No guarantee to find a space but it is more likely;
- Risk of penalty for non-compliance;

We need your views

Please note: the above proposals will only be progressed if there is majority support from your road or section of the road based upon the responses received.

The attached questionnaire is being distributed to all properties and businesses in the above mentioned roads. Your comments will help influence the design, if supported by the majority of the people affected: the recommendations to take forward any of the parking measures will be taken into account based on your views and the completed questionnaires. It is important to remember that no decision has been made at this stage. **We will not make any assumptions for those people who do not respond to the enclosed questionnaire.**

Please return your comments by 21st December 2012 (an allowance will be made for the Christmas Post) In an effort for the council to be more environmentally friendly and cost effective, you can submit your questionnaire on-line by visiting www.harrow.gov.uk/trafficconsultations and then clicking to visit live consultations. This will direct you to a page containing the 'Hatch End Residential Parking Controls' Public consultation.

You may be asked to register your details before completing the survey. Alternatively, you may complete this hard copy and return it using the enclosed prepaid reply envelope (no stamp required), to arrive by 21st December 2012 (an allowance will be made for the Christmas Post).

Can I discuss my views with officers in more detail?

Yes, officers will be available during normal office hours. If you wish to ask them about the scheme you can contact the project engineer Roberto Martinelli on 020 8424 1988.

What happens next?

This is the first phase of consultation. We will analyse all the responses we receive, based on your completed questionnaires and will amend proposals in line with local views wherever possible. The results will be considered by councillors who will look to support the majority views expressed by local residents and businesses. It is hoped that the results will be reported to the Traffic & Road Safety Advisory Panel (TARSAP) on 6th February 2013. We will write to you again to let you know the outcome. If changes are agreed, there will be a further stage of consultation, where the draft Traffic Orders will be advertised and further comments can be made.

More information

Roberto Martinelli
Parking and Sustainable Transport
Harrow Council, P.O. Box 39
Civic Centre, Harrow
HA12XA
Email: transportation@harrow.gov.uk
Tel: 020 8424 1988

HARROW COUNCIL - HATCH END RESIDENTIAL ROADS - PROPOSED PARKING CONTROLS QUESTIONNAIRE

Please complete this questionnaire and return it using the enclosed prepaid envelope, to arrive by 21st December 2012. Alternatively, you may answer these questions online from 3rd December at www.harrow.gov.uk/consultations and then click to visit live and closed consultations. It is recommended that you read the 'Parking - Can we help you?' leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of. 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.

Q1: ARE YOU A RESIDENT OR A BUSINESS?			
Resident <input type="checkbox"/>	Business <input type="checkbox"/>	Both <input type="checkbox"/>	
Q2: DO YOU SUPPORT THE PARKING PROPOSALS IN YOUR PART IF THE ROAD?		IF YOU DISAGREE WITH THE INTRODUCTION OF PARKING CONTROLS BUT A NEIGHBORING ROAD DECIDES TO ADOPT A CPZ, WOULD YOU CHANGE YOUR MIND?	
Option 1: Permit scheme for residents and visitors, 1 hour in the morning (e.g. 10am-11am)	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	
Option 2: Permit scheme for residents and visitors, 1 hour in the morning and 1 hour in the afternoon (e.g.10am - 11am; 3pm - 4pm)	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	
Option 3: Parking restriction to apply Monday to Friday	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	
Option 4: Parking restrictions to apply Monday to Saturday	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> No opinion <input type="checkbox"/>	
Q3: IF YOU DON'T AGREE WITH ANY OF THE ABOVE PROPOSALS, DO YOU WANT THE PARKING ARRANGEMENTS IN YOUR ROAD TO REMAIN UNCHANGED?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	No opinion <input type="checkbox"/>	

COMMENTS – Please use additional sheets if you need to

A large, empty rectangular box with a double-line border, intended for providing comments or feedback.

THANK YOU FOR TAKING THE TIME TO COMPLETE THIS QUESTIONNAIRE

Environment & Enterprise
Corporate Director – Caroline Bruce

To: the Occupier / Trader

Date: 19th November 2012

Our ref: DP 2012-12

Dear Sir/Madam,

Re: HATCH END - Statutory Consultation – Grimsdyke Car Park and Uxbridge Road adjacent to station – Introduction of Parking Charges

As you may be aware, on 13th July 2012, following the recommendations of the Traffic and Road Safety Advisory Panel (TARSAP) on 21st June 2012, the Environment and Community Safety Portfolio Holder, Councillor Philip O'Dell, made the formal decision to:

- Carry out a statutory consultation on the introduction of Pay & Display in the Grimsdyke Road Car Park at 20p per hour, Monday to Saturday, 8am to 6:30pm (no return 1 hour) and the conversion of existing parking bays in Uxbridge Road by the train station into Pay & Display, 10p per 20 min, £ 4.00 after 6 hours, Monday to Saturday, 8am to 6:30pm;
- Carry out further public consultation in the surrounding residential areas.

To implement the first part of this decision the Council will advertise the Traffic Regulation Order by placing notices on street lamp columns and in a local paper on or about 22nd November 2012, which will also explain where the plans can be seen. This would give anyone a chance to comment or submit a formal objection if they wish to do so by **12th December 2012**.

Under the legislation which controls the statutory consultation process anyone, local resident/business or not, can make a formal objection to the advertised 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

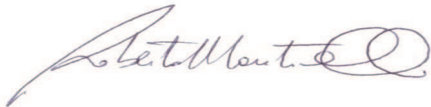
or by email to:

transportation@harrow.gov.uk, quoting ref DP 2012-12 and making sure it is received by
12th December 2012.

To implement the second part of the Portfolio Holder's decision, we will be issuing consultation leaflets to seek local people's views on whether they would support a resident parking scheme in their road. This will be issued separately in the next few weeks. We aim to report the result of both consultations to TARSAP on 6th February 2013.

If you have any further questions please contact me using the contact details below.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'Roberto Martinelli', written in dark ink.

Roberto Martinelli
Project Engineer
Parking and Sustainable Transport
Tel: 020 8424 1988
Email: roberto.martinelli@harrow.gov.uk

APPENDIX C

APPENDIX C Public Consultation - Summary table for the results of the Residential Roads (Page 1 of 6)

ROADNAME () TOTAL PROPERTIES CONSULTED	<u>%</u> <u>TOTAL</u> <u>RESPONSE</u> <u>RATE FROM</u> <u>THE WHOLE</u> <u>ROAD</u>	<u>OPTION 1</u> <u>1 Hr am CPZ</u> In Support (Not in support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTON 2</u> <u>1 Hr am&pm</u> <u>CPZ</u> In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 3</u> <u>Mon-Fri CPZ</u> In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 4</u> <u>Mon-Sat CPZ</u>	<u>% In</u> <u>support</u> From total responses received
ALTHAM ROAD (14)	7%	1 (1)	<u>50%</u>	1 (1)	<u>50%</u>	1 (1)	50%	1 (1)	50%
ANSELM ROAD (35)	31%	4 (2)	<u>66.6%</u>	2 (4)	<u>33.3%</u>	1 (4)	25%	7 (2)	<u>77.7%</u>
BRAESIDE CLOSE (5)	20%	0 (1)	0%	0 (1)	0%	1 (1)	50%	1 (0)	<u>100%</u>
BROADMEAD CLOSE (17)	53%	0 (8)	0%	0 (8)	0%	0 (8)	0%	0 (8)	0%
CHERRY CROFT GARDENS (24)	17%	1 (3)	25%	0 (3)	0%	0 (3)	0%	0 (3)	0%
CORNWALL ROAD (64)	17%	1 (6)	14%	1 (6)	14%	1 (5)	20%	3 (4)	<u>43%</u>

APPENDIX C

APPENDIX C Public Consultation - Summary table for the results of the Residential Roads (Page 2 of 6)

ROADNAME () TOTAL PROPERTIES CONSULTED	<u>%</u> <u>TOTAL</u> <u>RESPONSE</u> <u>RATE FROM</u> <u>THE WHOLE</u> <u>ROAD</u>	<u>OPTION 1</u> 1 Hr am CPZ In Support (Not in support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 2</u> 1 Hr am&pm CPZ In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 3</u> Mon-Fri CPZ In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 4</u> Mon-Sat CPZ	<u>% In</u> <u>support</u> From total responses received
DEVONSHIRE ROAD (inc AVON MEWS) (71)	15%	5 (4)	56%	2 (4)	33%	0 (7)	0%	3 (6)	33%
DOVE PARK (118)	52%	8 (11)	42%	62 with petition (9)	87%	43 (8)	84%	7 (11)	37%
FELDON CLOSE (14)	28%	0 (3)	0%	0 (3)	0%	0 (3)	0%	0 (3)	0%
GRIMSDYKE ROAD (52)	38%	2 (14)	13%	2 (13)	13%	0 (15)	0%	5 (14)	26%
HALLAM GARDENS (35)	28%	0 (10)	0%	0 (10)	0%	0 (9)	0%	0 (10)	0%
HELSTON CLOSE (7)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%

APPENDIX C

APPENDIX C Public Consultation - Summary table for the results of the Residential Roads (Page 3 of 6)

ROADNAME () TOTAL PROPERTIES CONSULTED	<u>%</u> <u>TOTAL</u> <u>RESPONSE</u> <u>RATE FROM</u> <u>THE WHOLE</u> <u>ROAD</u>	<u>OPTION 1</u> <u>1 Hr am CPZ</u> In Support (Not in support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTON 2</u> <u>1 Hr am&pm</u> <u>CPZ</u> In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 3</u> <u>Mon-Fri CPZ</u> In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 4</u> <u>Mon-Sat CPZ</u>	<u>% In</u> <u>support</u> From total responses received
HILLVIEW CLOSE (8)	37%	1 (2)	33%	1 (2)	33%	0 (3)	0%	0 (3)	0%
LEEWAY CLOSE (3)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%
LITTLECOTE PLACE (8)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%
LONSDALE CLOSE (30)	13%	1 (3)	33%	2 (2)	50%	0 (4)	0%	0 (3)	0%
LYTTON ROAD (2)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%
MILNE FIELD (25)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%

APPENDIX C

APPENDIX C Public Consultation - Summary table for the results of the Residential Roads (Page 4 of 6)

ROADNAME () TOTAL PROPERTIES CONSULTED	<u>%</u> <u>TOTAL</u> <u>RESPONSE</u> <u>RATE FROM</u> <u>THE WHOLE</u> <u>ROAD</u>	<u>OPTION 1</u> <u>1 Hr am CPZ</u> In Support (Not in support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTON 2</u> <u>1 Hr am&pm</u> <u>CPZ</u> In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 3</u> <u>Mon-Fri CPZ</u> In Support (Not In support)	<u>% In</u> <u>support</u> From total responses received	<u>OPTION 4</u> <u>Mon-Sat CPZ</u>	<u>% In</u> <u>support</u> From total responses received
OAKDENE CLOSE (69)	12%	2 (3)	40%	1 (3)	25%	1 (3)	25%	2 (3)	40%
PARK VIEW (57)	<u>56%</u>	5 (20)	20%	1 (20)	5%	1 (22)	4%	1 (20)	5%
ROYSTON PARK ROAD (1)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%
ST CUTHBERTS GARDENS (12)	33%	1 (2)	33%	0 (3)	0%	1 (2)	33%	0 (2)	0%
THE AVENUE (235)	14%	11 (11)	<u>50%</u>	10 (13)	43%	8 (14)	36%	2 (15)	12%
THORNDYKE COURT (10)	20%	1 (1)	<u>50%</u>	0 (2)	0%	0 (2)	0%	2 (0)	<u>100%</u>

APPENDIX C

APPENDIX C Public Consultation - Summary table for the results of the Residential Roads (Page 5 of 6)

ROADNAME () TOTAL PROPERTIES CONSULTED	<u>% TOTAL RESPONSE RATE FROM THE WHOLE ROAD</u>	<u>OPTION 1</u> 1 Hr am CPZ In Support (Not in support)	<u>% In support</u> From total responses received	<u>OPTON 2</u> 1 Hr am&pm CPZ In Support (Not In support)	<u>% In support</u> From total responses received	<u>OPTION 3</u> Mon-Fri CPZ In Support (Not In support)	<u>% In support</u> From total responses received	<u>OPTION 4</u> Mon-Sat CPZ	<u>% In support</u> From total responses received
TILBURY CLOSE (23)	4%	1 (0)	100%	0 (0)	0%	0 (0)	0%	1 (0)	100%
UXBRIDGE ROAD (296)	6%	1 (9)	10%	2 (9)	18%	0 (11)	0%	2 (9)	18%
WALPOLE CLOSE (8)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%	0 (0)	0%
WELLINGTON AVENUE (8)	37%	0 (3)	0%	0 (3)	0%	0 (3)	0%	0 (3)	0%
WELLINGTON ROAD (111)	20%	4 (14)	22%	2 (15)	12%	5 (14)	26%	3 (15)	17%
WESTFIELD PARK COURT (inc CLAIRE COURT (142)	24%	8 (17)	32%	11 (15)	42%	6 (17)	26%	11 (16)	41%

APPENDIX C

APPENDIX C Public Consultation - Summary table for the results of the Residential Roads (Page 6 of 6)

ROADNAME () TOTAL PROPERTIES CONSULTED	<u>% TOTAL RESPONSE RATE FROM THE WHOLE ROAD</u>	<u>OPTION 1 1 Hr am CPZ</u> In Support (Not in support)	<u>% In support</u> From total responses received	<u>OPTON 2 1 Hr am&pm CPZ</u> In Support (Not In support)	<u>% In support</u> From total responses received	<u>OPTION 3 Mon-Fri CPZ</u> In Support (Not In support)	<u>% In support</u> From total responses received	<u>OPTION 4 Mon-Sat CPZ</u>	<u>% In support</u> From total responses received
WOODRIDINGS AVENUE (25)	28%	3 (3)	50%	0 (6)	0%	2 (5)	28%	0 (7)	0%
WOODRIDINGS CLOSE (35)	14%	0 (4)	0%	2 (3)	40%	0 (4)	0%	2 (3)	40%

APPENDIX D

STATUTORY CONSULTATION COMMENTS

Ref	Road	Statutory Objection	Officer comments:
2335	(not in harrow)	Proposals will severely change the facilities to residents. Reduction in the value of the properties, many residents are already discussing what is required to prove this scheme is required.	The proposals designed are to provide a consistent approach to parking for the Hatch End Area and the Borough as a whole. The introduction of parking charges to the public car park will not affect property prices. From the public consultation, residents of various roads located near to the Station are in favour of controlled parking measures being introduced.
2339	COLBURN AVENUE	Charges will be detrimental to local shops, concerned of displaced parking.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2321	DOVE PARK	Concerned of FURTHER displaced parking if the charges are introduced already suffering from commuter parking. Why can't we have 1 hour free and CPZ like other parts of the borough?	A co-ordinated approach to parking charges for the car park, and controlled parking measures in the residential roads have been recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents of Hatch End were consulted via the Public consultation that was carried out in Decemeber 2012. The majority of residents have supported the need for a 1hr am and 1hr pm CPZ to be introduced as a result of the commuter parking issues in their road. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2332	DOVE PARK	Concerned about displaced parking traders managed to have their voice heard, why not residents of Dove Park?	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended. The introduction of controlled parking measures are recommended for Dove Park within this report following the public consultation. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses of Hatch End to address parking displacement whilst meeting the need for a self financing facility in the car park.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2333	DOVE PARK	Concerned with displaced parking.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2342	DOVE PARK	The council has ignored the implications for local residents , in particular for those of Dove Park	The majority of Dove Park residents were in favour of controlled parking measures in their road and recommendations for controlled parking measures are made within this report along with various other residential roads affected by commuter parking. These recommendations are made in conjunction with the implementation of co-ordinated parking measures for Grimsdyke car park and Uxbridge Rd parking bays.
2420	DOVE PARK	Concerned with parking displacement and congestion by shoppers and commuters. Double yellow lines recently installed are ignored, parents from the nearby schools damage kerbs and emergency services sometime struggle which is bad because many residents are elderly-frequent use required	The introduction of co-ordinated measures for residential roads and the Grimsdyke Car park will help promote a consistent turnover of users for both on-street and off-street facilities. Highway safety and accessibility is particularly important and Parking enforcement officers will be encouraged to enforce both on-street and off street parking offences.
2423	DOVE PARK	Disabled person - find extremely difficult to park at present time concerned with parking displacement if charges introduced. Concerned with displaced parking.	Suitable disabled parking bays are provided in the car park at no cost to the blue badge holder. Any misuse of these bays will be enforced by the issuing of PCN's. The introduction of co-ordinated measures for residential roads and the Grimsdyke Car park will help promote a consistent turnover of users for both on-street and off-street facilities. A consistent approach to parking charges and controlled parking measures for the Hatch End area will help to control parking displacement.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2538	DOVE PARK	Object to the charges in Uxbridge and car park. Commuters don't use the Station car park it's too expensive. I am in favour of parking scheme - 1 hour morning and 1 hour afternoon to deter parents picking up children from coaches etc.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads has been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses of Hatch End to address parking displacement whilst meeting the need for a self financing facility in the car park.
2317	GRIMSDYKE ROAD	It won't help traders and residents 1 hour free to allow 'pop-in business'	A consistent approach to parking charges for the car park, and controlled parking measures in residential roads has been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses of Hatch End to address parking displacement whilst meeting the need for a self financing facility in the car park.
2449	GRIMSDYKE ROAD	I object to the charges, they would be detrimental to businesses/restaurants this consultation should be carried out in conjunction with a consultation on parking in the adjacent residential roads (Which it is!!)	A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. A nominal fee of 20p per hour has been proposed for the car park. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep. Currently this cost is being subsidised by other car park users. This will help to provide parking availability for all users and visitors to Hatch End. Both Statutory and Public consultations have taken place for the car park and for the residential roads respectively. Recommendations are made within this report for both areas.
2327	HILLVIEW ROAD	No-one is in favour surrounding roads being used as a long term car park. Prohibitive costs for installing and patrolling.	Residents have supported controlled parking measures in various roads that are affected by commuter parking. There has been a very low objection rate (3%) to the introduction of parking charges for Grimsdyke Car Park. The introduction of low rate parking charges will help to achieve a self financing facility for the borough.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2330	HILLVIEW ROAD	Concerned with displaced parking cost will be prohibitive unless the charges are raised	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. This will help to provide parking availability for all users and visitors to Hatch End.
2336	HILLVIEW ROAD	Already stated my opposition to the scheme. Concerned about parking displacement. 1/2 hour free in the shop parade.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. This will help to provide parking availability for all users and visitors to Hatch End.
2346	HILLVIEW ROAD	Concerns with road safety, situation is critical as per now already concerned with the consequent parking displacement. Please leave Hatch End as it is - a friendly place to park and shop.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.
2419	HILLVIEW ROAD	Detrimental to local businesses charges, however small, will affect the local economy. Concerned with parking displacement and drop off for jigsaw nursery and car wash businesses compromised. No provision for polling officers when Scout hut used for Polling Station. Bays far away from Broadway budget could be better spent.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking whilst controlling commuter parking. Parking availability for users and visitors to Hatch End will be improved. Parents dropping off at the Nursery will not be charged unless they intend on staying for a period of time. Parking charges for the car park with suitable enforcement will promote a greater turnover of vehicles which in turn will help promote the existing car wash business. Polling Officers will need to pay the 20p a hour charges is they choose to use the Grimsdyke car park.
2337	OXHEY LANE	Disagree unless a free period of half an hour is allowed either that or a nominal fee e.g. 20p.	The councils policy is to charge for parking. There is only a couple of free parking arrangements currently found in the Borough, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park to help promote a self financing facility.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2329	PARK VIEW	Concerned with displaced parking.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2334	PARK VIEW	Concerned with parking displacement.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2424	PARK VIEW	1 hour parking limit would impact event at scouts and guides buildings wants a free 1 hour parking, Monday to Friday.	The councils policy is to charge for parking. Free parking arrangements are temporary and usually concern areas under regeneration or redevelopment. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. The proposed charges are for 20p per hour during operational hours. Proposed operational hours are from 8am to 6.30pm, outside of these hours there will be free parking to all users.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2425	PARK VIEW	<p>Uneconomic to enforce, we object to pay for money-losing schemes. 2 parking meters will be required so high costs and meagre return. Charging regime of 20 minutes serves no purpose if the spaces can be paid for 4 hours in advance.</p>	<p>Parking charges for the car park, and controlled parking measures in residential roads have been jointly recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Residents have supported the need for controlled parking measures to be introduced where commuter parking takes place. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park. The councils policy is to charge for parking. There are only a couple of areas within the borough that have free parking arrangements, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park during operational hours which are proposed to run from 8am to 6.30pm. Outside of these operational hours the car car park will be free to all users.</p>
2533	PARK VIEW	<p>Object to residential charges before impact of charges in Grimsdyke and Uxbridge Rd are evaluated service road. Broadway will be affected by displaced parking. A 20p per 10 minutes is nominal and difficult to enforce. Disproportionate number of disabled bays on service road.</p>	<p>The introduction of parking charges for the car park, and controlled parking measures in residential roads has been jointly recommended via this report. The report proposes that a Statutory Consultation process is carried out for the measures proposed in several residential roads where there have been majority support. No decision on residential parking or charges has currently been made. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Currently a 20p an hour nominal fee is proposed for the car park during operational hours that would apply from 8am to 6.30pm. Outside of these operational hours the car car park will be free to all users. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2536	PARK VIEW	No reasons given for the charges - just to keep pace with other areas of Harrow. It will put further pressure on the service road, which will be clogged by traders and employees' cars, further discouraging trade. A 30 min free in the car park should be applied. Charges will harm parents using the Scout hut	Free parking arrangements are temporary and usually concern areas under regeneration or redevelopment. Parking charges will not be enforced for parents dropping off and picking up at the nursery or scout hut providing they are not staying. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. There are only a couple of free parking arrangements currently found in the Borough, these facilities are normally temporary and usually concern areas under regeneration or redevelopment, however, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p per hour nominal fee is proposed for the car park during operational hours which are 8am to 6.30pm. Outside of these operational hours the car park will be free to all users.
2340	ROYSTON GROVE	Proposal will make the service road unavailable for residents charges and will leave the service road constantly occupied by commuter. Residents will go away from Hatch End. Would like to see charges in the service road with a 1 hour or 30 minute free parking.	Proposed charges for the Grimsdyke car park are 20p per hour. The councils policy is to charge for parking. Free parking arrangements are temporary and usually concern areas under regeneration or redevelopment. Following the previous Public consultation for the service road, where there was strong public opposition, the decision was made not to introduce parking charges for the Broadway.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2315	UXBRIDGE ROAD	Lives in Uxbridge, Works in Hatch End No convenient public transport to get there, this will increase my cost of travel to work.	<p>There is available free on street parking in the Hatch End area within a five minute walk from the shops. The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. The implementation of a nominal charge will help promote a consistent turnover of users for the car park whilst promoting a self financing facility.</p>
2313 2316	UXBRIDGE ROAD	Managing agent for retail properties above charges won't help businesses already struggling - one unit is vacant, it will be even more difficult to rent it out. Tough times for business retail this won't help. Respectfully shelve the plan.	<p>The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. The implementation of a nominal charge will help promote a consistent turnover of users for the car park whilst promoting a self financing facility.</p>
2318	UXBRIDGE ROAD	Staff and I use the car park - we don't want to pay that would increase the travelling costs. Free car park one of the few positive things we get from Harrow Council we would be sorry to lose it.	<p>The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep. Currently this cost is being subsidised by other car park users. The implementation of a nominal charge will help promote a consistent turnover of users for the car park whilst promoting a self financing facility.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2319	UXBRIDGE ROAD	Lives in Stanmore, works in Hatch End mum-to-be, the extra cost will reduce the practicality of my pace of work and will burden my household budget.	Free on-street parking is still available in the Hatch End area for short or long term parking. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. A nominal 20p per hour parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. This nominal charge will help to promote a self financing facility.
2320	UXBRIDGE ROAD	Works in Hatch End, uses the restaurants in Hatch End. Would stop doing so if charges are introduced.	The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue.
2322	UXBRIDGE ROAD	Doesn't own a vehicle but reckons it will be detrimental for the area, in every sense - businesses, residents, etc.	Parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Parking availability for users and visitors to Hatch End will be improved.
2328	UXBRIDGE ROAD	Not clear if parking restricted to 1 hour or if it is possible to stay longer the cost will outweigh the advantages unless the charges are increased.	The proposed charges as advertised allow for long term parking on a 20p per hour basis during the operating hours of 8am - 6.30pm and free outside of these hours. This nominal fee of 20p per hour has been proposed for the car park. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep. Currently this cost is being subsidised by other car park users. There are only a couple of areas within the borough that have free parking arrangements, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park during operational hours which are proposed to run from 8am to 6.30pm. Outside of these operational hours the car car park will be free to all users.
2331	UXBRIDGE ROAD	Shopkeepers: If you take away the free parking there is no reason left to come to Hatch End. Supermarkets are already taking away businesses.	A co-ordinated approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. The measures are designed to help provide parking availability for users and visitors to Hatch End. End.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2338	UXBRIDGE ROAD	<p>Resident for 30 years, no pay for parking until now, why now you want to do so? No reason given to introduce charges, money raising scheme? Negative impact on community, what has this scheme got to do with traffic and road safety and/or community safety?</p>	<p>The councils policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. Outside of the proposed operational hours of 8am - 6.30pm the car park would be free to all users. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
2341	UXBRIDGE ROAD	<p>Charges will drive commuters in the service road and our customer will not be able to park and visit our premises would want a short stay parking scheme in the service road with small charge and max 2 hour stay.</p>	<p>The introduction of parking charges for the car park, and controlled parking measures in residential roads have been jointly recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for 20p per hour. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>
2343	UXBRIDGE ROAD	<p>Lives on the parade on top of one shop concerned with parking displacement, residents cannot find parking in the service road.</p>	<p>The proposals for parking charges run from 8pm to 6.30pm, outside of these operating hours the car park is free. The service road allows free parking all day following the decision not to implement charges from the previous Public Consultation. The introduction of parking charges for the car park, and controlled parking measures in residential roads were jointly consulted on and are now being recommended. The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for 20p per hour. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2344	UXBRIDGE ROAD	Current arrangement works well any change will discourage visitors concerned with displaced parking.	The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for 20p per hour. It is important to provide a consistent approach to parking charges for residents and businesses to address parking displacement whilst meeting the need for a self financing facility in the car park.
2345	UXBRIDGE ROAD	Does not explain reasons for objecting sent an email on 28/11/2012 by Paul Newman - asked to supply reasons emailed again on 10/12/12 - part time student and it will impact massively on his budget - I cannot afford to pay for parking.	Free on-street parking is still available in the Hatch End area for short or long term parking. The recommendations help to provide parking availability for residents where there is an existing high level of commuter parking in their roads. The councils policy is to charge for parking. There are only a couple of areas within the borough that have free parking arrangements, these facilities are normally temporary and usually concern areas under regeneration or redevelopment. However, the current administration intend to review the borough with the intention of providing a consistent parking fee structure, an initial limited free parking period may be considered as part of this review. Currently a 20p an hour nominal fee is proposed for the car park during operational hours which are proposed to run from 8am to 6.30pm. Outside of these operational hours the car park will be free to all users.
2347	UXBRIDGE ROAD	Unhappy with the consideration (not given to traders. Staff have to drive around in turns to find parking, no thought given to people's livelihood many clients are unhappy because friends and family cannot even park in front of their homes. Hatch End loses out to the advantage of shopping malls we need our cars to work and commute.	All traders were consulted with for both Public and Statutory consultations. A 3% response rate was received from the statutory consultation. The existing car park is currently used by traders and residents for long term parking. A nominal 20p parking fee is proposed for the car park which is in line with the surrounding charging structure for the area and would be consistent with existing borough policy. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area.

