

# Traffic and Road Safety Advisory Panel AGENDA

**DATE:** Thursday 21 June 2012

**TIME:** 7.30 pm

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

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**MEMBERSHIP** (Quorum 3)

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**Chairman:** Councillor Mrinal Choudhury

**Councillors:**

Ajay Maru  
Jerry Miles  
David Perry

Susan Hall  
Mrs Vina Mithani  
John Nickolay

**Advisers:**

Mr A Blann  
Mr L Gray  
(Subject to confirmation)

Mr A Wood

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**Reserve Members:**

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1. Mano Dharmarajah  
2. Kairul Kareema Marikar  
3. Sachin Shah  
4. Krishna Suresh

1. Manji Kara  
2. Yogesh Teli  
3. Simon Williams

**Contact:** Manize Talukdar, Democratic Services Officer

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# **AGENDA - PART I**

## **1. ATTENDANCE BY RESERVE MEMBERS**

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

Reserve Members may attend meetings:-

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

## **2. DECLARATIONS OF INTEREST**

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

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

## **3. APPOINTMENT OF VICE-CHAIRMAN**

To appoint a Vice-Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2012/13.

## **4. MINUTES (Pages 1 - 18)**

That the minutes of the meeting held on 8 February 2012 be taken as read and signed as a correct record.

## **5. APPOINTMENT OF ADVISERS TO THE PANEL (Pages 19 - 26)**

Report of the Director of Legal and Governance Services.

## **6. PUBLIC QUESTIONS**

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

## **7. PETITIONS (Pages 27 - 32)**

- (a) To receive a petition from the residents of Knowles Court, Cymbeline Court, Lime Court and Charville Court, Harrow, relating to unregulated parking in the access road off Gayton Road, Harrow;
- (b) to receive any other petitions submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 49 (Part 4D of the Constitution).

## **8. DEPUTATIONS**

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

## **9. TERMS OF REFERENCE FOR THE TRAFFIC AND ROAD SAFETY ADVISORY PANEL (Pages 33 - 34)**

To consider and confirm the Panel's Terms of Reference.

## **10. ALLOCATION OF LOCAL TRANSPORT FUND SCHEMES (TRANSPORT FOR LONDON FUNDING) 2012/13 (Pages 35 - 52)**

Report of the Divisional Director, Environmental Services.

## **11. HATCH END PARKING SCHEME (Pages 53 - 108)**

Report of the Divisional Director, Environmental Services.

## **12. PINNER ROAD AND COUNTY ROADS CONTROLLED PARKING ZONE REVIEW: RESULTS OF STATUTORY CONSULTATION (Pages 109 - 142)**

Report of the Divisional Director, Environmental Services.

## **13. WEST HARROW CONTROLLED PARKING ZONE - HONEYBUN ESTATE AND WHITMORE SCHOOL AREA: RESULTS OF STATUTORY CONSULTATION (Pages 143 - 198)**

Report of the Divisional Director, Environmental Services.

## **14. INFORMATION REPORT - PETITIONS RELATING TO: (Pages 199 - 214)**

1. Roxeth School and safety matters in Brickfield, Harrow on the Hill
2. Butler Road, West Harrow: Objection to removal of CPZ
3. Anselm Road, Hatch End: Request for Parking Restrictions
4. Grimsdyke Car Park, Hatch End: Objection to introduction of parking charges
5. Pinner Road: Petition to support introduction of Pay and Display Bays
6. 40 Eastcote Road, Pinner: request for parking restrictions
7. Objections to the proposed bus service along Wood Lane

Report of the Divisional Director, Environmental Services.

## **15. INFORMATION REPORT: TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 215 - 226)**

Report of the Divisional Director, Environmental Services.

**16. ANY OTHER URGENT BUSINESS**

Which cannot otherwise be dealt with.

**AGENDA - PART II - NIL**



# TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

## 8 FEBRUARY 2012

<b>Chairman:</b>	* Councillor Nizam Ismail	
<b>Councillors:</b>	* Manji Kara (1) * Ajay Maru * Jerry Miles	* Mrs Vina Mithani * John Nickolay * David Perry
<b>Advisers:</b>	* Mr A Blann * Mr L Gray	* Mr A Wood
<b>In attendance: (Councillors)</b>	Jean Lammiman Joyce Nickolay Victoria Silver Simon Williams	Minute 109 Minute 109 Minute 112 Minute 109

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

### 102. Attendance by Reserve Members

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

Ordinary Member

Councillor Susan Hall

Reserve Member

Councillor Manji Kara

### 103. Declarations of Interest

**RESOLVED:** To note that there were no declarations of interests made by Members.

### 104. Minutes

**RESOLVED:** That the minutes of the meeting held on 23 November 2011 be taken as read and signed as a correct record.

### 105. Public Questions

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

**Questioner:** Tony Allen, Chairman, Hatch End Association

**Question:** Relating to the draft consultation leaflet on the Parking Review in Hatch End Broadway:

“Is it not possible to consider an additional option to those proposed in the draft consultation leaflet, namely one of free parking combined with a restriction in the middle of the day, and are the car parking rates as shown in the draft the actual proposed rates?”

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

Thank you for your question.

By way of background, a public consultation on changes to the way parking charges are set was carried out in the Summer of 2011. The proposal set the general principle of simplifying parking charges and making them more easily understood by the public as well as helping Harrow’s shopping centres remain viable. This principle involves introducing four charging bands for on and off street parking based on the types of commercial centres defined in the Local Development Framework which is the Council’s main Spatial Strategy for the borough. The proposed structure for charges was agreed by Cabinet on 18 October 2011.

The proposed parking charges for 2012/13 are subject to further consideration of some aspects of the system, including measures to support local businesses. However, Cabinet will consider a report on fees and charges on 9 February 2012 which recommends existing parking charges be revised upwards by 4% overall as an interim measure to assist in delivering policy objectives and support for restructuring charges to zone based charging within 2012/13. The interim changes to existing charges

proposed from April accord with the system agreed by Cabinet and will also apply to any new parking schemes being introduced.

The Portfolio Holder for Environment and Community Safety agreed that a public consultation at Hatch End be undertaken, as proposed in the programme agreed by this Panel in February 2011. The parking charges contained in the draft Hatch End consultation document are commensurate with the charges in the new structure for this type of local shopping area.

For these reasons it is not possible to presently consider including a free period of parking at Hatch End but should an option including some element of free parking be agreed during 2012/13, then this would be applied at the relevant time to any scheme of paid parking implemented at Hatch End.

**Supplemental question:** What would the council do if the consultation of residents and traders demonstrated that the majority of those consulted were against the proposed parking charges and restrictions.

**Answer (provided by the Chairman):** Any changes implemented would be as part of a borough-wide review and following appropriate consultation of relevant stakeholders.

**Questioner:** Peter Jacques, Co-Chairman, Hatch End Traders Association (HETA)

**Question:** "If part of the Council's remit is to assist in the economic viability of the businesses and traders in the area of The Broadway, Hatch End, why would the Council introduce further parking restrictions contrary to their wishes. We the HETA have a petition signed by 90% of the businesses to request that the Broadway is left alone as it is felt that further restrictions would diminish and denigrate what business is left."

**Answer (provided by the Chairman):** Thank you for your question.  
The background is that this Panel established a programme of parking reviews in February 2011 and asked officers to carry out consultation on the possible introduction of parking charges, both on and off street, in Hatch End during 2011/12. The parking charges proposed (10p for 20 minutes on-street and 20p per hour off-street, which have been chosen for the purposes of consultation) can help to

stimulate the turnover of parking spaces and therefore help local businesses, whilst covering the cost of introducing controls similar to other areas in the borough.

The Council also carried out a parking review consultation in the summer of 2011 on the structure of parking charges borough-wide in order to simplify them and make them more easily understood by the public, as well as helping Harrow's shopping centres remain viable. Although Cabinet in October 2011 approved the proposal to introduce four charging bands for on and off street parking based on the types of commercial centres, it was decided that the full implementation of this system of charging should be delayed until October 2012 to allow further consideration of some aspects of the system, including measures to support local businesses. The changes are expected to be agreed during 2012/13 and will be the subject of statutory consultation. The parking charges chosen for consultation at Hatch End are commensurate with general discussions on charges for this type of commercial area, but those which are finally agreed by Cabinet will be applied.