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2354	UXBRIDGE ROAD	<p>On behalf of Hatch End Association (of residents) already opposed the charges in the consultation earlier this year, 68.7% were not in favour, yet the report recommended them because 'the public consultation was inconclusive', which was not.</p> <p>Also worried with parking displacement which will affect the service road, with commuters using the free road, preventing customers to the restaurants to use the parking. During the meeting of interested parts 1st November at Civic Centre said it was said that this policy was requested by residents but this is misleading.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that there was a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
------	---------------	---	--

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2532	UXBRIDGE ROAD	<p>I work in Hatch End and the extra cost of the parking will substantially reduce my earnings and the practicality of working in the area.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
------	---------------	---	--

STATUTORY CONSULTATION COMMENTS

2534	UXBRIDGE ROAD	<p>HETA - statement from the Association of Hatch End Traders</p> <p>views of residents and traders have not been taken into account - undemocratic difficult times, charging for parking will not create more spaces for customers - will park elsewhere and another residential CPZ will be necessary charging in Grymsdyke will harm nursery, polling stations, scouts Harrow should help and prevent the decline of the area- no to another North Harrow or Wealdstone</p> <p>£70000 of budget should be spent differently</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grymsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
------	---------------	--	--

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2535	UXBRIDGE ROAD	<p>Scouts guides events disrupted and threatened. Parking in Grymsdyke should be free for first hour or half hour charging for parking should not be done before the public consultation has ended and results pondered, doing so would only displace parking to the service road which should be made available for short-term parking, so that charges would not be necessary for Grymsdyke car park</p>	<p>The introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Proposed parking charges for the car park are for a nominal fee of 20p per hour. The fee is proposed to create a self financing facility that covers the operating and maintenance cost of the upkeep of the car park. Currently this cost is being subsidised by other car park users. Proposed parking measures will not be implemented unless recommended by the Panel to the Portfolio Holder for Environment and Community Safety. It is important to provide a consistent approach to parking charges for Hatch End as an area, for residents and businesses so that parking displacement issues are addressed. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimdsyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area.</p>
2422	WELLINGTON ROAD	<p>No benefits to residents things will be more difficult for businesses.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimdsyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>

APPENDIX D

STATUTORY CONSULTATION COMMENTS

2421	WESTFIELD PARK	<p>Concerned with displaced parking why the service road has no controls at all? Speeding occurs in the Broadway your scheme for charging will not achieve anything.</p>	<p>The July 2012 TARSAP report recommends that a statutory consultation exercise and a public consultation exercise be carried out together to obtain the views of all residents, and local traders from the Hatch end area. This was felt necessary because it was expressed by residents that a commuter parking problem existed in their roads and it was felt that the introduction of parking charges in isolation for the service road and the car park may further affect this. The report recommended that a Statutory consultation exercise be carried out for the car park and Uxbridge Rd bays near to the Station, and that a Public consultation carried out for the residential roads so that the parking problems and subsequent recommendations for the Hatch End area could be made holistically. The current council policy is to charge for parking. The law requires that council operated car parks are self sustaining in financial terms and managed by a ring fenced parking account. At present the Grimsdyke car park does not create any self financing revenue. A consistent approach to parking charges for the car park, and controlled parking measures in residential roads have been recommended and the introduction of these measures will help to encourage a consistent turnover of users to both on-street and off-street parking facilities in a co-ordinated way for the Hatch End area. Enforcement of these areas will help minimise local road safety issues created by illegal parking. Parking availability for users and visitors to Hatch End will be improved.</p>
------	----------------	--	--

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

Date of Meeting:	6 February 2013
Subject:	Rosslyn Crescent and Frognal Avenue Parking Review - Public 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
Enclosures:	Appendix A Rosslyn Crescent - Public Consultation Document Appendix B Consultation responses listed by road and questions

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in CPZ zone P in November 2012 (Rosslyn Crescent, Frognal Avenue and Station Road) to consider extending the hours of operation and other proposals to amend parking controls. The report asks the Panel to recommend a number changes to the scheme to the Portfolio Holder for Environment and Community Safety and to proceed with statutory consultation.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the following roads and measures be considered for statutory consultation. That:

- (a) the proposed extension of the control hours of the existing Controlled Parking Zone (CPZ) P are **not** implemented;
- (b) the proposed “at any time” waiting restrictions (double yellow lines) be implemented on junctions, corners and bends as shown in the public consultation document;
- (c) the proposed loading restrictions be implemented on junctions, corners and bends as shown in the public consultation document;
- (d) the proposed extension of the shared use parking bay in Rosslyn Crescent be implemented as shown in the public consultation document;
- (e) the proposed loading bay in Rosslyn Crescent be implemented as shown in the public consultation document;
- (f) a loading bay be installed outside 31 to 37 Rosslyn Crescent as requested by a local businesses.

Reason: (For recommendation)

To regulate parking in the Rosslyn Crescent and Frognal Avenue area as detailed in the report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

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 Rosslyn Crescent / Frogna Avenue area are being addressed in order to support local residents and businesses concerns about parking.

Options considered

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses at the time of a planning application for the Harrow Central Mosque up to the public consultation. The options available to local people were to support or object to the proposed scheme developed by the Council.
- 2.3 It should be noted that there is a wide range of opinion in area scheme consultation 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 Harrow Central Mosque has been rebuilt over recent years and now occupies a significant location within the existing CPZ area compared to its original use of the site in a smaller building. As a result of this the building now attracts a significant number of worshippers that visit the premises.
- 2.5 Due to the parking activities associated with the larger Mosque there is an increased level of parking for events and services and the council has received correspondence from local residents requesting an extension of the control hours of the existing zone. The current operational hours are Monday to Sunday, 8.30am to 8.30pm.
- 2.6 The planning process required the developer to enter into a Section 106 (s106) agreement and to provide a funding contribution to make changes to parking controls in order to mitigate the impact of the development. This provided £15k to carry out consultation and implement appropriate changes to the parking controls on site. The s106 agreement specifically states that the monies are to be used in Rosslyn Crescent and Frogna Avenue.

Public consultation

- 2.7 The public consultation to review CPZ zone P took place during November 2012. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public website and public consultation documents were hand delivered to 492 properties within the consultation area.

- 2.8 It should be noted that in Rosslyn Crescent, Frogna Avenue and the section of Station Road within the CPZ zone P area, there are some properties that are permit restricted. This means they are not eligible to apply for resident or visitor permits. These were listed in the consultation document, a copy of which can be found in **Appendix A**.
- 2.9 All the responses received were analysed and where the majority of responses indicated support for the proposed measures these are recommended to be taken forward to the statutory consultation phase.
- 2.10 Where measures that may not necessarily be supported by the residents have greater benefits to the local community on safety and public amenity grounds then these have been recommended to proceed.

Responses

- 2.11 Of the 492 properties consulted 44 responses were received by questionnaire, letter or email. This represented an overall response rate of 8.9% and is slightly lower than would normally be expected from a public consultation.
- 2.12 In addition, a petition was received from the Mosque containing a total of 87 signatures from the immediate area and some from outside the consultation area. This petition was titled “Petition against even more punitive parking restrictions” and is included in a separate report to this panel meeting.
- 2.13 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**.
- 2.14 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 results

Support for extension of control hours for existing CPZ

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
1	30	10	8.3%	24%

- 2.15 An analysis of responses to the question regarding the extension of the operational hours was clearly not supported. Although there was correspondence from the residents requesting this to be considered the results show that a majority of respondents do not want the extension of the control hours of the CPZ to be extended to 24 hours a day. It is therefore recommended that the hours of control remain as there are currently (Monday to Sunday, 8.30am to 8.30pm).

Introduction of double yellow lines at junctions and bends

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
3	19	22	8.9%	50%

- 2.16 The results show that there is a majority of respondents who support the introduction of double yellow lines at the junctions and bends.
- 2.17 Some respondents were concerned about the current parking activities of some motorists particularly when they parked too close to the junctions which were a danger and caused congestion.
- 2.18 As this result supports the proposals, which also accord with the rules of the Highway Code, it is recommended that the double yellow lines be installed as advertised.

Introduction of loading restrictions on some junctions and bends

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
2	20	17	7.9%	43.9%

- 2.19 The results show that a majority of respondents do not support the introduction of loading restrictions as advertised.
- 2.20 As mentioned in 2.16 above, there were concerns raised about the parking activities of some motorists parking on the double yellow lines. From observations a lot of these motorists were using disabled blue badges. These motorists do have a national exemption that allows them to park on single or double yellow lines for up to 3 hours providing there are no loading restrictions in place or they are not causing an obstruction of the highway or are parked in a dangerous location.
- 2.21 This can also cause problems for pedestrians, disabled persons or wheelchair bound people crossing point from one footpath to another are blocked, particularly at road junctions.
- 2.22 Because vehicles that park in this manner cause an obstruction, it is recommended that the proposed loading restrictions are installed as advertised despite the results of the consultation. This will ensure that emergency and public service vehicle access is maintained at all times and ensures compliance with the rules of the Highway Code.

Extension of shared use parking bay in Rosslyn Crescent

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
8	17	18	8.7%	41.8%

- 2.23 It is proposed to install an additional parking bay in front of the old Magistrates Court building which would operate as a combined permit holder and Pay & Display parking bay to match the adjoining bays. This will provide additional parking space in the road during the CPZ control times.
- 2.24 The results show that a majority of respondents do support the introduction of the additional bay. It is therefore recommended that the additional shared use bay be installed as advertised.
- 2.25 In addition to this bay it is also proposed to rationalise the existing hours of operation of all the existing Pay & Display (P&D) times in all the shared use parking bays in Rosslyn Crescent and make them the same as the operational times of the existing CPZ. This will make it less confusing as to when they are operational.

Introduction of a loading bay in Rosslyn Crescent near Station Road

Support Proposals?			Response Rate	Support Level
No opinion	No	Yes		
5	16	20	8.3%	48.7%

- 2.26 It is proposed to install a loading bay in the northern arm of Rosslyn Crescent near Station Road adjacent to the Costcutter supermarket. This will assist the supermarket by providing a dedicated loading area that should be clear of illegally parked vehicles on the double yellow lines or blue badge holders that cause obstruction.
- 2.27 During the consultation another business in Rosslyn Crescent outside the works building on the northern bend also requested that a loading bay be installed because they currently do not have any off street loading or unloading area. This would require the existing permit parking bay in Rosslyn Crescent to be converted into a loading bay during the operational times of the CPZ. Outside of these times it would be available for residential parking and visitors.

Legal implications

- 2.28 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Subject to statutory consultation requirements, which the council needs to comply with, the council has powers to introduce and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.29 As part of the planning conditions for the building of the Harrow Central Mosque a legal agreement was put in place between the Council and the developer. This required a contribution from the developer to fund improvements to the parking controls to mitigate the impact of the development.
- 2.30 A contribution of £15k was agreed and is set out within the legal agreement. The monies from the developer have subsequently been received by the council and have enabled this scheme to be taken forward. The funding will be sufficient to cover the necessary public / statutory consultation and implementation of any measures.

Risk Management Implications

- 2.31 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.32 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

- 2.33 Was an Equality Impact Assessment carried out? Yes.
- 2.34 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.

2.35 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

2.36 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.

2.37 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	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 15/01/13		
Name: Stephen Dorrian	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/01/13		

Section 4 - Contact Details and Background Papers

Contact: Andrew Leitch - Project Engineer, Parking and Sustainable Transport
020 8424 1888

Background Papers:

Petition report within this TARSAP meeting
Consultation responses

This page is intentionally left blank



Rosslyn Crescent Frognal Avenue Parking Review

Public Consultation

IMPORTANT – THIS AFFECTS YOU

What is this about?

This Public consultation is prompted by a planning application and subsequent redevelopment in the immediate vicinity of Rosslyn Crescent and Frogna Avenue. In connection with this application, Harrow Council has secured external funding and the money has now been allocated for a review of the parking arrangements in this area.

Background Information

The Rosslyn Crescent Controlled Parking Zone (CPZ) was introduced some years ago in response to long term commuting parking and parking congestion in the area. The zone caters for local residents, businesses and visitors to public and private offices of the area. A number of Pay & display bays are available along the Northern arm of Rosslyn Crescent and at the junctions with Station Road. By planning statement, a number of properties in the CPZ are not eligible for permits; these are listed below.

ROAD	NOS.
Station Road	All dwellings at nos 102-104
Frogna Avenue	4
Frogna Avenue	11
Frogna Avenue	13
Frogna Avenue	24
Frogna Avenue	34
Rosslyn Crescent	1
Rosslyn Crescent	Flats 1-11 Granby Court
Station Road	24-34
Station Road	43-44
Station Road	54A
Station Road	62/64
Station Road	82-84

Council Parking Review and Consultation

Taking into consideration concerns raised at the time the mentioned planning application was put forward, we want to ask local residents and businesses if their perception of the traffic and parking pattern in the area has changed and what their suggestions for improvements would be. To assist you, we have developed some parking proposals to help find a balance between the current requirements of residents, businesses and visitors using the existing parking facilities in the area. However, what goes forward depends on your comments.

What are we proposing?

We are actively seeking the views of directly affected frontages on the following proposal:

- Proposal 1. To extend the hours of operation of the existing Controlled Parking Zone – **Zone P** From **Mon-Sun 8.30am to 8.30pm to at any time (Mon-Sun, 24 hours)**;
- Proposal 2. To introduce double yellow lines (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 state 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
- Proposal 3. To introduce ‘No loading at any time’ at selected junctions, to prevent obstructive parking and increase visibility; as illustrated in the attached plan
- Proposal 4. To extend the shared use bay in Rosslyn Crescent, northern arm, opposite no. 27;
- Proposal 5. To introduce a loading bay in Rosslyn Crescent, northern arm, at the junction with Station Road

Advantages:

- Extended availability (priority) of parking bays for residents;
- Safer conditions for pedestrians especially the elderly, disabled, wheelchair users and parents with prams;
- Small increase, if approved, of the shared use Resident and Pay & Display parking capacity;
- Less congestion at ordinary and peak times and improved access for deliveries and emergency vehicles;
- Changes to waiting and loading restrictions (Single, double yellow lines) to bring them in line with the current national and local standards and other areas of the borough.

Disadvantages:

- Need for residents and visitors to obtain permit between 8.30pm and 8.30am;
- No guarantee to find a space but it is more likely;
- Risk of penalty for non-compliance;
- Scheme will not affect national concessions for holders of blue badge, if this is considered a problem.

We need your views

The attached questionnaire is being distributed to all properties and businesses in Rosslyn Crescent and Frogna Avenue. We wish to make sure that everyone who lives or works within the CPZ knows what we are proposing and has the opportunity to comment about it. Your comments will help influence the design, if supported by the majority of the people

affected: the recommendations to take forward any of the parking measures will be taken into account based on your views and the completed questionnaires. It is important to remember that no decision has been made at this stage. **We will not make any assumptions for those people who do not respond to the enclosed questionnaire.**

Please return your comments by 26/11/2012. In an effort for the council to be more energy and cost effective, you can submit your questionnaire on-line by visiting www.harrow.gov.uk/trafficconsultations and then clicking to visit live consultations. This will direct you to a page containing the Rosslyn Crescent & Frogna Avenue Public consultation. 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 26/11/2012.

Can I discuss my views with officers in more detail?

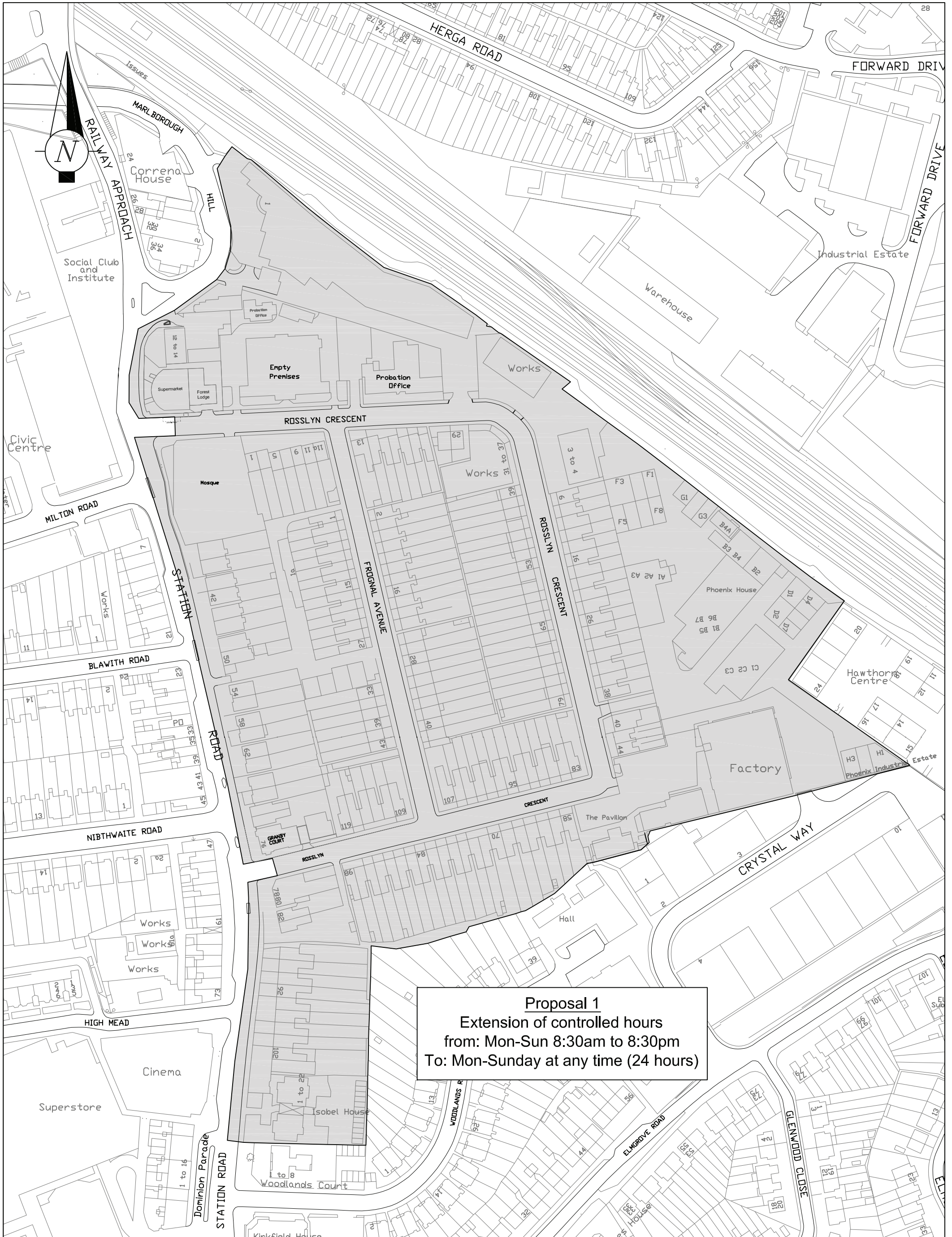
Yes, officers will be available during normal office hours. If you wish to ask them about the scheme you can contact the project engineer Roberto Martinelli on 020 8424 1988.

What happens next?

This is the first phase of consultation. We will analyse all the responses we receive, based on your completed questionnaires and will amend proposals in line with local views wherever possible. The results will be considered by councillors who will look to support the majority views expressed by local residents and businesses. It is hoped that the results will be reported to the Traffic & Road Safety Advisory Panel on 6th February 2013. We will write to you again to let you know the outcome. If changes are agreed, there will be a further stage of consultation, where the draft Traffic Orders will be advertised and full comment can be made.

More information

Roberto Martinelli
Parking and Sustainable Transport
Harrow Council, P.O. Box 39
Civic Centre, Harrow
HA1 2XA
Email: transportation@harrow.gov.uk
Tel: 020 8424 1988



Proposal 1
 Extension of controlled hours
 from: Mon-Sun 8:30am to 8:30pm
 To: Mon-Sunday at any time (24 hours)

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office

(c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

London Borough of Harrow 100019206.



COMMUNITY & ENVIRONMENT
 TRANSPORTATION

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

Project

**S106 Rosslyn Crescent
 Parking Controls**

Title

General Plan - 1/2

81

Scale

NOT TO SCALE

Drawn RLM

Date 26/10/2012

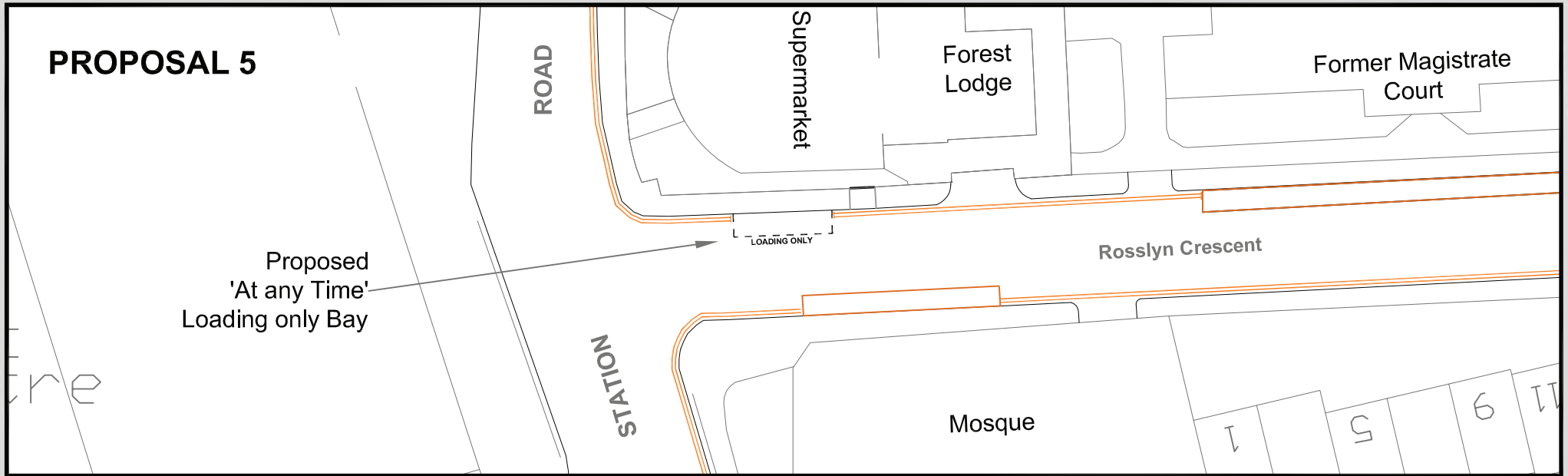
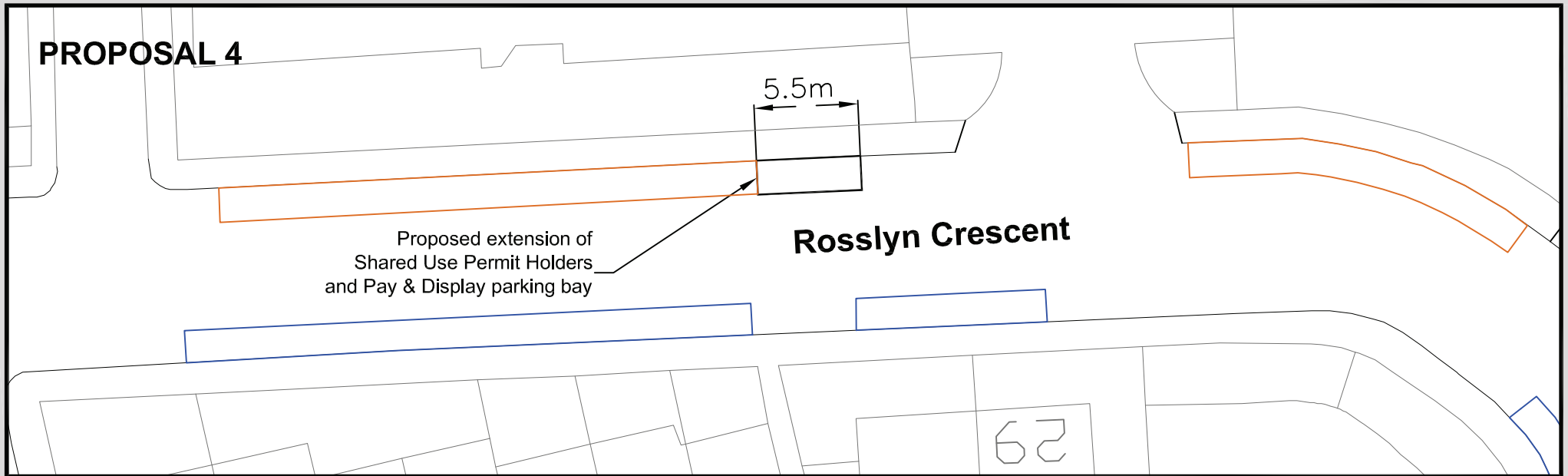
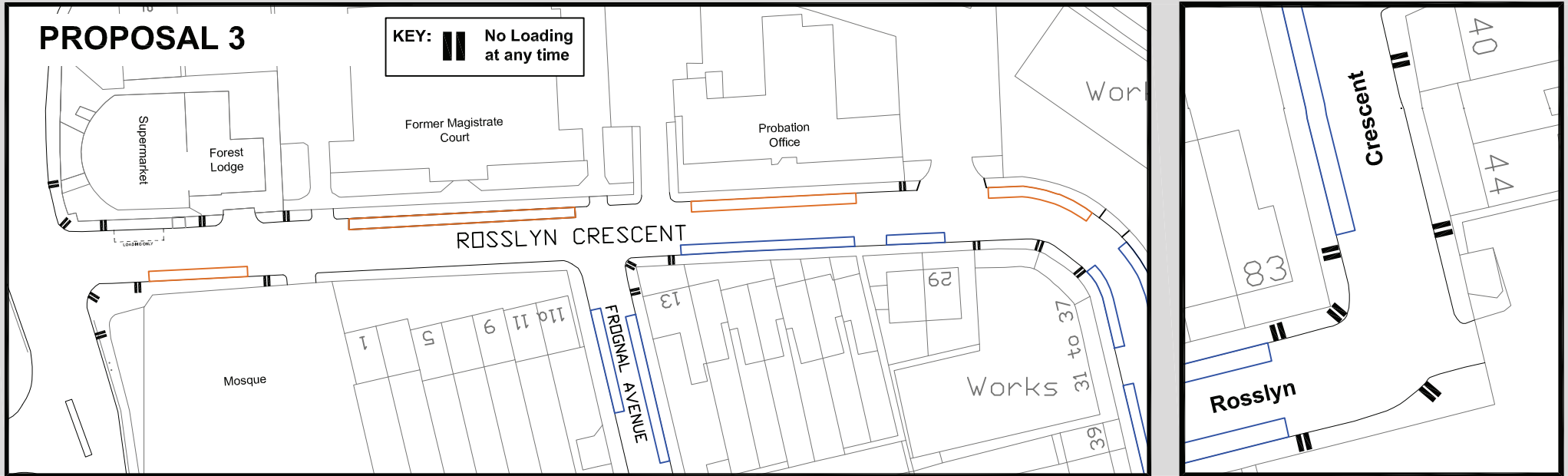
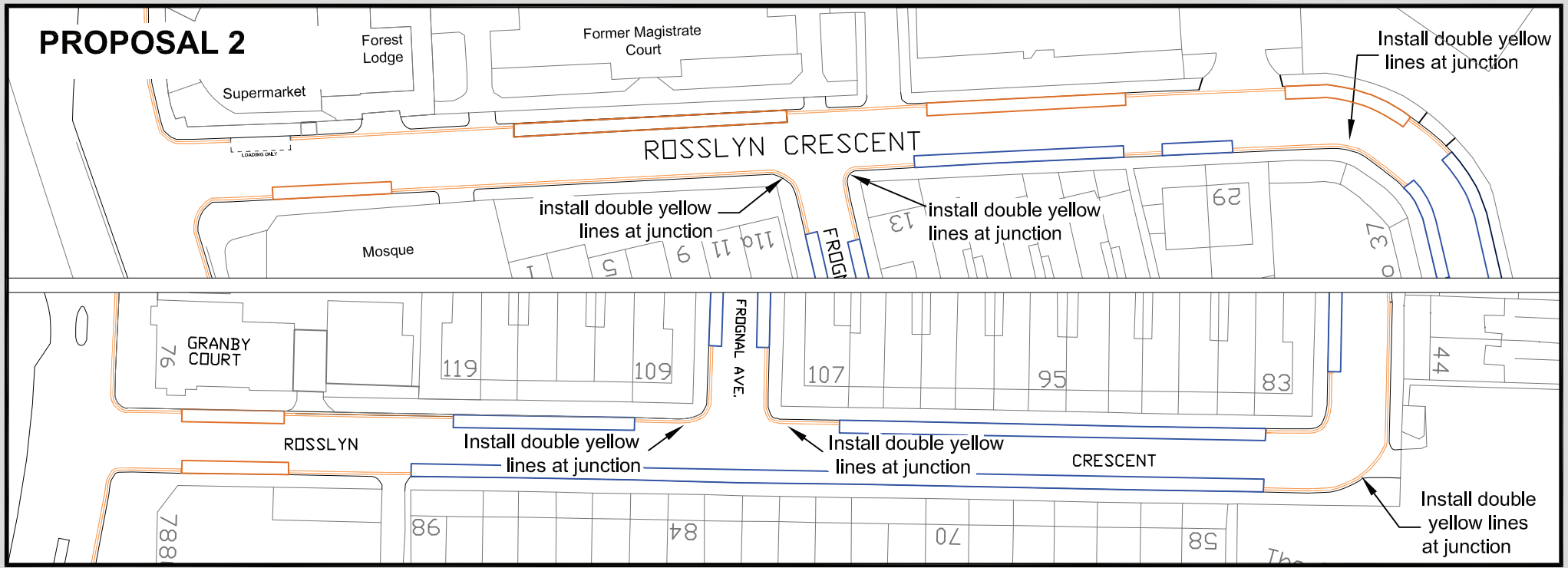
Checked

PN

Drawing no

T/DWG/000424

Autocad file O://traffic/_projects/
 TPR116s106 Ross.Cresc./mosque/drawings/
 120920_Rosslyn_crescent_base_plan.dwg



This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office.

(c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

London Borough of Harrow 100019206.



COMMUNITY & ENVIRONMENT TRANSPORTATION

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

Project
**S106 Rosslyn Crescent
Parking Controls**

Title
General Plan - 2/2
82

Scale NOT TO SCALE	Drawn RLM Date 26/10/12	Checked PN
-----------------------	----------------------------	---------------

Drawing no
T/DWG/000424

Autocad file O://traffic/_projects/
TPR116s106 Ross.Cresc./mosque/drawings/
120920_Rosslyn_crescent_base_plan.dwg

ROSSLYN CRESCENT AND FROGNAL AVENUE
PROPOSED PARKING CONTROLS QUESTIONNAIRE

Please complete this questionnaire and return it using the enclosed prepaid envelope, to arrive **By 26th November 2012**. Alternatively you may answer these questions online from **5th November .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. 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.

Q1 Are you a resident or business?

Resident Business Both

Q2 Do you support the parking proposals in your part of the road?

Proposal 1. Extension of the hours of CPZ operation Yes No No opinion

Proposal 2. Introduction of Double Yellow lines as illustrated in the attached plans Yes No No opinion

Proposal 3. Introduction of loading Restrictions as illustrated in the Attached plans Yes No No opinion

Proposal 4. Extension of shared use Parking bay in Rosslyn Crescent Yes No No opinion

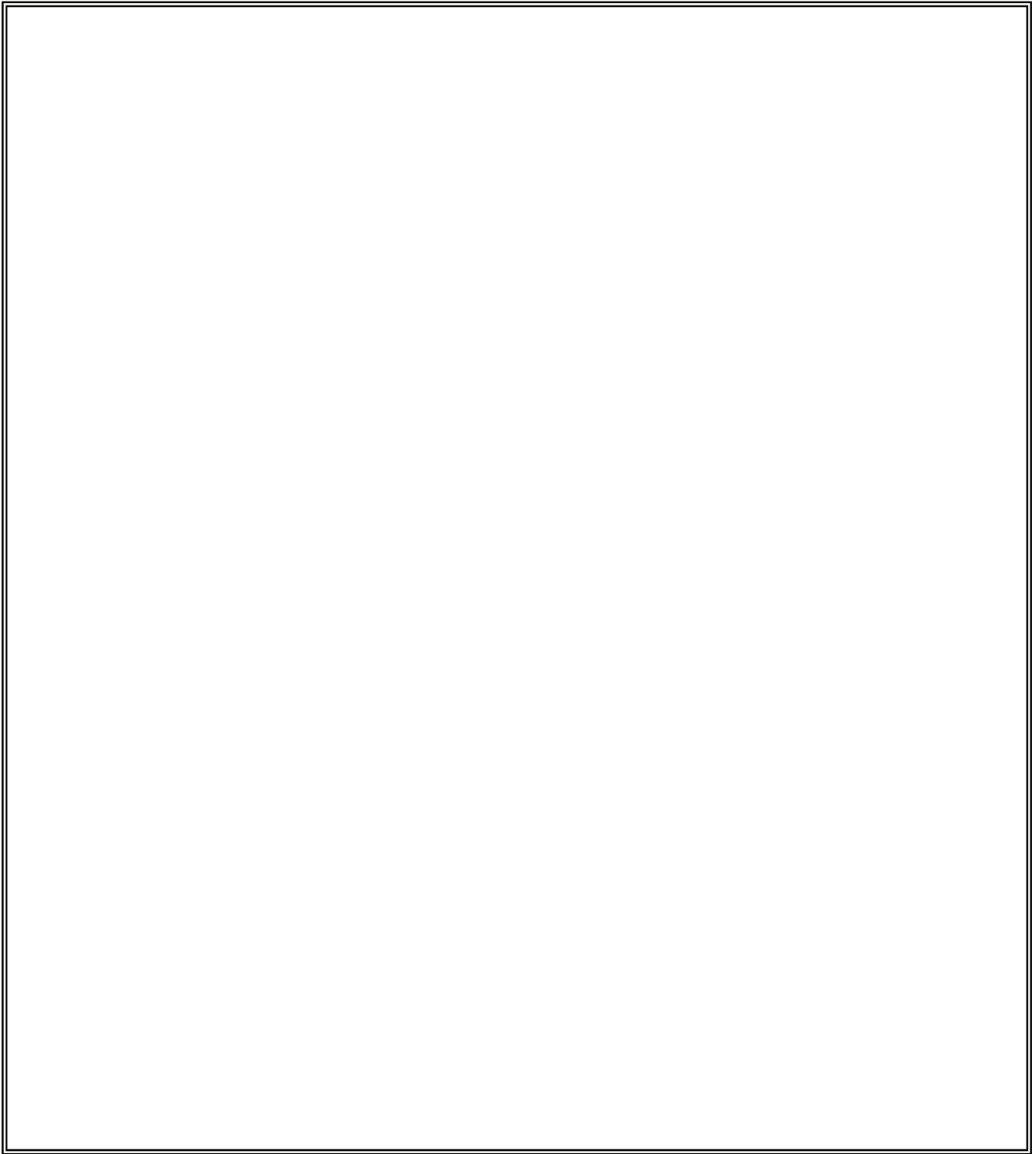
Proposal 5. introduction of a loading Bay In Rosslyn Crescent, junction with Station Road Yes No No opinion

Q3 If you don't agree with any of the proposals, do you want the parking arrangement in your road to remain unchanged?

Yes No No opinion

Please use the space on the back of this sheet if you wish to clarify your response.

COMMENTS – Please use additional sheets if you need to



THANK YOU FOR TAKING THE TIME TO COMPLETE THIS QUESTIONNAIRE

APPENDIX B

ROSSLYN CRESCENT CONTROLLED PARKING ZONE REVIEW November 2012

Road	Number of properties consulted	Q 1 - Both	Q 1 - Business	Q 1 - Resident	Overall percentage return
FROGNAL AVENUE	67			9	
ROSSLYN CRESCENT	258	1	3	27	
STATION ROAD	167		2	2	
	492	1	5	38	8.94

Road	Number of properties consulted	Q 2_1 - Support extension of CPZ hours - No	Q 2_1 - Support extension of CPZ hours - No opinion	Q 2_1 - Support extension of CPZ hours - Yes
FROGNAL AVENUE	67	8		1
ROSSLYN CRESCENT	258	19	1	8
STATION ROAD	167	3		1
	492	30	1	10

Road	Number of properties consulted	Q 2_2 - Support introduction of DYL - No	Q 2_2 - Support introduction of DYL - No opinion	Q 2_2 - Support introduction of DYL - Yes
FROGNAL AVENUE	67	5		4
ROSSLYN CRESCENT	258	14	2	15
STATION ROAD	167		1	3
	492	19	3	22

Road	Number of properties consulted	Q 2_3 - Support introduction of loading restrictions - No	Q 2_3 - Support introduction of loading restrictions - No opinion	Q 2_3 - Support introduction of loading restrictions - Yes
FROGNAL AVENUE	67	4	1	4
ROSSLYN CRESCENT	258	16		11
STATION ROAD	167		1	2
	492	20	2	17

CPZ = Controlled Parking Zone
DYL = Double Yellow Line

APPENDIX B

ROSSLYN CRESCENT CONTROLLED PARKING ZONE REVIEW November 2012

Road	Number of properties consulted	Q 2_4 - Support extension of shared use parking bay No	Q 2_4 - Support extension of shared use parking bay No opinion	Q 2_4 - Support extension of shared use parking bay Yes
FROGNAL AVENUE	67	3	2	4
ROSSLYN CRESCENT	258	14	4	12
STATION ROAD	167		2	2
	492	17	8	18

Road	Number of properties consulted	Q 2_5 - Support introduction of loading bay - No	Q 2_5 - Support introduction of loading bay - No opinion	Q 2_5 - Support introduction of loading bay - Yes
FROGNAL AVENUE	67	4	2	3
ROSSLYN CRESCENT	258	12	2	15
STATION ROAD	167		1	2
	492	16	5	20

Road	Number of properties consulted	Q 3 - Don't agree with proposals and want parking to remain unchanged - No	Q 3 - Don't agree with proposals and want parking to remain unchanged - No opinion	Q 3 - Don't agree with proposals and want parking to remain unchanged - Yes
FROGNAL AVENUE	67	1		4
ROSSLYN CRESCENT	258	6	1	10
STATION ROAD	167		1	1
	492	7	2	15

CPZ = Controlled Parking Zone
DYL = Double Yellow Line

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

Date of Meeting:	6 February 2013
Subject:	Controlled Parking Zones and Parking Schemes – Annual Review
Key Decision:	No
Responsible Officer:	Caroline Bruce – Corporate Director, Environment & Enterprise
Portfolio Holder:	Councillor 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:	<p>Appendix A: Borough-wide map of Controlled Parking Zones/Residents' Parking Schemes</p> <p>Appendix B: Proposed Parking Management Programme for 2013/14</p> <p>Appendix C: Stages involved in preparing a CPZ</p> <p>Appendix D: List of Significant Parking Issues Raised</p>

Section 1 – Summary and Recommendations

This report provides information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informs Members about requests for parking schemes received by the Council and also recommends a programme of work for 2013/14.

Recommendations:

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

- i) the priority list of parking management schemes for 2013/14 as shown in **Appendix B**, subject to confirmation of the funding allocation at Cabinet on 14th February 2013, be agreed;
- ii) officers be authorised to carry out scheme design and consultation on the schemes in **Appendix B**;
- iii) officers be authorised to implement the schemes in **Appendix B** subject to a further report and receiving the Panel's recommendation to proceed.
- iv) any substantive requests to undertake a parking review on an existing scheme be considered by the Panel for inclusion in the annual programme of work.

Reason: To prioritise the Controlled Parking Zones and Parking Schemes programme for 2013/14

Section 2 – Report

Background

- 2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available budgets and current issues.
- 2.2 The council's programme of CPZ reviews has historically been demand led and addresses parking pressures highlighted by local residents and businesses. This report includes assessments of existing CPZs and requests for new or extended CPZs, including petitions and other representations received in the last 12 months.

- 2.3 **Appendix B** shows the recommended programme and priority list for the next two financial years and also provides a list of schemes which are not yet programmed. The priority list has been updated to allow for schemes that have been completed, other events during the year that might have affected the programme, and the available funding. The estimated cost of the programme is also shown. The programme takes into account the council's current financial position, staff resources and capital programme (due to be confirmed at cabinet on 14th February 2013).
- 2.4 Progress with implementing the 2012/13 CPZ programme of work agreed by this Panel in February 2012 is shown in a separate progress report on the agenda for this meeting.

Options considered

- 2.5 There are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Transport Strategy and are an integral part of the council's local transport strategy in the form of a Local Implementation Plan (LIP).
- 2.6 CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available. Restraint based parking standards in new developments, as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than lead to reduced car use. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport.
- 2.7 Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, conversion of dwellings, changes to rail fares, economic situation. Existing schemes designed over 10 years ago to mitigate the problems at that time may no longer be as robust in terms of area or control period.
- 2.8 The only option available is to take forward parking management schemes because these form a key part of national and local transport strategies and make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.
- 2.9 Any adverse impacts of introducing parking controls on the general public is mitigated by undertaking extensive public consultation, seeking majority support for proposals and consulting with TARSAP

prior to consideration by the Portfolio Holder for Environment and Community Safety.

Parking management schemes

Controlled Parking zones

- 2.10 A CPZ is an area where parking is restricted during a regular period or periods of the day (the operational hours) as specified on signs in and around a defined zone. Other parking restrictions can exist within the zone (which is different from the operational hours), for instance on main roads, which are separately signed. At its simplest a CPZ may just consist of yellow lines, but they normally incorporate parking bays. In most cases these are permit bays such as those designated for use by residents. In shopping or commercial areas pay and display bays are used which allow for short term parking for customers during the working day. For flexibility some bays are designated for shared use, which allow for the display of either a permit or a pay and display ticket. Almost all permits are issued to residents whose addresses are within the defined zone. Residents may also purchase permits for visitors. Businesses may also purchase permits for operational purposes only but these are strictly controlled and only a few permits have been issued. Other types of permit can be issued to, doctors, health care workers, etc but there are strict eligibility criteria in place.
- 2.11 CPZs therefore provide preferential parking access for permit holders (e.g. residents) during the hours of the zone. Whilst the zone hours in some instances may be as little as one hour during the day, this effectively protects parking in residential areas from long stay duration parking by commuters or local workers. Disabled blue badge holders are allowed to park free of charge in all parking bays except those designated for a special purpose, such as doctor's parking bays.
- 2.12 Schemes which use waiting restrictions only (yellow lines) within CPZ schemes where there is no demand for on-street residents' parking have the advantage of being cheaper and more environmentally friendly because the only signs normally needed are at the entry/exit points (signs don't need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points). However such schemes should be used with great caution, as even a minority of residents who need on-street parking for themselves or their visitors will also be affected and may be severely disadvantaged.
- 2.13 **Appendix A** is a borough map showing the locations of existing CPZ's. Existing CPZ cover about 34% of the length of roads in the borough's road network and have been developed over the last 25 years in response to demand from the public.

CPZs - reducing street clutter

- 2.14 The council has implemented a number of new style CPZ's which originally required specific Department of Transport (DfT) site

authorisation and is suited to cul de sac and short sections of road. It is possible to simply put a sign to a specific design at the entrance to the road stating permit holders only beyond this point followed by the times of operation. There is no need to mark out bays although some double yellow lines may be necessary to keep certain lengths of road such as junctions and bends free of parked vehicles.

- 2.15 Three sites were implemented in Stanmore during the DfT trials which have been successful. This has a number of advantages in that it minimises the signing and lining with aesthetic and cost benefits. It also means that it is easier to make adjustments on these types of road that are already within a CPZ where there is a desire to change the hours of control to that of the main CPZ. The DfT announced in 2012 that they had removed the need for site authorisation. Two further sites near Whitmore School and in Honeybun Estate South became effective on 1st January 2013. The DfT published a document on 2nd January 2013 "Reducing Street Clutter" which highlights how these new style CPZ can contribute to the de-cluttering process in suitable locations.

CPZs - safety at road junctions

- 2.16 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from the public be it residents or businesses and continues to be of concern to the emergency services and council refuse collection service. This is despite the introduction of CPZs, especially if their operational hours are limited say to one hour.
- 2.17 Even with all day parking controls in operation problems can occur at evenings and weekends. To address this double yellow lines are now being proposed at all junctions within a proposed zones and immediately surrounding CPZ zones. Although the Highway Code states that drivers should not park within 10m of a junction, this distance is used as a starting point and the actual distance required may be less than 10m and is determined by using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance. Although the council is under no requirement to provide on-street parking, this procedure allows as much on street parking that can safely be accommodated as possible.

CPZs - public perception of schemes

- 2.18 As parking pressures increase, there is a public perception that CPZs will increase on street parking provision when in practice it might not always be possible to make space for all the residents' own vehicles. Whilst schemes are designed to maximise on street parking space the overall quantity of spaces provided during the controlled hours may actually reduce due to the need to apply design standards. This is of course compensated by the fact that demand to park reduces because there are vehicles that are ineligible to obtain permits meaning that available space is dedicated to permit holders (residents). This is of

relevance in residential roads with vehicle crossovers to private parking where some configurations can mean that only one or two vehicles spaces can be accommodated between crossovers taking into account space for vehicles manoeuvring in and out of properties.

- 2.19 This, together with waiting restrictions (double yellow lines) proposals at junctions, leads to CPZs being more contentious with residents wanting the beneficial effects but not wanting any disadvantages and has the effect of increasing the level of resources required to deal with these issues. Increasingly during consultation residents respond that they consider the council is trying to make money rather than the desire to help those residents who are requesting help. It is observed in consultation responses over the last few years that references to money have increased and this is influencing people's decision making.

Local Safety Parking Schemes

- 2.20 In addition to the development and implementation of CPZs an initiative to progress a localised safety parking schemes programme (LSPS) has been taken forward. Examples of this type of scheme are waiting restrictions (double yellow lines) at junctions and bends, where refuse vehicles and the emergency services have reported persistent access difficulties. These schemes are generally outside of CPZs and are a valuable initiative primarily targeted at improving road safety and facilitating adequate vehicular access.