The Council values the work that organisations like the Hatch End Traders' Association have to play, and the Council will continue to engage with the Association in respect of ongoing work. The purpose of the public consultation at Hatch End is to see what each local business, residents and other stakeholders have to say. Whilst there is value in considering petitions, in this case, the businesses have not had the opportunity to make comments on the specific proposals under consideration. The Council is committed to public consultation and this is why officers have been asked to proceed with this aspect at Hatch End. This gives all stakeholders, including businesses the opportunity to make their own particular views known, based upon the proposals and their own individual circumstances. In this way, the Council can have a greater understanding of the related issues.

The results of the public consultation at Hatch End will be reported back to a future meeting of this Panel where Councillors will be able to consider the matter in more detail.

It should be stressed that when this Panel considers the matter, it will make its recommendations to the

Portfolio Holder for Environment and Community Safety. Whatever elements of the proposals that are recommended to proceed, will also be the subject of statutory consultation before anything is implemented.

**Supplemental question:** Would the Portfolio Holder for Environment and Community Safety be able to meet with HETA members before October 2012.

**Answer (provided by the Chairman):** Please note that any changes to parking charges in the borough during 2012/13 will be the subject of a statutory consultation. Please email the Portfolio Holder directly to set up a meeting.

## 106. Petitions

**RESOLVED:** To note the receipt of the following petitions which were referred to the Community and Environment Directorate for consideration:

### (1) The Pavement in Village Way, Rayners Lane

Councillor Joyce Nickolay presented a petition on behalf of local residents relating to the pavement in Village Way, Rayners Lane. The terms of the petition were as follows:

‘We, residents of Rayners Lane, wish to bring to the attention of the Council the poor state of the pavement on the North Side of Village Way.

Particularly between West Avenue and Central Avenue, buses and heavy vehicles have repeatedly had to run over the pavement subjecting it to much damage.

This section of the pavement slopes significantly towards the road and is dangerous when covered with ice and snow.

Furthermore, it is evident that the utility companies have added to the unevenness when replacing the surface.

We request that the Council deals with this section by complete replacement.’

### (2) Parking regulations and facilities in Hatch End

Mr Peter Jacques, a local resident, presented a petition relating to parking regulations and facilities in Hatch End. The terms of the petition were as follows:

‘We the business traders of Hatch End would like the current parking regulations and facilities to remain exactly as they are, to sustain the economic vibrancy of this secondary shopping area.’

## 107. Deputations

**RESOLVED:** That, in accordance with Executive Procedure Rule 50 (Part 4D of the Constitution), the following deputation be received:

1. Parking Proposals on 843-909 Honeypot Lane, HA7 1AR Parade (Agenda item 8)

The depute, a trader from Honeypot Lane Parade, made the following points:

- traders from Honeypot Lane Parade, most of whom had signed the deputation, would prefer a one-hour parking restriction in the mornings between 11.00 am to 12.00 noon, as this would discourage commuter parking;
- the traders were opposed to parking restrictions in the parade at any other time of day, as this would jeopardise their businesses by discouraging shoppers;
- would traders be provided with parking permits for the hours of restriction.

The Chairman responded that he was familiar with the Honeypot Lane Shopping Parade and its associated parking problems. In his view, the deputees' request for a parking restriction between the hours of 11.00 am to 12.00 noon would have the reverse effect, whereas a restriction between 2.00-3.00 pm would deter all day commuter parking, whilst allowing shoppers access to the parade. He added that at this time there was no provision for parking permits for traders during the hours of the restriction, however, officers would give this issue consideration.

## RECOMMENDED ITEMS

### 108. Road Safety Plan

The Panel received a report of the Corporate Director Community and Environment, which provided an update on the Council's Road Safety Plan and provided detailed information on Harrow's road safety record.