Developer funded parking schemes

- 2.21 Additional funding that could support the parking management programme are possible through section 106 developer contributions via planning applications where parking controls to facilitate development are required. Monthly liaison meetings are held with the planning department so that the public's aspirations for parking controls and opportunities to address existing problems in the vicinity of development can be met. Increasingly over the last few years it has become more difficult to obtain the actual funds from S106 agreements. There is ongoing work between both transportation and planning departments to minimise such problems in future agreements.

Member funded parking schemes

- 2.22 There are sometimes parking situations which are of local concern but have been unable to be prioritised within the programme agreed by this Panel. These requests can sometimes be progressed through the use of the neighbourhood Investment Scheme (NIS) programme. Three schemes have been progressed through this route to implementation during 2012/13, two at Pinner and one at Harrow Town Centre. A potential scheme at West Harrow for 2013/14 has already been identified although there is currently no confirmation of funding provision for next financial year.

Assessment of service requests

- 2.23 The programme of schemes in appendix B is developed by including those projects where the greatest areas of need are identified.
- 2.24 To determine these areas of need all requests for schemes or actions to tackle parking problems received by the Council are assessed against an agreed set of assessment factors. This allows the requests to be assessed and prioritised in a consistent and fair manner. At the panel meeting in November 2012 the panel agreed the Transport Programme Entry Procedure which formalised these assessment factors and a methodology making the process more transparent.
- 2.25 The report sets out for each category of transport related work the key factors that are used in assessing and prioritising the requests for parking schemes. In summary these are as follows:

Area parking management schemes

<u>Assessment factor</u>	<u>Typical areas of priority</u>
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

Minor localised parking issues

<u>Assessment factor</u>	<u>Typical areas of priority</u>
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

Scheme Costs

2.26 Although the estimated costs of schemes shown in this report have been reviewed to best reflect likely costs of both consultation and implementation, the process is not able to be accurately forecast since in many cases the costs are dependant on the views of the public. The estimates relate to the total cost of developing and implementing the proposals and includes:

- a) Staff time in carrying out consultation and scheme designs including site surveys. This includes all correspondence, telephone and personal visits to the civic centre or site.
- b) The preparation, printing and distribution of all consultation material, reply paid postage, analysis of data, updating of website.
- c) Arranging and staffing exhibitions where appropriate including venue costs and display equipment.
- d) Preparation of reports and other documents such as briefing notes
- e) Drafting and advertising draft traffic orders and orders of making.
- f) Replacing existing CPZ signs (where relevant) that don't contain the operation times following the commitment by Cabinet a number of years ago.
- g) Setting out and implementing scheme of lining and or signing.
- h) Dealing with related complaints, freedom of information requests and comments both pre and post implementation.

2.27 It can be seen that there are significant costs associated with preparing a scheme apart from just the implementation of any physical works on street.

Scheme development

2.28 The time taken to investigate and design a CPZ is influenced heavily by the extent of public and statutory consultation undertaken. A summary of the typical stages involved in the currently agreed process is shown in **Appendix C**. A medium to large area scheme will typically take 12 to 18 months from inception to completion.

2.29 In the past the Council had a policy of undertaking an automatic follow up review of a new scheme within 6-12 months in order to address any issues arising from implementation, however, the panel agreed to abandon this process in February 2012. This was because the work involved in undertaking the follow up review was as extensive as

implementing the original scheme and was causing other areas on the priority list to wait an excessive amount of time to be included in the works programme at the current level of funding. Public concern continues to be expressed that it takes too long to implement measures and that the programme is slow to respond to specific needs.

- 2.30 Follow up scheme reviews are now only considered where substantive issues arise and reported to the panel and where the panel have recommended a change to the programme.
- 2.31 The existing scheme reviews that are included in the programme will be those areas where an existing CPZ has been operating for a lengthy period of time and new operational issues are being highlighted and assessed as a priority area of need. This is generally where the original scheme design is no longer suitable for the current parking pressures which will have changed since implementation. Typically this involves issues to do with the extent of the zone, operational times and types of controls in place.
- 2.32 The table in **Appendix B** shows the indicative costs of any schemes and follow up reviews.

Parking management programme 2013/14

- 2.33 To summarise this report provides a comprehensive explanation of the types of schemes, sources of funding, assessment processes, costs and development processes required to deliver the parking management programme and is intended to assist the panel in understanding how the programme has been developed.
- 2.34 A summary of the current parking issues within the various locations of the borough highlighted in the proposed programme is shown in **Appendix D**. This will assist the panel to refer quickly to the relevant issues in each particular area when considering the programme.
- 2.35 The proposed programme for 2013/14 can be seen in **Appendix B** and members are recommended to ask the portfolio holder to give approval.

Legal implications

- 2.36 The programme of schemes highlighted in this report will all individually involve introducing restrictions or controls on parking that require a legal process to be undertaken before they can be physically implemented.
- 2.37 Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.38 Transport for London (TfL) has not provided funding specifically for CPZs in recent years as it considers that these should be funded by boroughs. TfL only funds parking measures where they form a part of an identified traffic, public transport or cycling scheme in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.39 The funding available for 2013/14 from the Harrow Capital programme is likely to be £300K, of which £260K has been allocated for new CPZs or CPZ parking reviews and £40K for the local safety parking schemes programme. These amounts are due to be confirmed at the Cabinet meeting on 14th February 2013.
- 2.40 It is expected that allocations for future years will be about £300K and this assumption has been used to compile the programme shown in **Appendix B**. In the current economic climate it is no longer appropriate to significantly populate the future years programme as there is a risk that it will raise expectations that cannot be fulfilled.

Risk management Implications

- 2.41 Risk included on Directorate risk register? Yes
- 2.42 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in the proposed programme in this report.

Equalities Implications

- 2.43 Was an Equality Impact Assessment carried out? Yes.
- 2.44 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. In addition, all CPZs have a positive impact on those with mobility difficulties as more spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties.
- 2.45 Each Scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition all public consultations are subject to issue of the councils corporate Equality Monitoring Forms. The returned forms are subject to analysis to ensure that they reflect the local community by comparing them to data held by the council at the time such as Census, vitality profiles. Any significant differences are used to adapt

future consultations and would be reported to the Panel as part of the scheme reports.

Corporate priorities

2.46 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 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 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.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 15/01/13		
Name: Stephen Dorrian	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/01/13		

Section 4 - Contact Details and Background Papers

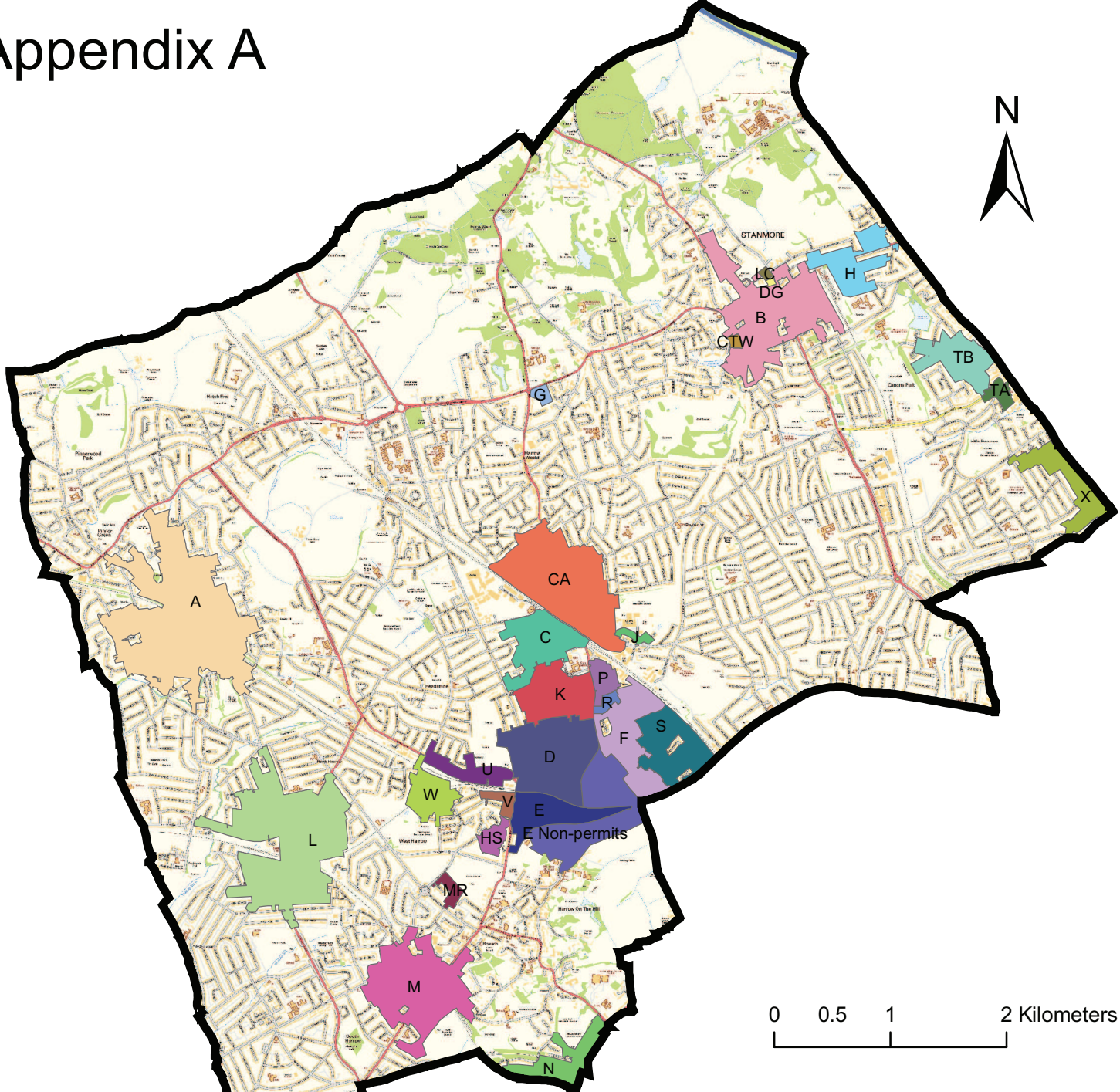
Contact: Paul Newman, Team Leader, Parking and Sustainable Transport;
Tel: 020 8424 1065; E-mail: paul.newman@harrow.gov.uk

Background Papers:

Previous reports to TARSAP
Mayor of London Transport Strategy
West London Transport Strategy
Local Implementation Plan (LIP)
DfT TAL 1/13
Parking Management Plan
Petitions
General correspondence

Appendix A

This map is reproduced from Ordnance Survey material with the permission of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. London Borough of Harrow LA.100019206. 2007.



CPZs

- | | | | |
|---|--|---|--|
|  | A, Pinner, Mon - Fri 11:00am - 12:00pm |  | K, Harrow Town Centre (north), Mon - Sat 8:30am - 6:30pm |
|  | B, Stanmore, Mon - Fri 3pm to 4pm |  | L, Rayners Lane, Mon - Fri 10:00am - 11:00am |
|  | C, Wealdstone (Royal Estate), Mon - Fri 10:00am - 11:00am |  | LC, Laburnum Court, 10am - 11am & 3pm - 4pm Mon - Fri |
|  | CA, Wealdstone, Mon - Fri 10:00am - 11:00am and 2:00pm - 3:00pm |  | M, South Harrow, Mon - Sat 10:00am - 11:00am and 2:00pm - 3:00pm |
|  | CTW, Cherry Tree Way, 10am - 11am & 3pm - 4pm Mon - Fri |  | MR, Merton Road, 10am-11am & 2pm-3pm Mon-Fri & 10am-11am Sat & Sun |
|  | D, Harrow Town Centre (central), Mon - Sat 8:30am - 6:30pm |  | N, Sudbury, Mon - Fri 11:00am - 12:00pm |
|  | DG, Dennis Gardens, 10am - 11am & 3pm - 4pm Mon - Fri |  | P, Rosslyn Crescent and Froggnal Avenue, Mon - Sun 8:30am - 8:30pm |
|  | E Non-permits, Harrow Town Centre (yellow lines only), Mon - Sat 8:30am - 6:30pm |  | R, Woodlands Road, At any time |
|  | E, Harrow Town Centre, Mon - Sat 8:30am - 6:30pm |  | S, Flambard Road and surrounding area, Mon - Fri 11:00am - 12:00pm |
|  | F, Harrow Town Centre (east), Mon - Sat 8:30am - 6:30pm |  | TA, Edgware, Mon - Sat 8:30am - 8:30pm |
|  | G, Fontwell Close, Mon - Fri 10:00am - 11:00am and 2:00pm - 3:00pm |  | TB, Edgware (north), Mon - Fri 11:00am - 12:00pm |
|  | H, Stanmore (Station Area), Mon - Sat 10:00am - 11:00am and 3:00pm - 4:00pm |  | U, Pinner Road & County Roads, Mon - Fri 11:00am - 12:00pm |
|  | HS, Honeybun Estate South, 10am - 11am & 2pm - 3pm Mon - Sat |  | V, Vaughan Road, 10am - 11am & 2pm - 3pm Mon - Sat |
|  | J, Leisure Centre, Mon - Sun 7:00am - 12:00am |  | W, West Harrow, 10am - 11am Mon - Fri |
| | |  | X, Edgware (Burnt Oak Broadway), 10am - 11am & 2pm - 3pm Mon - Fri |

This page is intentionally left blank

Appendix B – Parking Schemes Programme

Proposed parking management programme 2013/14

Schemes	13/14 (£k)	14/15 (£k)
Zone U - County Roads - Devonshire Road North End Re-consultation & Implementation	10	
Zone L - Rayners Lane Southbourne Close Re-consultation/Implementation	10	
New zone - Hatch End Introduction of Pay & Display Grimsdike Car Park and Uxbridge Road adjacent Station	20	
New zone - Hatch End CPZ in residential roads Statutory Consultation and Implementation	30	
New zone - Canons Park Station Area – Follow up review, consultation and implementation changes	10 (40*)	
New zone - North Harrow - Area Parking Review	30 (30*)	60
Zone A - Pinner CPZ scheme review	40	60
Nw zone - Queensbury Station - Areas North & South	50	60
New zone - Welbeck Road/Scott Crescent/The Arches area-Possible CPZ	30	40
New zone - Belmont Circle Introduction of Pay & Display and area parking controls	30	40
Local Safety Parking Schemes Programme	40	40
Total	300#	300#

Schemes funded wholly by developer contributions (s106) (release of funding subject to triggers in legal agreements)	13/14 (£k)	14/15 (£k)
Zone P - Rosslyn Crescent CPZ review & Implementation	(15*)	
Zone N - Biro House Stanley Road Review CPZ & Implementation	(30*)	
New zone - Prince Edward Playing Fields/The Hive Camrose Avenue Local parking controls consultation & Implementation + parking measures associated with possible changes to lease finance tba	(15*)	
Zone X - Krishna Avanti School Camrose Ave - Parking Review	(40*)	
Zone B - Stanmore Hill (Abercorn Arms) Double Yellow Lines by island	(5*)	

* Section 106 funding (not included in total)

Anticipated budget (subject to confirmation of the capital programme by cabinet)

Years 14/15 show an indicative programme only (not fully developed) which will include reviews and completion of main CPZ schemes listed above.

Appendix B – Parking Schemes Programme

Parking schemes or elements of work that are not included in the proposed 2013/14 programme are shown in the table below with indicative costs.

The follow up reviews only provide an indication of the cost if this work is required and would only take place if substantive issues arise from the implementation of the original scheme.

Proposed schemes in 2013/14 programme			Follow up review if required (£k)
1	West Harrow Whitmore School/Honeybun Estate		30
2	North Harrow		40
3	Pinner		40
4	Queensbury Station		40
5	Welbeck Road		20
6	Belmont Circle		20
Schemes		New scheme or existing scheme review (£k)	Follow up review if required (£k)
7	Roxborough Park/Avenue Area Parking Changes	50	15
8	Review of Disabled Parking Provision in Harrow Town Centre inc Roads north of Greenhill Way e.g. St Kilda	100	25
9	Harrow Weald	70	15
10	Harrow on The Hill	90	25
11	Northolt Road and adjoining roads North of Station	90	25
12	Northolt Road Service Road South western end and immediate area	80	20
13	Headstone Lane	90	25
14	Wealdstone-Grant, Canning, Peel and Byron Road's	60	15
15	Sudbury Hill Station	80	20
16	Long Elmes around Shops	80	20
17	Harrow View	70	15
18	Kenton Station	70	15
19	Jasmine Gns,,Newton Close, Lepner Drive, Sandringham Crescent area	30	15
20	Rowe Walk Area possible CPZ	10	5
Sub Total		970	555
Total		1525	

APPENDIX C

STAGES INVOLVED IN PREPARING A CPZ

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

There is an annual review of priorities and agreement of work programme. All petitions and requests received during the year are considered at this meeting. The programme of parking reviews put forward is based upon the programme entry system (see report to Nov 2012 TARSAP) Once the principle of investigating a CPZ is agreed, the following stages are typically involved:

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

- p) Implement and “make” TRO.
- q) Monitor implemented scheme. If there are any substantial requests for changes after a settling down period of minimum 6 months then consider reporting these as a request to review to following TARSAP meeting. These reviews will focus on relatively small scale changes looking at changes to lengths of yellow lines, residents bays and extension or removal of sections of the CPZ. Major changes such as variations to CPZ operational days and hours of control are outside the scope of these reviews and will be reported to the Panel for consideration at the February annual review.
- r) Further reviews subject to workload prioritisation.
- s) All aspects of consultation, collation, analysis and reporting of results will be subject to the Quality Assurance (QA) procedures established in September 2009

Notes

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

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

PN Amended Jan 2013

Appendix D

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

Harrow Town Centre	
Pinner Road	The eastern end area was the subject of a recent review. Implementation of the changes in 2 phases is due for January-March 2013. (It was always programmed that the western end of Pinner Road would be contained in the North Harrow area review).
Kenton Road	There were requests several years ago from residents of Woodway Crescent and Rufford Close to join Zone S. Two consultations were held to ascertain resident’s views. However no majority support has been able to be secured as what the residents have asked for is not technically feasible. Residents have recently identified their wish to be reconsidered. Parking issues exist in Carlton Avenue close to Kenton Station but have recently not been the source of significant complaints. However requests for reviewing the roads off Kenton Road east of the Station have been received in the last year
Bessborough Road	Requests for parking controls were subject to consultation and some changes were implemented in December 2012. Likely that after settling in there will be requests for further small changes
Harrow View	Requests continue to be received about parking problems in the roads off Harrow View such as Salisbury Road, Buckingham Road, Balfour Road, which lie just outside Central Harrow Zones C, D and K.
Roxborough Park/Avenue	A petition about parking pressures arising from vehicles associated with St Anselms School and Church together with commuters has been received. Although part of Zone E the area does not benefit from residents parking permits and the parking bays are free. Although these are some distance from the town centre and station it is not reported that they are regularly taken up by commuters. This results in parents parking in undesirable locations and causing obstruction. Ongoing work by the Senior Road Safety Officer working with the school attempts to mitigate problems. The local community request some double yellow lines and parking controls, including converting free bays to pay and display to manage the situation. Some residents have asked for double yellow lines and it is likely that designing a scheme to meet majority local views will be challenging.

<p>Roads north of Greenhill Way/Disabled Parking provision</p>	<p>There continue to be reports of problems in these roads especially from delivery vehicles compounded by the number of blue badge holders using the area. This is resulting in parking in the centre of the road, double parking and obstruction. There have been changes to parking and additional disabled parking bays being provided in the area as a result of the Station Road two way bus project. There are proposed changes in the town centre which could cause additional difficulties for the disabled. It is therefore considered that a holistic review of disabled parking is undertaken throughout the town centre in respect of provision and management</p>
<p>Other areas</p>	
<p>Wealdstone</p>	<p>There continues to be requests from roads east and west of the High Street requesting additional hours of control within the CPZ. Residents of the area around Grant, Canning and Peel Roads have highlighted parking problems especially at evenings which they attribute mainly to parking from new developments, some permit restricted, and want additional hours of control. Residents from Belmont Road have requested consideration of a CPZ. There have been increasing complaints about parking pressures in Herga Road, Christchurch Avenue and especially Masons Avenue . Some of these have been attributed to overspill from Harrow Leisure Centre and change of use of local halls. There are also isolated requests from areas like Harley Road/Crescent to be consulted re possible extension to the CPZ although it is hoped these will be addressed as part of S106 works associated with Kodak.</p>
<p>Stanmore</p>	<p>There continue to be requests from and around Stanmore College to review parking issues around the college. Green Lane and adjacent roads has been the subject of continuing requests for additional parking controls and traffic management measures including a full closure of Green Lane. However it has not been possible to obtain any majority support for proposals and there are no plans to re-consult residents in the near future. It is planned to consult on a 20mph zone around St Josephs school Green Lane in 2013/14</p>
<p>Burnt Oak Broadway</p>	<p>This area has been the subject of re-consultation and the results are reported separately to this Panel meeting. The Krishna Avanti School, which lies just west of the CPZ consultation area, has funding available to review parking around the school. It was not included in the above review as originally programmed due to a further planning application being submitted and will be the subject of a separate review when the outcome is fully known.</p>
<p>Edgware</p>	<p>Zone TB. There have been a few requests for parking control changes but the area, which is bounded by Barnet and influenced by Edgware Town Centre has been generally static. There is no further review of this area planned.</p>

Hatch End	The results of statutory consultation on introducing pay and display parking in Grimsdike car park and on-street bays on Uxbridge Road close to Station reported to Feb 2013 TARSAP. Public consultation results on possible CPZ in residential roads is also reported to Feb 2013 TARSAP.
West Harrow	Following consultation some changes around West Harrow CPZ zones V & W have been implemented effective from 1 st January 2013. There continues to be requests from residents living outside the zones who want permits to park within the CPZ. Additional parking controls have also been implemented around Whitmore School and along Treeve Ave and Lascelles Ave. A CPZ has been implemented in Honeybun Estate South and some small issues raised are likely to settle down in next 6 months
North Harrow	A number of requests for parking controls have come from the roads to the north of Pinner Road. They cite problems from staff at the Bus Garage, commuters and shoppers and use of the community centre on Station Road. There is funding available for reviewing parking around the redevelopment at the junction of Station Road/Pinner Road although occupation of the retail unit has only recently been agreed. Some additional on street parking bays were provided in March 2012 as part of GLA Outer London Funding including upgrades to the entrance of the public car park. There have been requests for making adjustments to loading and unloading in Pinner Road between Station Road and George V Ave to help local businesses. Although there were some early fears of likely parking displacement from the implementation of the West Harrow CPZ this has so far not materialised in complaints.
Rayners Lane	This area has been the subject of a parking review and changes became effective on 1 st Dec 2011. There has been recent consultation on some additions and changes including CPZ extensions in Central Ave North and Alfriston Ave which are due to be implemented in March 2013. There is ongoing dialogue with residents in Southbourne Close on carrying out statutory consultation on a possible 24/7 new style CPZ. Comments have been made about double parking in Rayners Lane between Imperial Drive and Village Way. Surveys have been carried out to quantify the problems with a view to introducing specific loading provision. These are currently being assessed.
Harrow Weald	There have been complaints about parking in the roads off High Road Harrow Weald that are attributed to staff from the Bus Garage and commuters/workers. There are also a number of complaints about parking at or in close proximity to junctions which would benefit from double yellow lines. Elms Road and Boxtree Road are the source of most complaints.