An officer stated that:

- the Road Safety Plan had been reviewed following the adoption of Harrow's second Transport Local Implementation Plan (LIP2);
- the Plan included all the road safety policies and information on how these were put into practice;
- there was a three year programme of implementation;

- Harrow had a good road safety record in comparison to other London boroughs, for example, there had been a 33% reduction in road accidents involving children.

Following comments from advisers to the Panel, an officer stated that Transport for London (TfL) had recognised the danger posed by Heavy Goods Vehicles (HGVs) to cyclists and undertook to advise haulage contractors in the borough of the dangers posed to cyclists by larger vehicles particularly when carrying out turning manoeuvres. He also and undertook to add an additional section to the report to demonstrate Harrow's contribution to this initiative. He added that TfL were planning to launch a safety campaign in central London during the summer of 2012, and officers had requested that the HGV being used as part of the safety campaign be brought to Harrow to demonstrate the dangers posed to cyclists by large vehicles.

The officer added that Harrow had run an awareness campaign targeted at drivers of HGVs at the end of 2011, which would be run again in 2012 and be funded by Harrow's TfL road safety budget. The officer invited the adviser representing cyclists' interests to contribute to the road safety campaign in 2012/13. He stated that TfL would be funding a similar safety campaign aimed at pedestrians.

A Member stated that road safety had been an under resourced area for a number of years and commended officers on their work in this area. He emphasised the importance of road safety and raising awareness amongst road users and pedestrians.

Following questions from members of the Panel, an officer advised that:

- every school in Harrow was visited once a year to offer road safety advice;
- the mobile speed activated signs referred to in the report were being trialled at the time and were therefore sometimes moved from one location to another;
- Speed Activated Signs (SASs) had proved effective in reducing vehicle speeds;
- some SASs had yet to be erected, although the poles for these had been installed in some locations.

An adviser to the Panel commended officers on the report and suggested it be made widely available on the Council's website, to the public and other interested parties.

An adviser to the Panel stated that he had noticed increased deterioration in warning signs and in road markings maintenance throughout the borough. This was a health and safety issue and should be addressed.

A Member of the Panel stated that funds available in the neighbourhood investment scheme had been used to refurbish signage and road markings in Marlborough Ward, and suggested that other Wards could tap into this budget. He also suggested that the road safety report be made available as part of the 'My Account' pages on the Council's website.

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

That the report be adopted, subject to reference being made to the danger posed by HGVs to cyclists.

**Reason for Decision:** A Road Safety Plan was an effective way to show that Harrow was discharging its duty under the Road Traffic Act 1988. The Act required authorities to prepare and carry out a programme of measures designed to promote road safety. A local road safety plan was a vital part of the evidence to show how this was being done in Harrow.

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

The Panel received a report of the Corporate Director Community and Environment, which provided information about parking management schemes in Harrow, details of requests and representations received and recommendations for priorities for new schemes in 2012/13.

An officer stated that:

- the costs of the schemes detailed in the report were estimates as the actual costs of each scheme was dependant on the views of the public;
- officers were anticipating a reduction in the overall budget available for the review of parking schemes in the future, and a proportion of this budget would need to be set aside for the Local Safety Parking Scheme. However, there were potential Section 106 (S106) funds available to supplement this;
- because the Capital Allocation could not fund every request for a review of a parking scheme, officers were recommending a prioritisation of the funding available. Although the automatic review of a parking scheme, which normally took place between six to twelve months after implementation had become the norm in recent years, these automatic reviews had significant implications in terms of cost and staff time. Therefore, officers were proposing that, in the future, reviews only take place for those schemes where there was significant public demand.

Following questions from Members of the Panel, an officer stated that historically, S106 funds were only released after completion of a project or if the Council could demonstrate the existence of issues that would cause the funding to be released. In the future, traffic officers would be working more closely with planning officers in this area.