<p>Pinner</p>	<p>This was the first CPZ introduced in the borough and was last reviewed around 2004. Complaints continue to be received from residents in West End Lane and adjacent roads about commuter parking. There have been requests to extend the CPZ in the Oakhill Avenue/Paines Lane area to the east of the CPZ due to displaced parking and the increasing distance that commuters and business workers are prepared to walk to the Station/Pinner centre. Requests to increase the local CPZ control hour have been received from Barrow Point Avenue. There have been requests from businesses to review parking and loading proposals in High Street, Bridge Street and Marsh Road. The main focus or problems in the last year has been around the High Street.</p> <p>A small section of residential parking and double yellow lines at High Street/Church Lane have been progressed using Neighbourhood Investment Scheme Funding and are due for implementation Feb/March 2013. Due to limitations they have not been able to address all the local concerns.</p>
<p>South Harrow</p>	<p>Requests for pay and display parking have been received from traders in the service road at the south western end of Northolt Road due to commuter parking. Complaints continue to be received about commuter parking in the roads adjacent to Northolt Park Station although consultation several years ago did not show majority support for a CPZ. Complaints have been received from roads either side the North eastern end of Northolt Road about commuter parking from Businesses and South Harrow Station. A considerable number of complaints have been received about parking problems in Welbeck Road, Scott Crescent, Eliot Drive and Coles Crescent. Much of the problems are attributed to users of the premises in The Arches which are leased by TfL. Many of the businesses are of the vehicle repair or storage category and currently make use of local residential roads for on- street storage. Yellow line controls on their own are unlikely to solve the issues and a CPZ may be required. However there is the question of displacement and the effects of parking once the redevelopment in the area is complete. Consequently no parking review/CPZ is currently programmed.</p> <p>There have been requests for changes to the parking control hours in Stanley Avenue as a result of the redevelopment of the Biro House site and this was the subject of a recent petition. There is funding available under a S106 agreement to carry this out. However there has been difficulty in obtaining the funds and this is ongoing.</p> <p>Requests have been received from Newton Close estate, Jasmine Gardens and Sandringham Road (off Alexandra Avenue) to deal with non resident parking and this is a site of increasing complaints.</p>

Canons Park Station	This area has the subject of ongoing consultation and a scheme was agreed at the November Panel meeting which is due to be implemented in March 2013. There are several areas which did not exhibit majority support for parking measures but which showed equal levels. There is some local concern that Double Yellow Lines should be provided on sections of Whitchurch Lane and that changes should be made to the operational hours of the CPZ in Donnefield Avenue but these requests came after statutory consultation. A review has been recommended 6 months after implementation some of which could be funded from a S106 agreement for redevelopment of the former Government Offices although this would only cover 400m from the perimeter of the site and has yet to be triggered.
Harrow on The Hill	There continues to be requests for implementation of a CPZ however formalising parking would result in a reduction of parking which indications suggest would be unpopular. A number of junctions have recently been under consideration as part of LSPP for double yellow lines or timed restrictions as there are reported difficulties for refuse vehicles and therefore raise concerns about emergency vehicle access. These have proved very challenging to resolve and its likely that any CPZ would be equally difficult. There have been reports of problems for traffic and especially buses travelling along High Street some of which is attributed to blue badge holders. Implementing loading restrictions could adversely affect adjacent businesses and a holistic approach is required to ensure blue badge holders don't simply cause problems in an adjacent length of road.
Headstone Lane	The continues to be complaints about the level of commuters using residential roads around the station although some double yellow lines implemented at junctions have mitigated the safety effects. Complaints in the last year have focused around local schools where a mixture of commuter parking and school traffic are the problems highlighted.
Queensbury Station	Although the station is within Brent the effects of commuter parking in roads within Harrow have been the subject of a considerable number of complaints within the last year. These have extended from roads in the north leading towards Camrose Avenue and also to the south in roads such as Winchester Road and the immediate area. At Mollison Way shopping parade subject to recent improvements there have been some requests for introducing pay and display parking. Reynolds Drive is the source of many complaints as it was implemented over 10 years ago with footway parking bays marked across driveways and is unique in Harrow but was the resident's desire at the time. The SNT have recently reported issues raised by residents. Local parking controls are likely to lead to local displacement and a holistic treatment across a large area is required.

Belmont	There have been requests to introduce pay and display parking in front of retail units where bays are occupied often all day. There are two local public car parks which in addition to Hatch End are the only ones not charged for. In addition there have been requests for parking controls in nearby roads such as Kenmore Avenue/Elgin Avenue suffering existing parking displacement. A holistic approach to parking in the area is needed.
Sudbury Hill Station Area	This area has an existing one hour CPZ Mon-Fri covering the area round the two stations in Harrow off Greenford Road implemented around 8 years ago. There have recently been complaints about commuter parking in the peripheral areas not covered by the CPZ which could be due to increasing usage of the stations and increased distance that passengers are willing to regularly walk from their parking location. It could also be that a 1 hour 11am to 12 noon restriction may no longer be the most appropriate time but this would require survey and integration. Westrans are carrying out a study in the area and more information may become available.

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

Date of Meeting:	6 February 2013
Subject:	Harrow Sustainable Transport Strategy
Key Decision:	No
Responsible Officer:	Caroline Bruce, Corporate Director of Environment and Enterprise
Portfolio Holder:	Councillor Phillip O'Dell, Portfolio Holder for Environment & Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	Appendix A: Harrow sustainable transport strategy

Section 1 – Summary

This report provides information as to how the sustainable transport policies agreed in Harrow's Transport Local Implementation Plan are being delivered in the borough.

Recommendation:

The Panel is requested to note the report and recommend to the Portfolio Holder for Environment and Community Safety to adopt the report.

Reason for Recommendation:

This report will broaden the understanding of the way all aspects of sustainable transport are being addressed as well as highlight the achievements made so far.

Section 2 – Report

Introduction

- 2.1 The Transport Local Implementation Plan (LIP) was agreed by Cabinet on 19th May 2011 and adopted by full Council on 7th July 2011. It is a statutory document required under the GLA Act that sets out all the transport objectives and strategic policies that the borough will undertake to deliver the Mayor of London's transport strategy (MTS) locally in Harrow.
- 2.2 The sustainable transport strategy focuses purely on sustainable modes of transport such as cycling, scooting, walking and public transport and explains in more detail the different work programmes and initiatives being used to promote and develop sustainable transport systems in the borough in accordance with the policies set out in the LIP. The strategy also explains the way in which these combine to deliver an effective set of measures that will mitigate the impact of transport on the environment and that will contribute to the wider measures being taken to tackle climate change.

Options considered

- 2.3 Providing a strategy on each transport mode separately (e.g. walking, cycling, etc.) was considered, however, as sustainability is an important aspiration of the LIP and MTS and there is a significant overlap between the transport modes a strategy focussed on sustainable transport generally was considered more effective.

Background

- 2.4 Many of the strategic policies provided in LIP2 are not explained in sufficient detail for councillors and the public to be fully aware of the

extent of the measures being implemented by officers to fulfil the policies identified. The sustainable transport strategy provides this detail, explaining all the different initiatives undertaken and how they contribute to sustainability. The sustainable strategy document can be seen in Appendix A. There are no new policies contained in the strategy as the purpose of this document is to expand on those policies already adopted in the LIP.

- 2.5 The sustainable transport strategy considers cycling, walking, scooting, travel planning, school transport and public transport issues. Environmentally friendly vehicles are not included as this is not an entirely sustainable way of travelling. The following are all included in the strategy:

Harrow supports cycling in the borough through:

- Encouraging new young cyclists through their journey to school
- Alleviating barriers to cycling by improving the bikeability of all routes in Harrow
- Offering cycle training to those who live work or study in the borough
- Promoting cycling activities

Harrow supports walking in the borough through:

- Encouraging walking both as a mode of transport and for recreational purposes
- Improving the walking environment and the overall safety of pedestrians

Harrow promotes sustainable transport modes through:

- School travel planning information as previously provided in the Home to School travel plan strategy
- Workplace travel planning
- Liaison with TfL, bus, underground and rail operators and public transport interest groups regarding improvements to services.

- 2.6 The sustainable transport strategy will be updated when significant changes to working practices take place. Following approval the document will become available on Harrow's website.

Financial Implications

- 2.7 All schemes and initiatives to improve sustainable transport are implemented in accordance with this strategy and are funded by annual grant funding from Transport for London which is provided to support the delivery of the LIP.

Risk Management Implications

- 2.8 Risk included on Directorate risk register? No. Separate risk register in place? No.
- 2.9 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 projects covered within the scope of this strategy.

Equalities implications

- 2.10 Was an Equality Impact Assessment carried out? Yes.
- 2.11 The Equalities Impact Assessment that was produced for the Transport Local Implementation Plan has covered all aspects of this strategy. There are positive impacts of the LIP on the sex, age and disability equality groups, particularly for women, children and people with mobility difficulties.

Corporate Priorities

- 2.12 Corporate priorities are improved as follows:

Keeping neighbourhoods clean, green and safe.

Increasing sustainable modes of transport will reduce the damage done by non-sustainable vehicles, will improve air quality which in turn will protect vegetation and trees required for the green environment.

United and involved communities: A Council that listens and leads.

Improved cycling, walking and scooting is done with widespread community support. Also, more people on the street invites improved community cohesion.

Supporting and protecting people who are most in need.

Reducing the dangers of air pollution and fast traffic is of benefit to those most in need and this is being addressed by improving the attractiveness of sustainable modes of transport.

Supporting our town centre, our local shopping centres and businesses.

Increased walking and cycling enables easier public penetration into the town centres and to businesses and evidence shows that those arriving in town centres by walking or cycling tend to spend more in the town centres.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 15/01/13		
Name: Stephen Dorrian	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/01/13		

Contact: Ann Fine, Transport Policy Officer, 020 8424 1496 (x2496)

Background Papers:

Harrow transport LIP

http://www.harrow.gov.uk/info/200107/transport_policy/852/transport_policy

This page is intentionally left blank

Harrow Sustainable Transport Strategy

January 2013



1.	INTRODUCTION.....	4
2.	WHY WE NEED A SUSTAINABLE TRANSPORT STRATEGY	4
3.	WALKING, CYCLING AND SCOOTING	5
3.1	The benefits of walking, cycling and scooting	5
3.2	Why we should walk, cycle or scoot more.....	5
3.3	Barriers to walking, cycling and scooting	5
3.4	Managing Cycling in Harrow	6
3.5	Bikeability	7
3.6	Encouraging new young cyclists through their journeys to school	8
3.6.1	Junior bike week for pre-schoolers	8
3.6.2	Try Cycling events	9
3.7	Alleviating barriers to cycling by improving the bikeability of all routes in Harrow;.....	9
3.7.1	Bikeability travel maps	9
3.7.2	Cycle parking	10
3.7.3	Stopping bike theft	10
3.7.4	Cycle Infrastructure standards.....	10
3.8	Offering cycle training to those who live, work or study in the borough	11
3.8.1	School cycle training	11
3.8.2	Cycle training for school children	11
3.8.3	High school bike clubs	12
3.8.4	Adult cycle training	12
3.8.5	Special needs cycle training	13
3.9	Promoting cycling activities	13
3.9.1	Dr Bike events and bike maintenance skills	13
3.10	Scooters as a mode of transport.....	14
3.11	Managing Walking in Harrow.....	15
3.12	Encouraging walking both as a mode of transport and for recreational purposes.....	15
3.12.1	Walking to school.....	15
3.12.2	Walking promotions	17
3.12.3	Road safety workshops.....	17
3.13	Improving the walking environment and the overall safety of pedestrians	18
3.13.1	Legible London	18
3.13.2	Greenway improvements	18
3.13.3	20mph zones	19
3.13.4	Local safety schemes	19
4.	TRAVEL PLANNING	20
4.1	The School Run and Car Use	20
4.2	School travel planning	20

4.3	Cycling to School	21
4.4	Walking to School	21
4.5	Parental Safety Concerns	21
4.6	Applying for a school place	21
4.7	Developing school travel plans	21
4.7.1	School travel maps	22
4.7.2	School travel plan website	22
4.7.3	TfL accreditation	22
4.7.4	School events	23
4.7.5	School promotions	23
4.8	Workplace travel plans	23
4.9	Residential development travel plans	24
5.	PUBLIC TRANSPORT	24
5.1	Managing public transport in Harrow	24
5.1.1	Public transport and traffic Liaison meetings	25
5.1.2	Harrow Public Transport Users Association	25
5.1.3	Bus operations	25
5.2	Bus priority improvements	25
5.3	Public transport infrastructure	25
5.3.1	Public transport accessibility improvements	25
5.4	Public transport promotions	26
5.5	New developments	26
6.	CONCLUSION	26
	APPENDIX A HARROW TRANSPORT OBJECTIVES	27
	APPENDIX B HARROW CYCLING POLICY	28
	APPENDIX C HARROW WALKING POLICY	29
	APPENDIX D HARROW TRAVEL PLANNING POLICIES	30
	APPENDIX E HARROW PUBLIC TRANSPORT POLICIES	31

1. Introduction

For transport to have long term sustainability, it must minimise environmental damage. The way we travel is one of the single biggest generators of CO₂ and other toxic substances and a direct cause of climate change and the greenhouse effect. Cycling and particularly walking are the most sustainable ways of travelling. They require very little use of the planet's resources, and they are both fuelled by food, a renewable source of energy. For the purposes of this document, cycling, walking and using public transport are all considered to be sustainable transport.

Harrow's Transport Local Implementation Plan (LIP2) contains Harrow's transport objectives as well as all the strategic policies relevant to transport in Harrow. LIP2 was approved by the Mayor of London and adopted in Harrow by full Council. This document will show how these strategic policies are delivered in the borough. Harrow's transport objectives are shown in Appendix A.

Setting out Harrow's sustainable transport strategy highlights the borough's commitment to a sustainable future. In addition, the information provided here, gives greater clarity regarding how each of the sustainable travel modes are managed in the borough.

2. Why we need a sustainable transport strategy

The economic and environmental challenges that London now faces require significant changes to the way people live and carry out their lives. Recent demographic projections suggest that the population of the west London sub-region is set to grow over the next two decades, reaching 1.6 million in 2031, an increase of some 12%. The challenges arise because:

- as the population grows, traffic volumes are likely to grow seriously impacting on the economic success of the city; and
- the economy is over reliant on gas and oil imports which are dependent on increasingly unstable regimes.

As a result of both these factors:

- traffic congestion continues to damage the economy;
- air pollution is getting worse, causing thousands of premature deaths;
- overcrowding on public transport will continue to worsen unless addressed by significant further investment; and
- obesity levels and diabetes which are both exacerbated by sedentary lifestyles, continue to increase.

The population and employment growth projected is likely to result in a 40 per cent increase in demand across London for peak hour public transport by 2025, particularly on radial routes into central London.

There is a lot that has to be done to ensure that London continues to function and to ensure that it has a viable economy, a healthy population and is a place where residents and businesses can flourish and co-exist in harmony. One of the ways we can improve the local environment is to reduce our reliance on non sustainable forms of transport and to create a better environment for sustainable forms of transport. This report will show how Harrow is addressing these issues and working towards a more sustainable future.

3. Walking, Cycling and Scooting

3.1 The benefits of walking, cycling and scooting

Increasing the number of people walking, cycling and scooting in the borough has the potential to do all of the following:

- Reduce traffic congestion and noise pollution;
- Improve personal health (both physical and psychological);
- Reduce carbon emissions¹, thereby reducing the impact of climate change.
- Contribute towards safer streets and reduced levels of crime;
- Reduce social exclusion;
- Improve the economy of town centres as cyclists and pedestrians spend more in town centres than bus or car users² (average monthly spend - walk £136, cycle £114, bus £105 and car £95); and
- Enhance the public realm by reducing the spaces required for motorised traffic thereby enabling a more attractive streetscape to be introduced.

3.2 Why we should walk, cycle or scoot more

For the individual, the benefits of walking, cycling and scooting are:

- Improved personal health – particularly of benefit to those with high blood pressure, obesity³ and type 2 diabetes but also of benefit to people with stressful lives;
- For shorter journeys cycling is often the fastest modes of transport;
- Improved personal fitness level;
- Low cost mode of travel;
- More accurately estimate journey times;
- Pollution levels are lower in the open air than in motor vehicles;
- Good for the local environment;
- Improved access to essential services and facilities;
- Improved social inclusion;
- Less parking problems; and
- Increased independence

3.3 Barriers to walking, cycling and scooting

Addressing the reasons that we don't walk, cycle or scoot more is a key way to encourage increased walking and cycling. The following shows some of the reasons people give for not walking, cycling or scooting more:

¹ Emissions from transport accounts for 22% of all carbon emissions in London - excluding aviation and shipping, These emissions are from: - cars and motorcycles (49%); road freight (23%); ground-based aviation – taxiing etc. (11%); and the remainder is from public transport (trains, the underground, buses and taxis etc. (approx. 4% each).

² Travel and Spend in London's Town Centres, TfL Customer Research June 2011

³ 19.1% of adults in Harrow were identified as obese in the 2009-10 Harrow vitality profile

Reasons given for not using mode of transport	Cycling	Walking	Scotting
Route not safe	✓	✓	✓
Route perceived as too dangerous	✓	✓	✓
Too many hills	✓	✓	✓
Bad weather	✓	✓	✓
Public anti-social behaviour	✓	✓	✓
Unfamiliar with route	✓	✓	✓
Car is more convenient	✓	✓	
Too tired to walk or cycle	✓	✓	
Habit	✓	✓	✓
Distance perceived as too far	✓	✓	✓
Need to carry heavy goods	✓	✓	
Need car for next part of journey	✓	✓	
Nowhere weatherproof to leave bicycle	✓		
Nowhere to shower / change at destination	✓		
Nowhere safe to leave bicycle or scooter at destination	✓		✓
Concerns about cycle / scooter theft	✓		✓
Do not own bicycle	✓		
Streets are dirty and too much litter everywhere		✓	
No seating		✓	
Illegal cycling on the footpath makes journey feel unsafe		✓	
Footways cluttered and too often obstructed by cars, street furniture, signage		✓	✓
Poor lighting increasing perceptions of danger		✓	✓
Lack of tactile paving		✓	

3.4 Managing Cycling in Harrow

Increasing face to face contact is one of the best ways of encouraging a change in travel behaviour. In Harrow, this is done in a variety of targeted ways as outlined in this strategy.

The prime aim of the cycling strategy is to encourage cycling as a healthy mode of travel. In Harrow, this is done in a variety of ways but focuses particularly on the following:

1. encouraging new young cyclists particularly through their journeys to school;
2. alleviating barriers to cycling by improving the bikeability of all routes in Harrow and in particular ensuring that routes are increasingly made suitable for entry level cyclists;
3. offering cycle training to those who live, work or study in the borough; and
4. promoting cycling activities.

Younger cyclists are prioritised in the borough as they have a longer cycling future ahead of them, are more susceptible to changing their travel behaviour and therefore the benefits are so much greater.

The Harrow cycling policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix B. The information provided below shows how these policies are implemented in the borough.

3.5 Bikeability

Bikeability is 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. Bikeability is supported by cross-Government departments including the Department for Transport, Department of Health and the Department for Education.

There are three Bikeability levels. A child will typically start Bikeability lessons once they have learnt to ride a bike, with 10-11 year olds progressing through to Level 2, and then Level 3 at secondary school (11-18 year olds). Certificates and shiny luminous badges for each level are awarded to children who successfully complete each course and children are encouraged and inspired to achieve all three levels, recognising that there is always more to learn and to enjoy on a bike.



The different levels of cycling bikeability levels are:

Level 1

During Level 1 Bikeability training, cyclists learn to control and master their bikes. The training takes place in an environment away from cars or traffic – usually in a playground or closed car park. Trainees gain basic cycle control skills including starting and pedalling; stopping; manoeuvring; signalling and using the gears on their bikes.

Once Bikeability Level 1 has been achieved, the cyclist will be awarded a red badge and will be able to:

- Get on their bike, start cycling, then stop and get off
- Ride their bike using the gears
- Look then signal
- Make the bike go where they want it to, including moving around objects safely
- Stop quickly if needed
- Look all around when riding, including behind, without wobbling
- Signal if turning right and left, without wobbling
- Give their bike a simple check to ensure it is road-worthy

Level 2

During Level 2 Bikeability training cyclists will get out on the roads. Level 2 gives a real cycling experience so that cyclists are able to deal with traffic on short journeys such as cycling to schools.

Once Bikeability Level 2 has been achieved, the cyclist will be awarded an orange badge and will be able to:

- Start and finish a journey by road, including passing parked or slower moving vehicles

- Be aware of everything around and signal intentions to other road users when someone needs to know the cyclists movements
- Position themselves properly on the road and pass side roads
- Use junctions including turning left and right into major and minor roads
- Decide whether a cycle lane will help with the journey
- Use the Highway Code, particularly when it comes to understanding road signs

Level 3

During Bikeability Level 3 training cyclists will learn the skills to tackle a wider variety of traffic conditions than on Level 2. When a cyclist reaches Level 3 standard they will be able to deal with all types of road conditions and more challenging traffic situations. Training courses cover dealing with hazards, making 'on-the-move' risk assessments and planning routes for safer cycling. This training is normally done after starting secondary school.

Once Bikeability Level 3 has been achieved, the cyclist will be awarded a green badge and will be able to cycle almost anywhere and do the following:

- Make a trip safely to school, work or elsewhere on any roads
- Use complex junctions and road features such as roundabouts, multi-lane roads and traffic lights
- 'Filter', to keep moving through stationary traffic
- Plan routes
- Interpret road signs

3.6 Encouraging new young cyclists through their journeys to school

The borough encourages cycling from an early age through Harrow's Junior Bike Week for pre-schoolers and also Try Cycling events at selected schools. This includes promoting cycling to pre-school children at playgroups through fun Trike Rides. This also introduces new parents to sustainable transport and cycling as a way of commuting and has also had a positive impact on adult cycle training.

The borough supports schools that have active school travel plans by providing some additional funding to the schools specifically dedicated to increasing the school journey by bicycle. This funding is usually used for additional cycle parking facilities.

Schools which have active travel plans are provided on request with Travel Maps. These maps identify key infrastructure in the local area surrounding the school. This includes bus stops and bus routes, train stations, local cycle routes, school keep clear markings and park entrances. The maps also show bikeability levels on the roads surrounding the school and indicate 5 and 10 minute journeys from the school. The Travel Maps have been designed for display in a highly visible location such as notice boards and school foyers.

3.6.1 Junior bike week for pre-schoolers

Officers from the Council visit playgroups and pre-school groups in the borough which have expressed an interest in the national bike week or in assisting parents migrating children into school. These groups are organised in advance of the child starting school as this is when the decision to travel by car has not yet been made and is the best time to present an alternative option.

At these visits, officers recommend types of events that could be organised to encourage cycling at an early age. The key outcome of these meetings is to encourage the parents to see cycling as a feasible mode of transport for the journey to school by both the parent and the child. Officers provide free promotional cycling material such as bike lights, reflectors, spoke designs, stickers etc. to facilitate events. Officers will also speak to teachers and parents about the importance of cycling to school and

the planning that can be done in advance of the school term beginning in September. Harrow cycle training programmes are also promoted at these events. Suggestions put forward at these meetings included encouraging the following: nature walks over summer holidays to appreciate that the car isn't always the only option for travel, organised cycle rides for parents and children and Trike rides.



3.6.2 Try Cycling events

Successful Try Cycling events have been held in selected schools in Harrow. Typically this sort of event gives pupils and teachers activities to encourage cycling to school over a longer time period – generally around 4 weeks. During the lead up to the event, school assemblies are held encouraging participation and at the end of the assemblies registration forms are distributed. Recruitment posters are also posted around the school. During the Try Cycling period, the Council offers rewards to those achieving the highest cycling journeys to school during the event. Prizes are typically small money vouchers to music stores etc. Pupils participating have

to complete diaries showing how much they cycle each week. Dr Bike sessions are also held during the Try Cycling period. The results of this sort of events have in the main been very encouraging and in some schools have significantly increased the numbers cycling to school.

3.7 Alleviating barriers to cycling by improving the bikeability of all routes in Harrow;

Barriers along small sections of a cycle route can hinder lots of potential new cyclists. Section 3.3 highlights the types of barriers that may prohibit some people from cycling. Some of these the Council cannot control but where possible the Council is taking steps to reducing these barriers.

3.7.1 Bikeability travel maps

In 2011, the borough commissioned a cycle network audit of the whole borough. This audit produced maps showing cycling ability levels – bikeability levels - required for riding along all links and all parks in the borough at the time of the audit. The maps also identified gaps in cycle parking facilities. These maps have been very useful in prioritising future works.

Roads classified in the borough audit as suitable for Level 1 cyclists are generally traffic free roads or roads with very little traffic. Cycling in parks in Harrow is currently not allowed by local By-law. However, the borough is considering trialling permissions to cycle in selected parks. This will need to be evaluated before the major change to the By-law is made. Should this happen, these routes will probably be suitable for Level 1 cyclists.

Most roads in Harrow are classified as suitable for Level 2 cyclists. These are generally safe residential roads with some parked cars but not overly congested.

Roads classified as suitable for Level 3 cyclists are predominantly busy roads with high speed traffic, lots of parked cars and complex junctions and roundabouts.

Kenton roundabout in Harrow is classified as 3+ and is therefore identified as really difficult for cyclists to use.

Bikeability travel maps are used to help the borough better engage with existing cyclists and also potential new cyclists. Cycling leaflets have been produced based on these maps and customised maps made available to residents, new cyclists and other communities regarding the local cycle routes skills levels. All skills levels are based on bikeability criteria.

3.7.2 Cycle parking

Safe, secure and weatherproof cycle parking needs to be available at both the start and end of journeys for cycling to even be considered. To address this, gaps in cycle parking facilities were identified as part of the cycle network audit and a programme for implementation of required cycle parking developed. In the development of all scheme works implemented in the borough, additional cycle parking is considered holistically with other scheme improvements.

Cycle parking at stations

The need for cycle parking at stations is particularly important for those who are only able to cycle a short part of their overall journey or only feel sufficiently confident enough to just cycle a short distance. Most stations in the borough have some level of cycle parking available at or near the station, however the quality of parking provided is not always of the same standard.

The borough continues to liaise with TfL and Network Rail regarding suitable, secure and increased cycle parking at Harrow on the Hill and Harrow and Wealdstone stations as well as the provision of locker facilities for cyclists at these stations.

Cycle parking at schools and colleges

The Council supports schools by providing some funding for additional cycle parking, at schools where necessary. When schools update their travel plans, schools identify the level of cycle parking they have. Following completion of their school travel plan, schools are able to apply for small grants funding from TfL to supply more parking spaces.

3.7.3 Stopping bike theft

Worries about bike theft can stop some potential cyclists from buying bikes. Bike registration helps police and retailers identify and verify the legitimate owners of bicycles that have been stolen or are being resold. Security marking bicycles deters potential thieves as a security marked stolen bike can be easily traced and returned to its lawful owner. Harrow road safety officers liaise with the local Police Community Support Officers (PCSOs) to arrange their participation in events where high numbers of cyclists are expected. At these events, the PCSOs offer a free security bike marking and registration service for those attending. PCSOs also provides these services at Harrow events during busy times that promote cycling as a form of transport e.g. Christmas markets, summer fairs etc. To encourage bike marking take up, Harrow provides a Dr Bike at busy events. This co-ordinated approach provides added value and security to those considering cycling again.

3.7.4 Cycle Infrastructure standards

There are 41 km of cycle lane in the borough. These have been introduced to link key trip generators and places of interest such as stations, shopping areas, schools, open spaces etc. The majority of cycle facilities in the borough consist of on-road advisory cycle lanes only. Where there are insufficient carriageway widths to accommodate on-road cycle lanes, off-road segregated cycle facilities are provided on the footway where the footway is wide enough to do so. As a last resort to enable cycle route continuity, short sections of shared use footway for cyclists and pedestrians is considered.

Cycle parking facilities offered on-street are usually the conventional Sheffield hoops type. When additional cycle parking facilities are provided in schools they are more often the novelty designed carbon neutral cycle pods.

The standards of infrastructure introduced are always in line with those recommended by the Department of Transport and also follow the guidance provided in the TfL London Cycling Design Standards.

3.8 Offering cycle training to those who live, work or study in the borough

In a single year Harrow school children achievements:

617 children reached Level 1 bikeability standard

499 children reached Level 2 bikeability standard

The borough offers free cycle training using external trainers provided by *Cycle Experience* to all those that live or work within the borough. This training is offered to both children and adults. The courses are for total beginners up to an advanced level and offer skills and training specific to the needs of the individual and include all aspects of cycling safely. Cycle Experience trainers are all accredited to the national standard, CRB checked and first aid trained.

3.8.1 School cycle training

All schools can apply for funds to purchase school bicycles to ensure that children from families that can't afford to buy a bike can benefit from the free cycle training on offer. Schools which own several bikes are use the bicycles during sports lessons and also in establishing bike clubs.

3.8.2 Cycle training for school children

Training for school children follows the national standards bikeability syllabus and follows an agreed programme designed to give young cyclists the necessary skills to be safe road users. School cycle training is promoted through the school travel plan, newsletters and onsite advertising.

There are three levels of training which are arranged for pupils in Harrow of different age groups and ability:



Level 1: For children age 8/9 years – This provides a two hour session of playground training covering basic cycle control. Pupils need their own bicycle, and should have the ability to ride a short distance without assistance. These lessons are usually provided by 2 instructors to 16 trainees. Level 1 training always takes place in a safe off-road environment.

Level 2: For children over 10 years - four sessions of two hours. Sessions are held in the playground and on local roads around the school site. Pupils should have reasonable balance and control of their bicycles, which should be suitable for riding on the road. These sessions are usually provided by 2 instructors to 6 pupils. Before level 2 training takes place in schools, a year 6 school assembly take place to promote the course and encourage enrolment. This ensures that the benefits of cycling are

widely understood by all and promotes cycling as a fun, practical and healthy way of travelling to school.

Level 3: For children aged over 12 years – Five sessions of two hours. Sessions are predominantly held on the road and enable trainees to deal with roundabouts and complex junctions. These training sessions involve route planning and often at the end of this training the instructor will cycle with trainees on their usual route to school. These sessions are usually provided by 2 instructors to 4 pupils.

3.8.3 High school bike clubs

After running Canons School bike club, the percentage of participants that had no confidence when cycling to school fell from 46% to 9% and a total of 82% indicated moderate confidence or above for cycling to school.

After running Harrow High School bike club, the amount of pupils that never cycled to school reduced down from 94% to 14% and 86% of the Bike Club participants cycle to school twice a week or more.

Bike clubs have been introduced in selected high schools. These clubs usually run for 8 weeks of 2 hour training sessions. At the end of the 8 weeks, participants usually achieve level 3 bikeability. The courses cover route planning, bicycle maintenance, the environmental and health benefits of cycling and the role of the bicycle in communities.

3.8.4 Adult cycle training

Free adult cycle training is available to those who live or work within the borough. The training is arranged by the Harrow Road Safety office and is funded by Transport for London.

Training is provided by Cycle Experience, using professional cycle instructors. It is offered for new riders or for those that want to improve their ability or confidence cycling. Regular group sessions are held at a central Harrow location or where appropriate individual instruction can be arranged. Loan cycles can be provided for a small charge.

Free training is limited to two hours of instruction, except for complete beginner riders who can receive up to three hours. For a fee, additional cycle training can be provided directly through Cycle Experience.

In Harrow, most of the adult training is offered to total beginners, though both intermediate and advanced courses are offered. For the advanced users the training may involve travelling on the trainee's usual route to work. Maps are provided to individuals at the cycle training to help map out the routes they are most likely to use to further improve their cycling confidence.

The advanced courses for adult cycling offers training to ensure riders can cycle on fairly busy roads and know how to deal with complex junctions and roundabouts. The courses are also used to promote recreational cycling. These courses are usually offered by 2 instructors to 6 trainees.

3.8.5 Special needs cycle training

At schools with high numbers of children with special needs cycle training is offered with trainers working alongside the pupils' teachers. This additional support allows for training to be offered with a single teacher for each pupil trained.

For adults with special needs, training is usually offered by a single instructor to a single trainee.

3.9 Promoting cycling activities

To increase the attractiveness of cycling the borough encourages new cyclists and offers personal route mapping facilities via a series of events and promotions tied in with National Bike Week – roaming bike buddy, beat the bus and Back on your Bike.

Cycle promotion events encouraging people to get on their bikes take place at various times of the year in Harrow. These events enable potential cyclists to try out different types of bicycles as well as to consider bike maintenance issues. The event also promotes cycle training to the wider community.

The sustainable website campaign www.itsuptoalofus.co.uk is used to encourage cyclists to engage on cycle parking issues in the borough, promoting cycling to new cyclists and promoting cycle training and other Harrow cycling events. The website also highlights the important health benefits associated with cycling and ties up with the borough's Active Travel promotions. Harrow will continue to encourage cycle journeys via social media and Harrow's sustainable transport Twitter feed, YouTube channel and blog.

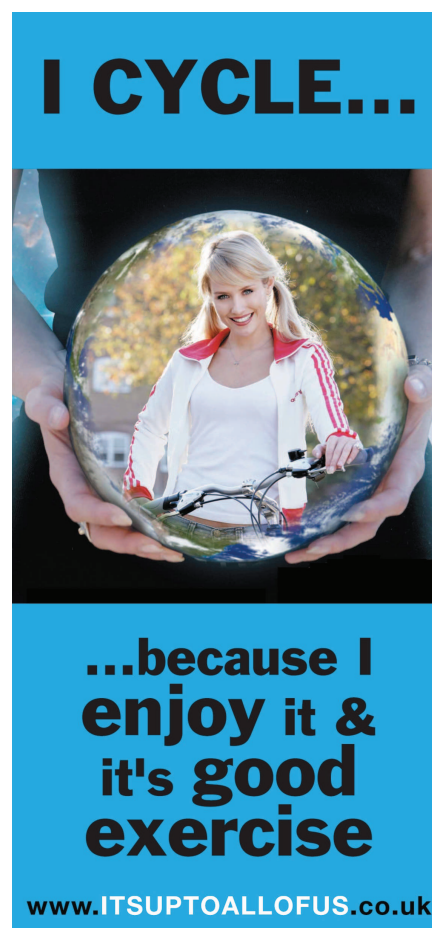
The borough liaises with businesses highlighting how cycling can be an effective and cost efficient solution for short journeys. In particular, workplaces are strongly encouraged to increase facilities for cyclists through their travel plans.

The borough also liaises with charities and other organisations encouraging organised bike rides and other sustainable transport. For these events, Council officers assist with appropriate route planning, event management, event promotion and provision of the Dr Bike service for participating cyclists.

Cycling is also promoted through the distribution of bikeability maps showing the skills needed to cycle in various areas in the borough.

3.9.1 Dr Bike events and bike maintenance skills

Dr Bike events are organised by the Council at various public events to provide a free maintenance review and repair service on the condition of cyclists' bicycles. It is a great way of encouraging people who may not have used their bikes for some time to get their bikes out of storage and to start cycling again. At these events, trained mechanics are provided to advise on the safety and condition of bicycles participating in the event. Most minor problems are fixed for free on the spot. Only when the condition of the bicycle cannot be fixed in the time available are cyclists advised to visit a local cycle repair shop. These events are very good at tempting out cyclists just for the purpose of repairing their bikes and this often leads to participants returning to cycling again. Dr Bike events are also an excellent opportunity of promoting the borough cycle training programme, linking in with cycle



maintenance through the ITSUPTOALLOFUS YouTube channel and also of promoting sustainable transport to participants.

Dr Bike events are also scheduled to compliment the school cycle training programme and are provided at selected schools for this purpose.



The borough has produced and continues to promote a series of cycle training videos available on Harrow's ITSUPTOALLOFUS YouTube channel. These videos advise users on various cycle skills such as how to choose a bike, how to fit a helmet, safer cycling, how to repair a puncture etc.

Cycle Maintenance courses are also offered by Cycle Experience. These courses offer basic cycle maintenance for both adults and children aged 10 and over. The courses aim to give individuals the skills to be able to make their everyday journeys without the fear of breaking down and having to 'walk the bike home' and/or 'leave the bike in the garage considered broken'.

Simple tasks like changing a tyre and mending a puncture are demonstrated and then performed by participants under the supervision of a qualified Instructor. Those participating also receive simple advice on seat height adjustments, different valve types, tyre pressures and tyre/inner tube sizes.

These maintenance sessions lasts about two hours and are practical hands-on courses.

3.10 Scooters as a mode of transport

Scooting is a fun, healthy and active way to get around. It is also inexpensive for parents and is an environmentally friendly way to travel. For children, it helps them develop basic road safety awareness, as well as skills which are essential for cycling such as balancing, steering and stopping.

Scooting to school is becoming increasingly popular for young children. It is a good way for children to undertake daily physical exercise, which helps to keep them fit and maintain a healthy lifestyle. Scooting is also often faster and more fun than walking. This is particularly so for children not yet able to cycle.



Scooting can also help to reduce the number of cars doing the schools run and therefore reduce school gate congestion.

Scooter training came about in Harrow, because of concerns that very young children were requesting cycle training and wanted to cycle independently to school and that children who were scooting to school were involved in an array of small scale collisions with traffic and other pedestrians. To address both these issues, free scooter safety training was developed and is now offered to most year 2 pupils aged 6 and 7 year olds across the borough. This training is offered by Harrow's road safety officers.

The training involves 15 minutes of playground scooter activity and 25 minutes on the local pavements surrounding the school. Training is offered on a ratio of 2 instructors to 10 trainees.

Participants in scooter training receive a certificate for participating. Most schools in the borough do receive scooter training in their playgrounds and these schools usually also do have scooter storage facilities.

It is clear that children usually love scooting but are not always aware of basic safety rules.

Some of the issues covered during scooter training are:

- Awareness of driveways – encouraging children to stop, look out and listen for vehicles
- Awareness of pavement obstructions
- Consideration for other pedestrians using the pavements
- Stopping safely
- Leg swapping
- Scooter safety checks

3.11 Managing Walking in Harrow

The prime aim of the walking strategy is to encourage increased walking particularly as a healthy mode of travel. In Harrow, this is done in a variety of ways but particularly focuses on the following:

1. encouraging walking both as a mode of transport and for recreational purposes; and
2. improving the walking environment and the overall safety of pedestrians.

The Harrow walking policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix C. The information provided below shows how these policies are implemented in the borough.

3.12 Encouraging walking both as a mode of transport and for recreational purposes

The borough encourages walking by doing the following:

- Encouraging young people to choose sustainable modes of travel for their journeys to school;
- Enhancing the public realm;
- Improving greenways and promoting them;
- Improving road safety; and
- Promotional events.

In order to maximise the benefits of all walking promotions, the borough works in partnership with other organisations with similar interests.



3.12.1 Walking to school

The borough encourages walking to school by supporting and promoting events such as Living Streets Walk to School campaign, International Walk to School Month, Walk on Wednesdays, Theatre in Education, Junior Walks and encouraging school walking buses. These all form part of the school travel plan.

The Living Streets Walk to School campaign is aimed at encouraging more parents, children and young people to make walking to school part of their daily routine. The Council supports this by



providing schools with additional resources to engage pupils in the campaign such as badges for reaching specific targets, wall charts to enable classroom discussions, calendars, T-shirts, pencils and certificates for participating.

International Walk to School Month is held in October every year in a bid to promote the health and environmental benefits of avoiding cars. The month is a long awareness event held in October each year where schools across the world join forces to promote walking to schools. The aim is to encourage fun events and activities to be run to raise awareness about walking to school. It gives children,

parents, school teachers and community leaders an opportunity to be part of a global event as they celebrate the many benefits of walking. Walkers from around the world walk to school together hoping to create communities that are safe places to walk.

Walk on Wednesdays is an initiative schools use as part of the school travel plan and is aimed at reducing car use for the school run. It is aimed at changing the habits of children's travel on the school journey in hope that the children and parents will learn from a small change in the way they travel once a week to changing their behaviour further.

Theatre in Education provides a theatre production across selected primary schools in the borough and aims at encouraging sustainable travel for the children through an interactive experience. The show lasts for under an hour, it is a high energy enthusiastic show which is then followed by an interactive game to ensure that the children have understood the issues raised in the play. Issues raised in the play include:

- Car sharing
- Public transport
- Walking
- Fuel pollution
- Climate change
- Walking and cycling being fun, healthy and sociable
- Basic road safety

This play is always well received by schools, teachers and children.

Junior walks are encouraged to preschoolers through nurseries and playgroups where staff and parents are encouraged to take part in nature walks in the local area. This instils confidence in parents to take their children out for walks and opens a new experience for many children.

Another way school children are encouraged to walk to school is through school travel maps. These maps are individually prepared for schools that have travel plans and identify key infrastructure in the local area surrounding the school. Information shown on the maps include bus stops and bus routes, train stations, local cycle routes, school keep clear markings and park entrances. The map also includes an 800m cordon around the school. Within this 800m zone ideally children should be walking to school. The Travel Maps have been designed for display in a highly visible location such as notice boards and school foyers.

3.12.2 Walking promotions

Walking is promoted annually during February, April, May and usually July. These tie in with National Heart Week in February, National Walk to Work week and Living Streets Walking Works in April and May.

In February, these promotions include a promotional stand in conjunction with NHS Harrow in the town centre where the health benefits of walking are highlighted as is the benefits of all active travel; walk leader training is also promoted as well as the led walks in the borough. Heart health is particularly highlighted which reflect the tie in with NHS and the British Heart Foundation.

In Walk to Work week in April, promotions are geared towards businesses and also promote work place travel plans. This is usually done through distribution literature and offers of walking challenges to staff.

Walking Works is a national initiative designed by Living Streets and supported by TfL. This aims to get people to walk more during a single week in May. Harrow supports this through online challenges organised walks, promotional stands and step counter giveaways tied in with a personal travel planning consultation where increasing individual levels of walking are discussed.

In July, as the weather is usually brighter, a series of online promotions through ITSUPTOALLOFUS which highlight organised walks in the borough, provide tips for new walkers and encourage including walking as part of a daily routine.

In the winter months Winter Walking is promoted through organised walks which highlight the changing season and the environmental sights which would not typically be seen in the summer months. These are sometimes incentivised through Winter Wanders which are scheduled walks that provide taster sessions of the following:

- Nordic walking
- Power walking
- Nature walking
- Business walk shops

In December, walking is encouraged tied up with “shop local” promotions. This is incentivised through shopping in the town centre and receiving rewards related to local businesses in the area.

Volunteer walk leader training is provided throughout the year by NHS Harrow which officers support through assisting in the recruitment process and encouraging people to train up as walk leaders and lead their own walks in the borough.

Local events are supported throughout the year. These include events such as healthy living day at doctors’ surgeries, where officers provided step counters to support the GP one to one life style consultation.

3.12.3 Road safety workshops

Pedestrian safety presentations are offered to all school children in the borough. These are done by road safety officers at group assemblies for reception to year 2 and then years 3 to 6 and then each individual year at high school from year 7 to year 11. For the younger children in year’s reception to year 2, the presentations involve visual role play considering safe places to cross roads, parked vehicles, junctions, different crossing types. Years 3 to 6 presentations includes all of the earlier stuff but also deals with distractions that can occur on the way to school. High school presentations are shown video clips regarding distractions and their dangers.

Pedestrian safety is also presented to year 7 children through a theatre show which addresses issues such as distractions that arise from mobile phones, iPods, music, friends and peer pressure. This is a graphic and moving drama which engrosses the children and they are presented with a workshop at the end involving group discussions. These shows have received very good feedback regarding the messages presented.

3.13 Improving the walking environment and the overall safety of pedestrians

The walking environment is often improved through subtle public realm enhancements such as pedestrians signalling, pavement widening, zebra crossings, tree planting, decluttering, better lighting, provision of benches, better street signing information etc. Harrow generally makes these improvements as part of major scheme improvements or as part of other works taking place at appropriate locations.

Harrow has an excellent record in road safety and is one of the safest boroughs in London. This is achieved through addressing road safety improvements at schools through the introduction of 20mph zones and also through introducing road safety improvements at locations where patterns of road casualties are identified. In all road safety improvement works pedestrian safety is considered of paramount importance.

3.13.1 Legible London

Legible London is a pedestrian wayfinding system which is being introduced across London and in Harrow. It uses a range of information, including street signs and printed maps to help people find their way. It is also integrated with other transport modes so when people are leaving the Underground, for example, they can quickly identify the route to their destination. The maps provide clear and intuitive information that show: details of landmarks passed on journeys; and estimates for the walking times it takes to reach destinations. Once Legible London posts are installed in Harrow they will also serve as focal points for organised walks to encourage residents and visitors to the borough who would not usually walk to explore the borough.

3.13.2 Greenway improvements

Harrow regularly upgrades and promotes greenway links within the borough. The Belmont Trail which is a disused railway line and runs for 2.5km north south in the borough has been the main focus of greenway upgrade. The Council has been making small scale improvements along this route and this will continue over the coming years. The intention is that the route will become cycle friendly and more attractive to local walkers.

The improvement to the Belmont Trail was accompanied by an extensive online promotion linking in outdoor walking and getting to know your local area



with the trail being highlighted as a must see area of the borough.

The borough uses the green grid links to find the safest and most scenic routes to link areas together and thereby encourage new walkways. Planting additional trees and improving signage help to improve these pedestrian walkways.

3.13.3 20mph zones

20mph zones around schools not only improve the safety of an area, but also improve the perception of safety. 20mph zones are generally introduced around schools to reduce the risk to school children from accidents with speeding traffic. Harrow will continue to introduce 20mph zones around schools with the intention of giving pupils the confidence to walk and cycle to their school

Encouraging good road safety behaviour at a young age is a key part of Harrow's road safety programme. This is done through educational events in schools using role theatre and role play activities.

3.13.4 Local safety schemes

Local Safety schemes are introduced to reduce casualties in any area where clusters of accidents occur. Pedestrians crossing roads are particularly vulnerable when involved in accidents with motorised vehicles, particularly when vehicles are travelling at speed. The types of improvements that can be made to improve safety for pedestrians in these schemes are: improved and new crossing facilities such as zebras, Pelican, Puffin and Toucan crossings, or all red phased signalled crossings; traffic speed limit signs; vehicle activated traffic speed signs; improved lighting; and reduced parking to improve visibility for pedestrians.

PELICAN crossings are controlled by the pedestrian pressing the button on the WAIT box. Pedestrians can only cross when the green man lights up and all the traffic has stopped. There is a bleeper to help blind or partially sighted people know when it is safe to cross. In many locations, there is also a rotating knob underneath the WAIT box, which turns when the green man lights up to enable those who have poor sight and hearing to know when to cross.

The length of the signal cycle is initiated by a pedestrian demand.

PUFFIN CROSSING are an updated version of a Pelican Crossing. One of the main differences is that the red and green man signals are just above the WAIT box and not on the other side of the road. Puffin crossings have special built in sensors which can detect a pedestrian waiting and make sure that traffic remains stopped until all the pedestrians have crossed the road.

Puffin crossings have two forms of detection for pedestrians. These are:

- a) kerb-side detectors. These cancel pedestrian demands which are no longer required; and
- b) on-crossing detectors which can extend the all-red time period.

TOUCAN crossings are designed for both



pedestrians and cyclists. On a Toucan there is a green and red bicycle signal as well as the more familiar red and green man. The Toucan Crossing has the same form of vehicular detection as the Pelican and Puffin crossings and the same form of pedestrian on-crossing detector as the Puffin crossing. Additionally, unlike the pelican crossing, before the lights for vehicles go back to green, a steady red and amber are displayed instead of flashing amber.

4. Travel planning

Smarter travel aims to reduce congestion and reduce transport's contribution to climate change by helping people to make the most effective use of London's transport network and encouraging greater use of public transport, cycling and walking. This involves a range of initiatives such as: raising awareness of available travel options through targeted promotions; supporting sustainable travel through small scale infrastructure projects such as cycle racks; building an understanding of factors motivating travel behaviour; and engaging directly with schools, workplaces and local communities.

Harrow encourages smarter travel through assisting schools, businesses and other places of work to develop and promote site specific travel plans.

The Harrow travel planning policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix D.

School travel planning, workplace travel plans and residential development travel plans are all described in this chapter.

4.1 The School Run and Car Use

In 2004/5 a small sample survey (less than 10 schools) showed that the number of pupils travelling to school by car was 38%. In 2010, based on information obtained from school travel plans, 27.5% of pupils travelled to school by car and in 2011 this had dropped to 26% of pupils. There are significant differences between schools, this is partly geographical but there are also significant differences in car use where faith schools are concerned. The numbers travelling by car to school is far higher in Harrow than in many other boroughs and this does contribute to traffic congestion on Harrow's roads during the peak periods. In addition, Harrow has one of the highest levels of car ownership in London with 45% of households owning at least a car/van, and 25% owning 2 or more cars. This is based on the London Travel Demand Survey. As a result, many households own a second car that is available for the school journey and are therefore more inclined to drive children to school.

4.2 School travel planning

With nearly 90 schools and some 33,000 pupils in the borough, school travel is a major issue for Harrow Council. There is still considerable concern about the number of children who are taken to and from school by car and the impact this has on local residents and peak hour traffic congestion.

A School Travel Plan enables individual schools to put forward ideas and solutions for reducing car use, identifying problem areas that currently discourage walking, cycling and scooting, and increase awareness of other travel initiatives that will benefit the school and local community. The travel plan is used as an opportunity for the Council in partnership with the school community (including children, parents, staff emergency services and governors) and service providers to identify and propose solutions to address school travel related issues.



4.3 Cycling to School

Parents have shown a reluctance to allow their children to cycle to school because of the perceived dangers to young cyclists. The lack of secure school cycle parking adds to this. Initiatives by Transport for London in funding secure cycle parking facilities have helped to address this. There is increasing interest being shown by schools to the promotion and use of bicycles and many now ask for evidence from pupils that they have attended a training course before allowing them to ride to school.

The promotion of cycling to school children is included in the regular visits made to schools by Road Safety Officers who are now looking at ways of including some form of practical training for pupils at all schools. Training carried out at first and middle schools lay the groundwork for encouraging cycling for children when they move on to high schools.

4.4 Walking to School

Encouraging children to walk or cycle to school improves their health and for first and middle school pupils gives them the road safety skills needed for when they transfer to high schools and travel on their own. The lack of road skills and awareness of safety issues is apparent with the high proportion of road casualties in the 11 to 14 age group.

4.5 Parental Safety Concerns

Many parents feel that they have no alternative other than to drive their children to and from school because of fears for the children's safety both from traffic and other issues. As traffic congestion increases, these fears get worse and so does the traffic congestion. To achieve a significant shift in travel mode, parents need reassurance and convincing that they and their children will be safer as pedestrians or cyclists.