A back benching Member stated that with regard to the review of parking in Uxbridge Road, Hatch End, the report stated that the local residents' association had indicated that views on this issue were split. The Member stated that in her view, views were not split fifty-fifty, but that some residents continued to have concerns. The proposed parking controls in The Broadway had aroused strong feeling among residents, many of whom did not want it to extend into residential areas. Most of the traders in Hatch End had signed the petition and the Portfolio Holder for Planning, Development and Enterprise had visited them recently to discuss the matter. Another business in Hatch End had closed down recently, and many of the remaining businesses were struggling financially. She requested that both the Portfolio Holder for Planning, Development and Enterprise and the Portfolio Holder for Environment and Community Safety meet with the traders to discuss ways forward. She added that she held regular street surgeries in Hatch End. At one such surgery, one of the largest traders in Hatch End had indicated that it had incurred considerable losses due to the parking restrictions on Sundays.

Following questions from Members of the Panel, an officer stated that scheme reviews were normally carried out between six to twelve months after implementation of a scheme. The scheme at Hatch End was subject to consultation due for implementation in 2012/13.

A back benching Member stated that the Rayners Lane scheme had caused parking to be polarised in the areas just outside the CPZ, where there was displaced parking causing obstruction.

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

- the public consultation in Central Avenue showed no clear majority support for a CPZ. However, residents had subsequently presented a petition to the Panel requesting a CPZ. In the areas of Raynton Close/Trescoe Gardens/Newlyn Gardens residents had requested revisions to the yellow lines proposed. The Panel had subsequently agreed to a re-consultation of these streets, which was expected to be carried out in April 2012. Officers had made recommendations and met on site with representatives of residents to discuss revisions to the recommendation and written to residents informing them of these;
- the CPZ in South Harrow would be implemented shortly. The West Harrow scheme was due to be consulted on shortly, the results of which would be reported to the June meeting of the Panel. The scheme would be implemented during the Summer of 2012, subject to statutory consultation results and agreement by the Panel and Portfolio Holder for Environment and Community Safety.

A Member requested that if any additional funds were identified in 2012/13, then the proposed scheme in Pinner should be given priority.

An adviser to the Panel stated that the current trend of permanent day-long occupation of parking spaces was proving detrimental to traders and that the proposed CPZ in Hatch End would benefit both traders and residents.

Members of the Panel stated that they did not wish the current practice of automatically reviewing parking schemes six to twelve months after implementation to be abandoned by officers and requests reported to the following Panel meeting, as proposed. Following further discussion, Members agreed the following amendment to paragraph 1 of the recommendation:

‘the practice of automatically reviewing parking schemes after six to twelve months be replaced with a pragmatic approach and that any issues following scheme implementation be considered at the next Panel meeting.’

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

That

- (1) the practice of automatically reviewing parking schemes after six to twelve months be replaced with a pragmatic approach and that any issues arising following scheme implementation be considered at the next meeting of the Panel;
- (2) the priority list of parking management schemes for 2012/13 as shown in Appendix B of the report, be agreed, subject to confirmation of funding by Cabinet on 9 February 2012;
- (3) officers be authorised to carry out scheme design and consultation on the schemes in Appendix B of the report;
- (4) officers be authorised to implement the schemes in Appendix B of the report, subject to a further report and receiving the Panel’s recommendation to proceed.

**Reason for Decision:** To prioritise the Controlled Parking Zones and Parking Schemes Programme for 2012/13.

#### **110. Burnt Oak Broadway Controlled Parking Zone Review**

The Panel received a report of the Corporate Director Community and Environment which set out the results of the public consultation following a review of the Controlled Parking Zone (CPZ) introduced in the Burnt Oak Broadway area in April 2011. An officer stated that the report made a number of recommendations which had been formulated on the basis of the results of the consultation.

The officer added that the scheme had originally been planned to include a review of parking around Krishna Avanti School. However a recent further planning application for this site had meant this was not practical and a further consultation would be carried out in this area once the implications of the recent planning application were known. There were Section 106 monies available to fund this.