4.6 Applying for a school place

Parents need to be encouraged to select schools that are within easy and safe walking distance. Whenever possible, children are offered a place at their local school, which would normally be within walking distance. However, some parents exercise their rights to choose by selecting other schools that are further away from home. Such parents are more likely to use the car for the school journey because of travel difficulties. This results in higher levels of car use. The Council also has a number of faith schools that attract pupils from within and outside the whole borough; these again tend to attract a larger number of car journeys.

4.7 Developing school travel plans

The Council assists schools in developing their school travel plan by providing additional specific resources to help in their preparation. These include assisting with school travel maps, providing access to a dedicated school travel plan website, assisting with TfL accreditation and helping to organise appropriate school events and promotions.

4.7.1 School travel maps

Harrow Council created a dedicated resource to encourage sustainable travel on the journey to school. School Travel Maps were produced for each school in the borough providing information of a school's locality and transport links in the school vicinity. The maps are readily available to all pupils, parents and staff.

Each map identifies key infrastructure in the local area surrounding the school. This includes bus stops and bus routes, train stations, local cycle routes, school keep clear markings and park entrances.



The map also includes an 800m cordon around the school; it has been suggested that if a family lives within 800m of a school, ideally they should be walking to school. The Travel Maps have been designed for display in a highly visible location such as notice boards and school foyers.

4.7.2 School travel plan website

Harrow commissioned a dedicated School Travel Plan website to assist schools in developing their travel plans. Following the success of this website and other borough's travel plan websites, TfL developed a centralised website version which has now been rolled out across London and is called STARTRACK. The Harrow website is integrated with TfL's STARTRACK website and enables schools to map school journeys for each pupil by mode of travel. This allows the school to better coordinate the services they provide. The less time they spend developing and reviewing their school travel plan, the more time the school can spend implementing identified initiatives to increase sustainable travel modes.

4.7.3 TfL accreditation

The London School Travel Plan Accreditation Scheme was created in 2007 to set a recognised standard for schools with travel plans that not only promote safe and active travel but achieve it as well.

The scheme has three levels of accreditation:

- Sustainable (Bronze)
- Higher Standards (Silver)
- Outstanding (Gold)

The scheme has the following objectives:

- To target schools in London that have impact on the road network in terms of congestion, safety and public transport delay to meet the minimum standard to become accredited for travel activity
- To guide and encourage schools to deliver against core TfL aims to increase walking and cycling levels and reduce the number of collisions involving young people on London roads

To encourage schools to work independently as a community and to commit to monitoring and evaluating travel activity through an online toolkit

Harrow encourages schools to review their own school travel plans and to achieve the TfL accredited status where possible. To assist this process, Harrow runs half day workshops which all schools are invited to attend and where they are supported in their applications for accreditation.

Any school that achieves a bronze status accreditation can apply to the Council for small grants funding which can be used for a wide range of activities that support sustainable travel initiatives at the school. This may include additional cycle parking facilities or promoting walking events etc.

In 2012, 48 schools in Harrow had bronze accreditation for their travel plans, 1 silver and 1 gold accreditation.

4.7.4 School events

The borough helps to address the traffic problems associated with the school run by supporting events such as Walk to School Week, Walk to School Month, Walk on Wednesdays, Theatre in Education and encouraging school walking buses. In addition to this, child and adult cycle training and try cycling events as well as scooter training are promoted to parents and their children to encourage changes to the way they travel to school.

4.7.5 School promotions

To further promote healthy and safe travel to school, the borough produces a quarterly newsletter for all schools in the borough. Information in the newsletter promotes best practice across the borough and provides ideas for schools to implement. It also promotes future events and initiatives being undertaken by schools in the borough. The newsletter regularly includes information on road safety and travel awareness

4.8 Workplace travel plans

The Council promotes sustainable travel and healthy ways to travel both to work places and to residents. This is done through workplace travel plans and a series of events under the umbrella of a smarter travel campaign. The promotions are tied in with many wider London initiatives. Some events are developed in conjunction with NHS Harrow and links made between transport and health through aggressive promotion of active travel initiatives tied in with the borough's Sports Development team.

Workplace travel plans are site specific plans that are developed to encourage sustainable transport to and from the site for both employees and visitors. Most of the workplace travel plans focus on site specific promotional activities to encourage employees to walk and cycle to work more frequently. This is often supported by a series of hard measures which typically include additional on site shower facilities for cyclists, increased cycle parking, car sharing spaces and car club bays and incentives to walk to work. This is supported by the Council and TfL through offering incentives such as free cycle Sheffield stands for cycle parking and promotional material and publicity tie-ins.

WestTrans offer ongoing support in promoting workplace travel plans given that most of these travel plans are voluntary and therefore hard to secure. WestTrans support may include provision of additional cycle parking facilities or guidance for travel planning at faith based sites etc. Harrow also encourages businesses in Harrow to adopt WestTrans cycling standards which encourage a higher cycle parking space to car parking space ratio which is better suited to outer London boroughs.

4.9 Residential development travel plans

Residential development travel plans are linked to planning applications and usually accompany the application. Before a travel plan is submitted, the developer is given a checklist from the Council stating the travel plan must pass the TRAVL test, adhere to current TfL guidelines and have I-Trace compatible surveys. The checklist ensures that all applicants clearly identify site parking facilities and polices, incentives for walking and cycling and how the plan will be monitored.

Residential developments are strongly encouraged to increase facilities for cyclists and cleaner fuelled vehicles in the pre-application planning process through the development of their travel plans. Electric charging points and car clubs are also encouraged for inclusion in residential developments through the development travel plans which are required as part of the borough planning process.

A close relationship between the development travel plan officer and the council is encouraged early on in the application process. This ensures that if monitoring targets are not met, then a revised plan of promotional activities and on-site enhancements can be agreed. When the development travel plan officer is struggling to maintain adequate levels of travel plan promotions the Council can offer assistance through small events such as Dr Bikes, cycling road shows and roaming bike buddies.

5. Public Transport

The predominant provider of public transport in London is Transport for London (TfL). TfL's main role is to implement the Mayor's Transport Strategy for London and manage transport services across the Capital for which the Mayor has responsibility.

These services include:

- London's buses
- London Underground
- Docklands Light Railway (DLR)
- London Overground
- Tramlink
- London River Services
- Victoria Coach Station



5.1 Managing public transport in Harrow

The Council does not have any direct controls over public transport provision within the borough. However it does liaise with bus, underground and rail operators regarding improvements to services required and facilitates improved communication between public transport interest groups and TfL.

The Harrow public transport policies developed in the Transport Local Implementation Plan and agreed by Harrow cabinet are shown in Appendix E.

5.1.1 Public transport and traffic Liaison meetings

Bus Liaison and Rail Liaison meetings take place on a quarterly basis. These meetings are attended by relevant Council officers as well as transport operators, TfL and borough Councillors. Traffic Liaison meetings are attended by relevant Council officers and also attended by London Buses and the emergency services.

All these meetings address service provision problems, possible improvements, route changes to ensure that all relevant people are kept up to date with changes and ensure that where necessary mitigation measures can be put in place to ensure minimal disruption to the travelling public.

5.1.2 Harrow Public Transport Users Association

Harrow Public Transport Users Association (HPTUA) looks after the interests of all public transport users who live, work, or travel in Harrow. HPTUA represents users at meetings organised by the Council such as Rail Liaison, Bus Liaison and Traffic Liaison. TravelWatch also attend these meetings and represents all public transport users in London.

5.1.3 Bus operations

Because Harrow is on the Western edge of London, buses travel in and out of the borough which are not managed by TfL. At the time of writing, routes 614, 644 and 615 are the only non –TfL routes in the borough. Route 615 runs from Stanmore to Hertfordshire and routes 614 and 644 run from Wembley Park to Hertfordshire. The routes are managed by Hertfordshire County Council. Because these routes are not managed by TfL, TfL's oyster travel cards are not valid on these services.

5.2 Bus priority improvements

Traffic congestion, traffic signals, road designs, junctions and parking layouts can impact on the speed that buses travel safely through the borough. Problems along routes are identified by public transport operators, Council officers and the public and improvements to all of these are made where possible. In all instances, the needs of all travellers – pedestrians, cyclists and cars are considered holistically to ensure maximum benefit for all.

5.3 Public transport infrastructure

Borough officers are involved in regular communications with operators regarding possible improvements to train rolling stock design, station layouts, bus stop design and bus routing with a view to ensuring that the highest standards of design can be achieved.

5.3.1 Public transport accessibility improvements

Significant infrastructure improvements are necessary to ensure that those with mobility difficulties can benefit from public transport services. This includes ensuring that disabled parking is available at appropriate locations to access the services provided, particularly at train stations, and that there is a step free route to access the service. Where possible, the Council provides dedicated parking facilities for those with disabilities to access all public transport services.

There has been a London wide improvement to the number of bus stops which are suitable for low floor buses which is necessary to ensure that bus travel can be accessed by those with mobility problems,. Low floor buses reduce the height differential between the kerb and bus floor and are beneficial to those with mobility difficulties as well as passengers with pushchairs and heavy shopping.

The entire TfL bus network is now operated using low floor vehicles, which have a single step entry, a low floor in the front part of the vehicle, and either a sloping gangway, or step towards the rear, over the drive axle. In Harrow bus stop accessibility improvements have been made across the borough to ensure that buses can drive up close to kerb edges and to ensure that the stops are suitable for low floor buses.

Bus stops are always located to allow passengers to board and alight safely and conveniently. Ideally, they are situated near places of particular need, such as local shops, libraries, clubs, health facilities and sheltered housing. Stop locations are determined by London Buses in consultation with Harrow officers. Harrow also consults Harrow Public Transport Users Association and the police regarding the location decision and then notifies local residents and businesses.

5.4 Public transport promotions

The borough's sustainable transport events promote the use of public transport. At these events the reduced carbon footprint of using a bus or train, health benefits and cost are all promoted as a means of transport which is convenient and does not create a car culture. How to use an Oyster card is demonstrated at some events and there is regular online promotion of public transport at www.itsuptoallofus.co.uk as well as through videos accurately showcasing the benefits of using public transport.

5.5 New developments

When new developments in the borough are agreed, changes to public transport services are often required. This is as a result of the changing travel behaviour that can arise as a result of a new supermarket, shopping centre, block of flats etc. The changes needed to services are discussed and agreed between Harrow officers, the developer and TfL. This process ensures that the services provided are appropriate to the existing built environment.

6. CONCLUSION

The information provided in this report shows how the borough works to minimise environmental damage through improving transport sustainability. However there are many other aspects of minimising environmental damage that need to take place. These include:

- protecting against flooding;
- adapting buildings to minimise the need for cooling;
- enhancing the emergency response to heat waves;
- addressing delays to transport from rail buckling as a result of heat waves;
- dealing with additional subsidence as a result of rainfall pattern changes;
- changes to the biodiversity resulting in increased pollution of watercourses and an increase in algal blooms;
- addressing the water supply deficit, including water loss from broken water mains; increased demand for water from people and wildlife and the supply needed to irrigate sites of nature conservation;
- dealing with changing health impacts as a result of extremes in temperatures; and
- addressing cancers arising from increases in ultra violet radiation flux,

None of these measures in isolation is enough to combat the serious environmental challenges now faced. The only way that the environmental challenges can be addressed is by Government organisations and individuals working together to make the changes necessary.

Appendix A Harrow Transport Objectives

The agreed transport objectives in Harrow are as follows:

1. 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 access via all modes of transport prioritising sustainable modes of transport

Appendix B Harrow cycling policy

Harrow cycling policy was developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

The strategic Harrow cycling policies are as follows:

- C1 Provide cycle training for adults and children and encourage the use of bicycles generally and in particular for journeys to school
- C2 The council will promote the recreational use of cycling – but give priority to its aim of increasing cycling as an alternative to car use.
- C3 Ensure cycle routes and facilities in the borough are appropriately located and regularly cleaned and maintained and that whenever possible, cycle tracks in parks are available at all hours
- C4 Encourage the use of bicycles generally and in particular for journeys to school.
- C5 Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”
- C6 Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings
- C7 The council will use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”
- C8 The council will use its powers and resources to provide secure and weather-protected cycle-parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same
- C9 Work with TfL to support the Mayor’s Cycle Superhighways schemes regarding improving access to the existing schemes or on the basis of bike hire space availability and work towards becoming a biking borough
- C10 The council will ensure the progressive achievement and maintenance of a high quality of cycle route provision, as well as clear continuity and consistency in design; and will ensure that, wherever practicable, provision is designed and implemented to cater for tricycle and trailer use
- C11 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- C12 Liaise with Railtrack⁴ and Transport for London to address the lack of cycle parking on station land particularly at Harrow and Wealdstone and Harrow on the Hill stations.

⁴Railtrack Group plc was renamed RT Group plc and was dissolved in 2010. Since this time, the borough liaises with Network Rail in place of Railtrack.

Appendix C Harrow walking policy

Harrow walking policy was developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

The strategic Harrow walking policies are as follows:

- W1 Work with borough primary schools to encourage additional school walking buses and support existing walking buses
- W2 Ensure that all aspects of the walking environment are effectively considered when delivering works for major schemes, neighbourhood and corridor improvements. This will include signage, barriers and permeability and design to facilitate pushchairs or wheelchairs
- W3 Encourage active walking as a mode of transport
- W4 Increase the amount and variety of trees and plants across the Borough's open spaces and within streetscapes.
- W5 In all neighbourhoods, corridors and major schemes the borough will consider the Better Streets principles and in particular the need to reduce clutter, improve traffic management, increase the permeability of streets, creating spaces that make it easier for cyclists, pedestrians and disabled people to get about.
- W6 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- W7 Encourage recreational walking and work in partnership with health providers to continue to promote walking specifically linked to health policy
- W8 Ensure that walking links to parks and open spaces are fully considered in new neighbourhood and corridor funded programmes
- W9 Address the identified areas of deficiency regarding access to parks and open spaces through improved cycling and walking infrastructure as shown in Harrow PPG17 study (2010)
- W10 Improve access to Harrow's green spaces and historic areas and improve pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges.
- W11 Work to implement the statement of action identified in Harrow's Rights of Way Improvement Plan in order to:
 - Extend the rights of way network to provide for new routes
 - Improve public information and publicity about the rights of way
 - Improve overall accessibility of the network to all but giving particular consideration to those with mobility difficulties
- W12 The council will work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths
- W13 Take into account the needs of those with mobility difficulties who would benefit from additional seating in all new schemes giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes.
- W14 Ensure that walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) is assessed and prioritised for all new residential or business developments
- W15 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development
- W16 Improve pedestrian linkage between Harrow town centre and Harrow on the Hill

Appendix D Harrow travel planning policies

Harrow's travel planning policies were developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

Harrow strategic travel planning policies are as follows:

The Council will do the following:

1. Encourage schools to work with the Council to review catchment areas and intake policies to ensure that the transport implications of these are fully taken into account. The focus will be on avoiding decisions that exacerbate the need to travel without strong educational or social reasons and consider changing policy to reduce the need to travel by car
2. Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality
3. Work with borough primary schools to encourage additional school walking buses and support existing walking buses
4. Provide cycle training for adults and children and encourage the use of bicycles generally and in particular for journeys to school
5. Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve TfL accredited status where appropriate
6. Promote the use of travel plans for all educational establishments, hospitals and other places of work and where appropriate work with organisations to improve site specific travel plans.
7. Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment.
8. Promote and support the development of travel plans in accordance with TfL guidelines either for individual organisations or on an area wide basis as appropriate.
9. Secure deliverable Travel Plans for major trip generating Development
10. Improve the Council travel plan to reduce the need for staff or visitors to travel by car and review options for securing parking and improved facilities for bicycles, electric vehicles, motorcycles, car club vehicles and car share vehicles

Appendix E Harrow public transport policies

Harrow public transport policy was developed and revised as part of the preparation of LIP2. The policy underwent a borough wide public consultation and was then updated and agreed by the Mayor of London and by full Harrow Council.

The strategic Harrow public transport policies are as follows:

- PT1 Work with TfL to improve the penetration and expansion of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes – this will be subject to the evaluation of the local impact of any additional bus services
- PT2 Encourage the provision of 'transport hub' facilities where these can serve wide catchment areas and connect up Harrow's and London's public transport network
- PT3 The council will seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:
 - Improving the ease and convenience of approach routes to service access points, and the quality and clarity of the access signing
 - Taking account of the specific needs of people with impaired sight or impaired mobility.
 - Improved taxi facilities at rail and underground stations
- PT4 Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services
- PT5 Work with TfL to prioritise available resources to provide the road space and traffic regulatory / management infrastructure to support development of the bus services as well as additional bus services
- PT6 Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes
- PT7 Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority. Where possible engineering solutions will be used to minimise the need for additional enforcement.
- PT8 Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill.
- PT9 In partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the Borough are progressively improved with the intention of developing at access points, if appropriate, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- PT10 The council will prepare and publish a public transport leaflet and map, and will update and distribute copies as needed
- PT11 Lobby TfL to improve the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus station.
- PT12 Work with TfL to improve bus service reliability and to improve orbital bus links between the town centres and major employment locations and to other key destinations within Harrow and neighbouring boroughs.
- PT13 Improve transport connectivity within the Intensification Area between Harrow Town Centre and Wealdstone including the provision of in station cycle parking.
- PT14 Petition TfL to bring forward improved accessibility of Harrow on the Hill station as a priority in support of Harrow town centre and to facilitate the levels of growth proposed for the Harrow & Wealdstone Intensification Area, and improve the accessibility of all other stations where there is no disabled access
- PT15 Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
- PT16 Work with TfL to provide buses that take routes that will reduce numbers of children interchanging on buses across the network at the end of the school day
- PT17 The council will seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience.

- PT18 Work with public transport providers and regulators as well as the Metropolitan Police in promoting safer travel initiatives such as Harrow's Safer Travel at Night and Cabwise - safer use of minicabs
- PT19 Seek to ensure that all stations and bus stop locations in the Borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services.
- PT20 Increase the number of bus stops in the borough which are DDA compliant
- PT21 The council will work with the key regulators and providers of rail, Underground and bus services within the Borough to progressively improve the network in terms of capacity and reliability.
- PT22 Build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the Borough – issues discussed will include concerns of public transport users with both TfL bus and all rail operators and will include bus driving standards, bus emissions, driver behaviour, bikes on buses and trains, as well as general service provision
- PT23 Work in partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the Borough are progressively improved to offer a safe, secure and passenger-friendly environment and appropriate 'state-of-the-art' passenger interchange
- PT24 Work with TfL and bus operators to ensure adequate off-highway facilities are available for the storage and maintenance of buses at appropriate locations and to ensure that bus stands are appropriately located

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

Date of Meeting:	6 February 2013
Subject:	INFORMATION REPORT Traffic and Parking Schemes Programme update
Responsible Officer:	Caroline Bruce - Corporate Director, Environment & Enterprise
Exempt:	No
Enclosures:	Appendix A – Traffic and Transportation Programme update Appendix B - Roxbourne School, 20mph zone proposed scheme design and consultation leaflet Appendix C - Old Redding, Local safety Scheme revised plan Appendix D - Shaftesbury Circle, Local Safety Scheme

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 January 2013.

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 and any specific issues of interest to members.

TfL schemes

Roxbourne School – 20mph zone

- 2.3 Roxbourne School forms part of the council's 20 mph zone programme. The scheme design has been developed and a plan of the proposals and the consultation leaflet can be seen in **Appendix B**. Consultation with key stakeholders and affected residents were currently underway at the time of writing this report and the consultation will close on the 16th January.

Local Transport funding

- 2.4 There are two schemes recommended by the Panel for a 20mph zone in Bacon Lane (Krishna Avanti School) and road safety improvements in Wood Lane. Both schemes are now scheduled for implementation in January / February 2013.

Accident remedial scheme - Old Redding

- 2.5 Following discussions with representatives of the emergency services, the Police and other key stakeholders a final revised plan of the proposals for Old Redding can be seen in **Appendix C**. TfL has also agreed to provide additional funding (£20k) to improve the street

lighting through the double bend section of Old Redding in conjunction with the new traffic calming measures. The scheme is scheduled to be delivered by March 2013.

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

- 2.6 At the time of writing this report a public consultation was underway on the proposal to introduce a mini roundabout at the junction. A three week period of consultation inviting comments has been arranged ending on the 25th January 2013. The scheme is currently scheduled for implementation in February / March.

Accident remedial scheme – Shaftesbury Circle

- 2.7 An assessment of this location has shown 8 personal injury collisions in the last 36 months of available data. These collisions have resulted in 10 casualties (9 slight and 1 serious). This figure is considered sufficiently high to require improvements to the junction because the number of accidents involving personal injury is higher than expected and an analysis of the accident patterns indicates that changes to the road layout would improve the situation.
- 2.8 A local safety has been developed to improve the existing pedestrian islands, to introduce waiting restrictions and a kerb build out in Shaftesbury Avenue at the junction. **Appendix D** gives details of the proposal.

Eastcote Lane / Rayners Lane / Roxeth Green Avenue - Junction improvement / bus priority scheme

- 2.9 Public consultation is complete and we received positive feedback. The scheme is scheduled for implementation in January / February.

Freight management scheme – directional signing for HGVs

- 2.10 A Local Freight Movement Operational Strategy was agreed at Cabinet last year. The aim of the strategy is to successfully balance the ease and efficiency with which goods vehicles can access their destinations whilst minimising the environmental and social impact on the surrounding residential area. The strategy document identifies key HGV destinations and suitable routes within the borough to provide freight access and also sets out ways of restricting the inappropriate use of residential and local roads. The main objectives are to:
- Minimise the environmental impact of freight movement in the borough;
 - Identify an appropriate route network for freight traffic across the borough; and
 - Enable regulations controlling the movement of lorries in the borough to be appropriately enforced

- 2.11 The 2012/13 LIP funding (£100k) is being used to implement a defined freight route network to industrial and commercial areas within the borough which includes a review and update of associated borough direction signing to indicate freight routes borough wide. Information to publicise routes and to provide publicly available information maps for the freight industry will also be undertaken.
- 2.12 The implementation of freight route will commence in March 2013 and continue into next financial (2013-14). The funding allocated in 2013/14 (£60k) will be used to investigate and implement measures to restrict the use of inappropriate routes, particularly residential routes, in a way that will allow more effective enforcement than currently.

Road Safety Education

- 2.13 Road Safety Week in November saw a large number of schools visited by road safety staff. Role-play presentations reinforced the 'Be Bright Be Seen' message and over 6000 reflective tags were given to primary age children. These tags will help them to be more visible on the journey to and from school.
- 2.14 Ten theatre performances were delivered to ten year 7 groups at high schools in Harrow. Over 2500 students saw a hard hitting show highlighting the dangers that can be caused by distractions and peer pressure. Feedback from all schools was excellent. Another theatre show was delivered to years 12 and 13 aimed at young drivers. This performance was created specifically for Harrow and highlighted the safety issues that young drivers are faced with when they get behind the wheel for the first time.
- 2.15 The festive Drink Drive campaign was run throughout December and January. This focussed on targeting drinkers at the point where they make the decision to drink and drive. Over 400 posters and 20,000 beer mats were distributed to 50 licensed premises across Harrow with road safety messages.

Harrow Town Centre Improvement

- 2.16 The design of the St Ann's Road public realm improvement is being finalised and works are scheduled to start in April / May this year and to be completed before Christmas.
- 2.17 The Kymberley Road area has been subject to development work by an engaged consultant and various options considered. Discussions are ongoing to finalise the preferred option in order to organise a public consultation scheduled for February. The proposals will involve both changes to traffic management as well as the public realm.
- 2.18 The Legible London signing work has been agreed and a legal agreement between Harrow and TfL has been drafted and is currently with Harrow for comments before being finalised. Map designers are

being appointed to produce the graphics for local signing as agreed with Design for London.

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
- Localised safety Parking Program

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
- Disabled parking bays

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
- Road Safety Presentations

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: 15/01/13

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
November 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 implemented, operational from 1 st January 2013	Paul Newman	Dec 2012
CPZ zone W West Harrow review	Review of CPZ Zone around West Harrow Station which was introduced 1 April 2010	17.5	Scheme implemented, operational from 1 st January 2013	Paul Newman	Dec 2012
New CPZ Whitmore School area / Honeybun Estate areas	Parking control issues associated with and in close proximity to West Harrow CPZ area	50	Scheme implemented, operational from 1 st January 2013	Paul Newman	Dec 2012
CPZ zone U Pinner Road review	Review of Parking controls along Pinner Road, County Road CPZ and Neptune Road.	15	Scheme due to be implemented January 2013	Paul Newman	Jan 2012
CPZ zone U County Road and Neptune Road	Review of Parking controls County Road CPZ and Neptune Road.	25	Portfolio Holders ratification to proceed effective from 3 rd January 2013. Implementation due March 2013	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	Results of statutory consultation on introducing parking charges in Grimsdike Car Park and on-street bays near Station reported to this panel meeting. Implementation of any agreed measures in 2013/14	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	Portfolio Holders ratification to proceed effective from 3 rd January 2013. Implementation due March 2013	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 due January 2013	Paul Newman	Feb 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 due February 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 allowing re-consultation effective from 3 rd November 2012. Lead resident has carried out public consultation, results submitted Dec 2012. Statutory consultation on CPZ covering 24 hours/7 days per week due to start end January 2013	Paul Newman	2013/14
CPZ zone P Review Rosslyn Crescent, Frogna Avenue	Review of parking controls required as part of a s106 agreement resulting from local development	15*	Results of public consultation reported to this panel meeting. Any agreed measures to proceed to statutory consultation and implementation 2013/14 <i>* Funded by s106 agreement</i>	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	Batch 1 works in the Belmont area and Fallowfield have been implemented. The Harrow on the Hill area works are scheduled for implementation in January / February. Batch 2 is being developed.	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 for traffic and transportation works related to the LIP is 1832K. 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.	45	The scheme is due for implementation in February / March	Barry Philips	Mar 2013
Elmgrove School – 20 mph zone	A 20mph zone is proposed in the area surrounding Elmgrove First and Middle School.	50	The scheme is under construction currently	Barry Philips	Jan 2013
Roxbourne School – 20 mph zone	A 20mph zone is proposed in the area surrounding Roxbourne School.	50	See main body of report	Barry Philips	Mar 2013
Bus stop accessibility schemes	Works to improve access to bus stops	50	Three batches of work have recently been completed	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.	Paul Newman	Mar 2013

Scheme	Details	£ k	Status	Contact officer	Planned finish
Accident remedial schemes - Mass action - killed and seriously injured (KSI) casualties reduction	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
		40	Old Redding - safety scheme – see main body of the report		
		20	Shaftesbury Circle – safety scheme - see main body of the report		
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	The TfL network team is working currently working on the SCOOT system validation and this should be completed by mid February	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 co-ordination with green grid landscaping works by planning department)	Paul Newman	Mar 2013
Local Transport Fund	Bacon Lane (Krishna Avanti School) 20 mph zone	60	Works scheduled for January / February	Barry Philips	Feb 2013
	Wood Lane – pedestrian improvements	40			

Scheme	Details	£ k	Status	Contact officer	Planned finish
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	Statutory consultation carried out on Clamp Hill scheme with contractor for implementation. Works on Brookshill and Common Road subject to statutory consultation in Dec 2012. Results being discussed with Portfolio Holder. Implementation of any agreed measures due end of Mar 2013	Paul Newman	Mar 2013
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 designed	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 were run during Christmas period.	Hanif Islam	Mar 2013

Scheme	Details	£ k	Status	Contact officer	Planned finish
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
School support	Various initiatives: <ul style="list-style-type: none"> • 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

Scheme	Details	£ k	Status	Contact officer	Planned finish
Promoting sustainability	<p>Various initiatives:</p> <ul style="list-style-type: none"> • 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	<p>Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes.</p> <p>Ongoing programme of promotions for sustainable transport initiatives including smarter driving throughout the year.</p> <p>Car clubs and electric charging points are promoted via the sustainable transport campaign and through travel plans secured via the planning process.</p> <p>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.</p>	Hanif Islam	Mar 2013
Road safety education	A number of road safety education initiatives at all schools in Harrow. Including road safety interactive presentations	35	<p>Interactive road safety education programs continue in all schools in Harrow from nursery children and parents up to 6th form students.</p> <p>Scooter training continues to be very popular for KS 1 children and training is on going across several schools in Harrow. Over 4,000 children have been trained in the last year.</p>	Barry Philips	Mar 2013

Scheme	Details	£ k	Status	Contact officer	Planned finish
Adult and Child cycle training	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	95	<p>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. 7 Cycle Clubs have been set up at high schools in Harrow. These deal with cycle maintenance, route planning, off road skills and combine level 3 training. They have proved very popular with year 7 and 8 pupils.</p> <p>Adult training continues to be popular especially at beginner level and courses are still running every other week at Elmgrove School. Training has also started at The Harrow Leisure Centre during school holidays adding another central training location to the mix.</p>	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
Drink Drive Road Safety Campaign	Undertake road safety campaigns to educate and warn vulnerable road users of hazards on the boroughs roads.	10	Drink Drive campaign undertaken throughout December and January	Barry Philips	Jan 2013
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

Scheme	Details	£ k	Status	Contact officer	Planned finish
Future programme development	Support ongoing work and for traffic surveys	25	Traffic surveys to support future works programs on going work.	Barry Philips	Mar 2013
	Identify future work through assessments and studies.	25	Studies and traffic surveys to develop future work programmes	Hanif Islam	Mar 2013
Walk & cycle legible London school map	Development 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



Roxbourne School 20mph Zone Scheme

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND

Roxbourne School 20mph Zone Scheme

Introduction

The Council has been successful in securing funding from Transport for London (TfL) to introduce a 20mph zone in your area, near Roxbourne (Infant & Junior) School, and are therefore seeking your views on these proposals. Much of the area is already traffic calmed and therefore we are not planning additional measures in the southern section of Torbay Road, Exeter Road and Lynton Road, Ovesdon Road and several cul de sacs where traffic speeds are already low.

In order to make the zone self enforcing however new traffic calming is proposed for the following roads: Torbay Road (between Walden Avenue & the road closure); Widdicombe Road; Dunster Road; Clovelly Way; Capthorne Avenue; Waverley Road and Yeading Avenue. It is planned that the 20mph zone include these roads.

The aims of the scheme are to create a 20mph zone which will:

- Reduce the risk of personal injury accidents within the area
- Improve pedestrian and cycle safety
- Encourage walking and cycling in the area
- Discourage through traffic

Vulnerable road users such as pedestrians (particularly children and the elderly), cyclists and motorcyclists are over-represented in road user casualties within the borough. By reducing vehicle speeds to 20 mph, specifically in residential areas and near schools, the council believes that, not only will casualties be reduced but, more people may be encouraged to cycle or walk as opposed to relying on the car.

The implementation of 20mph zones is supported by the Mayor for London and helps to meet national and local road safety targets. Research conducted by TfL found that 20mph zones reduced traffic speeds by an average of 9mph and dramatically improved safety for all road users, reducing all casualties by 43% and fatal or serious casualties by 53%.

20mph zones within the borough are generally supported by physical measures such as speed cushions in order to make them self enforcing.

The full proposals are outlined below and shown on the enclosed plan.

Entry treatments

This will involve erecting 20mph signs and marking the carriageway with a 20mph roundel at the entry points to the zone. The entry treatment will raise motorist's awareness to the change of speed limit and indicate that they are entering a 20 mph area.

Speed Cushions

These are a traffic calming feature, which are narrow enough to allow a wide wheel based vehicle such as a fire engine or ambulance to pass relatively unhindered. A smaller wheelbase vehicle, such as a car, however would have to have at least one set of wheels on some part of the cushion, thereby forcing the driver to reduce their speed.

The details of the 20 mph zone proposals are shown on the enclosed plan for your information. A set of more detailed plans is also on the council's website by using the following link: www.harrow.gov.uk/trafficconsultations - look for *Roxbourne School 20mph zone scheme*.

Roxbourne School 20mph Zone Scheme

Benefits:

- Effective in reducing speeds
- Self enforcing
- Overcome objections of the emergency services

Disadvantages:

- May cause vibration or noise
- Potential discomfort to vehicle occupants
- Will not reduce the speed of all vehicles



Typical Speed Cushions

Benefits:

- Effective in raising motorists' awareness
- Highlights the change from the main road to a residential area
- Raises the priority for pedestrian crossing the junction

Disadvantages:

- Insignificant



Typical Entry Treatment

New or Changed Restrictions

We are proposing changed or additional yellow line waiting restrictions near the two entrances to the school in Torbay Road and Waverley Road. Double yellow lines are also proposed at circled junctions. These proposals will improve visibility and safety for all road users especially pedestrians. A detailed plan will be included if your address is close to one of these locations.

Roxbourne School 20mph Zone Scheme

What about the emergency services – police, fire, ambulance etc?

The emergency services along with other interested parties are consulted individually for their opinion and views on the proposals.

We need your views

We want to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let us know what they think. Please return your comments on these proposals by **16 January 2013**.

If you have access to the internet you can respond on-line by visiting www.harrow.gov.uk/trafficconsultations which will direct you to the web page containing the survey name (Roxbourne School 20mph Zone scheme). You may be asked to register your details before completing the survey. Alternatively, you can return the questionnaire using the pre-paid envelope provided.

Formal consultation

A summary of the proposals will also be advertised in the local paper, Harrow Times as part the legal process to introduce parking restrictions, 20mph zone and traffic calming. It should appear around 20 December 2012. This allows people in general to comment on the proposal or object if they wish. Formal representations need to be in writing (email acceptable) and needs to include the persons name, address and reason for their representation and needs to reach us by **16 January 2013**.

Can I see the proposals in more detail?

A more detailed large-scale plan of the proposals can be viewed on-line (see above) or at:

Access Harrow, Ground Floor, Harrow Civic Centre
Station Road, Harrow

(Opening hours – Monday to Friday 9am to 5pm)

What happens next?

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals. It is anticipated that the construction works will be completed by April 2013.

Further information

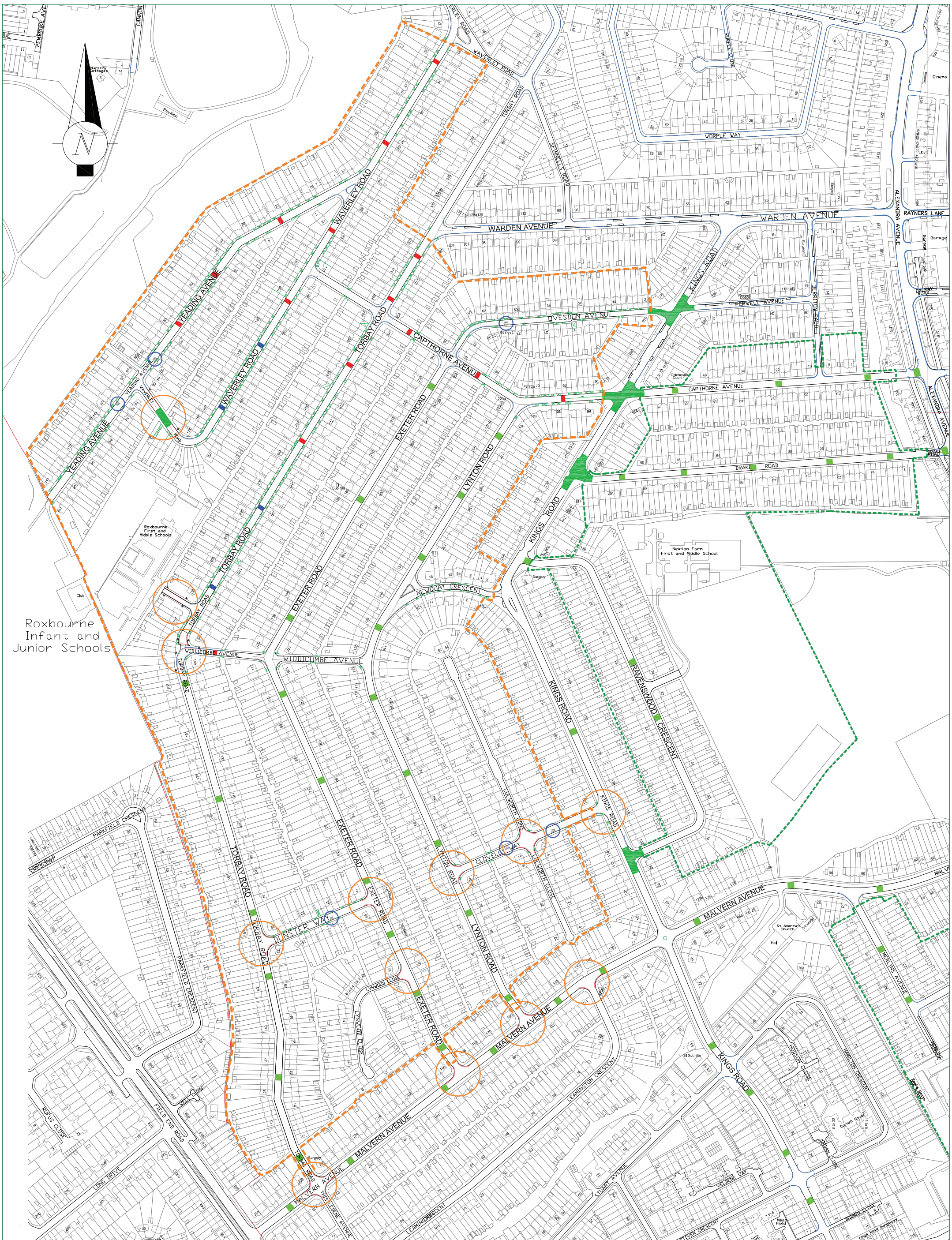
If you require further clarification or would like to discuss any issues related to the scheme, please contact Stephen Freeman, at the address below:

Harrow Council, PO Box 39
Civic Centre, Station Road
Harrow HA1 2XA

Tel: 020 8424 1437
Email: transportation@harrow.gov.uk







Unfortunately it will not be possible to reply in writing to individual responses, but if you wish to know the outcome of the consultation in due course, please contact Stephen Freeman.

Thank you for replying to this consultation



Roxbourne
Infant and
Junior Schools

Key

-  Proposed 20mph zone boundary
-  Existing traffic calming - speed cushions or raised speed table
-  Proposed new traffic calming set of 3 speed cushions or round topped road hump respectively. In Widdicombe Avenue 2 speed cushions.
-  Area where either new or revised waiting or other restrictions are proposed
-  Existing school 20mph zones
-  Slow road markings

Project **Roxbourne School
20mph zone
Proposed Area**

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100015205.

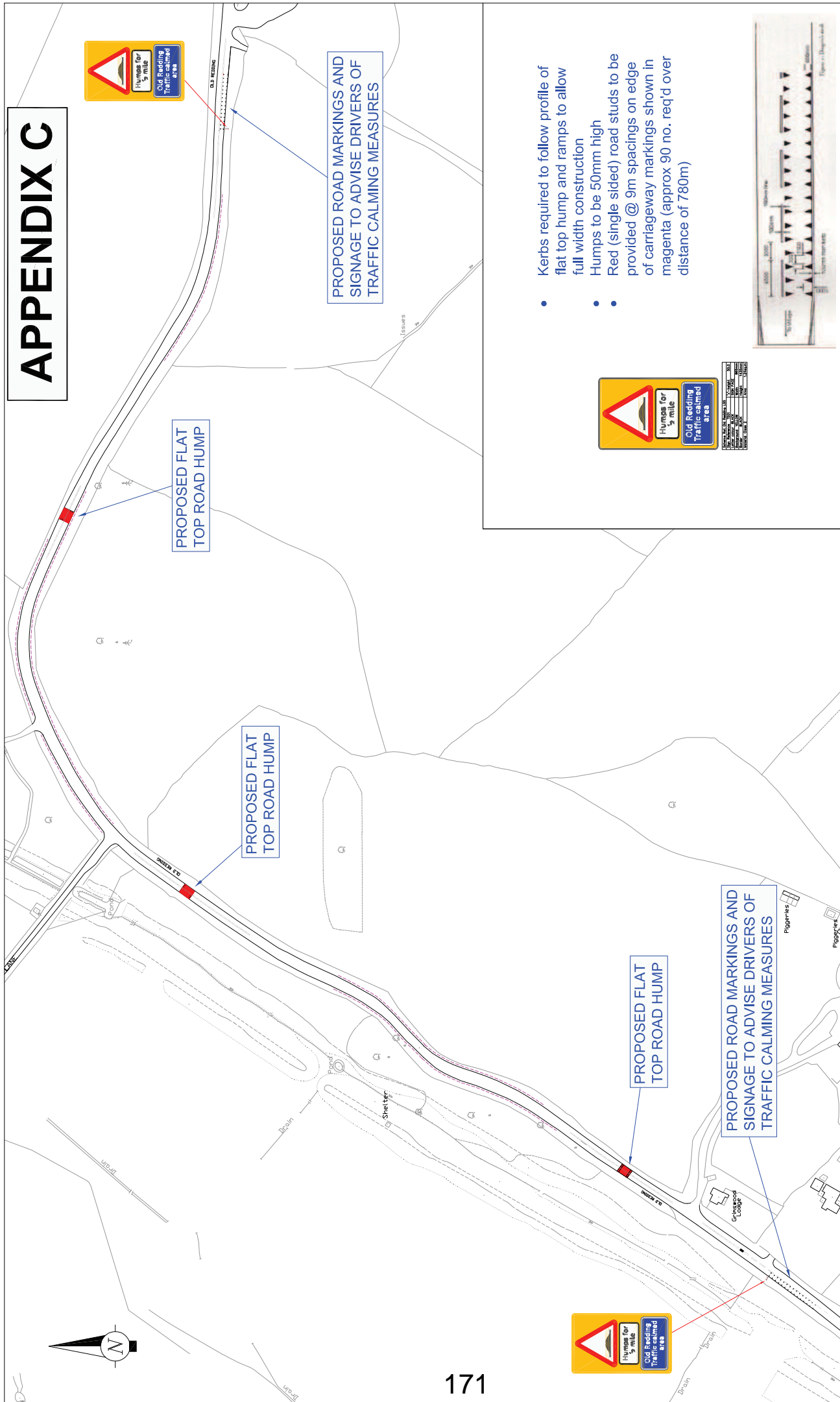
Harrow COUNCIL
LONDON
COMMUNITY & ENVIRONMENT
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2XA
Tel: 020 8663 5811
Fax: 020 8420 9611

Scale NTS @ A3	Drawn SMF	Checked BP
Drawing no T/PR/0084/000418	Date 04/12/12	
Autocad file Roxbourne3.dwg		

This page is intentionally left blank

APPENDIX C



Notes:

- Kerbs required to follow profile of flat top hump and ramps to allow full width construction
- Humps to be 50mm high
- Red (single sided) road studs to be provided @ 9m spacings on edge of carriageway markings shown in magenta (approx 90 no. req'd over distance of 780m)

TRAFFIC CALMING MEASURES

Old Redding Traffic Calmed Area

Scale: 1:1000

Drawn: JA

Date: 05/12/12

Checked: ---

Project: OLD REDDING SAFETY SCHEME

Drawing no: 01

Autocad file: T/DWG/000457 Rev C

Title: GENERAL ARRANGEMENT

Project: Old Redding Traffic Calmed Area

Scale: 1:1000

Drawn: JA

Date: 05/12/12

Checked: ---

Project: OLD REDDING SAFETY SCHEME

Drawing no: 01

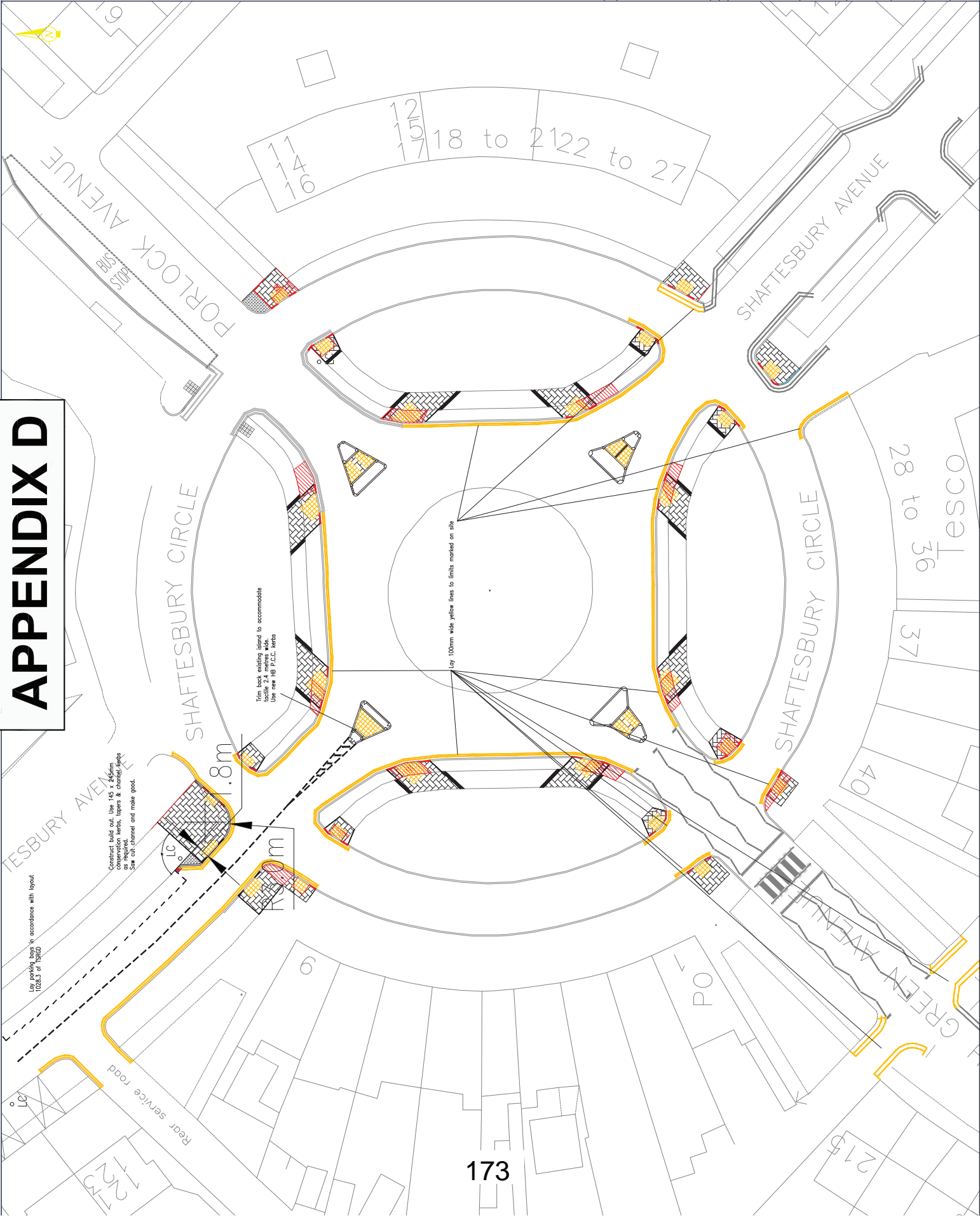
Autocad file: T/DWG/000457 Rev C

Title: GENERAL ARRANGEMENT

<p>Harrow COUNCIL LONDON</p> <p>COMMUNITY & ENVIRONMENT TRANSPORTATION</p> <p>P.O. Box 16, Cole Park, Uxbridge, Middlesex, U.K. UB8 3PH Tel: 020 8603 3011 Fax: 020 8603 3011</p>		<p>Project: OLD REDDING SAFETY SCHEME</p> <p>Drawing no: 01</p> <p>Autocad file: T/DWG/000457 Rev C</p> <p>Title: GENERAL ARRANGEMENT</p>	<p>Scale: 1:1000</p> <p>Drawn: JA</p> <p>Date: 05/12/12</p> <p>Checked: ---</p>
<p>Notes:</p> <ul style="list-style-type: none"> • Kerbs required to follow profile of flat top hump and ramps to allow full width construction • Humps to be 50mm high • Red (single sided) road studs to be provided @ 9m spacings on edge of carriageway markings shown in magenta (approx 90 no. req'd over distance of 780m) 		<p>Project: Old Redding Traffic Calmed Area</p> <p>Scale: 1:1000</p> <p>Drawn: JA</p> <p>Date: 05/12/12</p> <p>Checked: ---</p>	<p>Project: OLD REDDING SAFETY SCHEME</p> <p>Drawing no: 01</p> <p>Autocad file: T/DWG/000457 Rev C</p> <p>Title: GENERAL ARRANGEMENT</p>

This page is intentionally left blank

APPENDIX D



NOTES:

Harval COUNCIL LONDON

ENGINEERING SERVICES
ENVIRONMENT SERVICES

P. O. Box 30, Civic Centre,
Harlow, Middlesex, HA1 2XA
Tel: 020 824 1000
Fax: 020 824 1000

Issued for:	CONSTRUCTION	Date:	4/12
Revisions:	Details of Revision	Drawn:	

Project Title:	Shaftesbury Circle - Mass Action Road Safety
Scale:	1:200
Drawn:	TD
Date:	12/12/12
Revision:	
Drawing No.:	TPR0053/1D001

General layout

Author:	TPR0053/1D001
Checked:	
Approved:	
Project No.:	01_2012/Project/TPR0053
Revision:	Shaftesbury to Shaftesbury/IES Issue plan 21
Date:	11/12/09

This page is intentionally left blank