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

That

- (1) the following be taken forward to statutory consultation:
  - (a) the Chase – from Columbia Avenue to Oakleigh Avenue now be included in the CPZ;
  - (b) Columbia Avenue – between Burnt Oak Broadway and Vancouver Road – the two existing south westerly Pay and Display (P&D) parking bays be converted to Shared Use P&D / Resident Permit parking bays;
  - (c) Oakleigh Avenue and The Highlands – at their junction with Burnt Oak Broadway – remove the existing loading bays, install double yellow lines and convert the existing P&D bays to allow morning peak time loading while retaining P&D for shoppers etc;
- (2) Axholme Avenue, Broomgrove Gardens, Orchard Grove – extend the existing double yellow lines by 5 metres on the southwestern side of each road at its junction with Oakleigh Avenue;
- (3) Camrose Avenue – extend the existing double yellow line on southeast side by approximately 10 metres northeast;
- (4) the results of the statutory consultation be presented to the Portfolio Holder for his consideration;
- (5) residents within the consultation areas be informed of this decision;
- (6) officers be authorised to make minor amendments where required for technical or practical reasons;
- (7) further consultation on possible parking controls around the Krishna Avanti School take place when the implications of the recent planning approval is known and the S106 agreement is in place.

**Reason for Decision:** To control parking in the existing Burnt Oak Broadway area as well as the surrounding roads as detailed in the report. To respond to residents' requests for changes to the existing parking arrangements in their area and to maintain road safety and accessibility for vehicular traffic.

## **111. Canons Park Controlled Parking Proposals**

The Panel received a report of the Corporate Director Community and Environment, which set out the results of the public consultation of the Canons Park Station area wide parking review. An officer stated that the proposals contained in the report were, subject to approval, due to be taken to statutory consultation. He added that some of the area covered by the report had extended beyond the scope originally anticipated by officers.

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

- one-hour controls in the pay and display bays set out in paragraph C of the recommendation permitted shoppers, residents and permit holders to park there;
- at a previous Panel meeting, Members of the Panel had agreed to a resident's suggestion to introduce pay and display, disabled and residents parking bays on Whitchurch Lane to deal with the displaced parking from the Hitchin Lane development;
- the people on Station Parade requesting residents permits referred to in the report were those residents living in the properties above the shops;
- residents' representatives from the Canons Park Residents' Association had advised that they wanted extended double yellow lines in the small area in Wychwood Avenue beyond the junction of Howberry Road however the adjacent residents response did not support this.

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

That

- (1) the following be taken forward to statutory consultation:
  - (a) Donnefield Avenue (Area 1 on plan in Appendix D) – permit bays be introduced with hours of operation between 8:00 to 18:30;
  - (b) Torbridge Close (Area 2 on plan in Appendix D) – permit bays be introduced with hours of operation between 14:00 to 15:00;
  - (c) Station Parade (Area 3 on Plan in Appendix D) – at the front of the parade in the service road, single yellow lines be controlled for two hours during the day, between 10:00 to 11:00 and 14:00 to 15:00, with a number of joint permit and pay and display bays provided with hours of operation between 08:00 to 18:30. At the rear of station parade, double yellow lines be introduced on the bends and through narrow sections and a single yellow line be introduced through the remainder, with control times of 12:00 to 13:00;
  - (d) Cheyneys Avenue between the junction of Cloyster Wood to the northern property boundary of 118 Cheyneys Avenue, (Area 4 on plan in Appendix D) – single yellow lines be introduced with control times between 14:00 to 15:00;

- (e) Du Cros Drive (Area 5 on plan in Appendix D) – single yellow line be introduced with a one hour control in the afternoon between 15:00 to 16:00;
  - (f) Buckingham Road between Whitchurch Lane and Buckingham Gardens, (Area 6 on plan in Appendix D) – a combination of double yellow and single yellow line controls be introduced with control times between 14:00 and 15:00;
  - (g) Buckingham Gardens, (Area 6 on plan in Appendix D) – single yellow lines be introduced with control times between 14:00 and 15:00;
  - (h) Parr Road, (Area 7 on plan in Appendix D) – single yellow lines be introduced on one side of the carriageway between 08:30 to 18:00;
  - (i) Bromefield/Bush Grove/Maychurch Close, (Area 8 on Plan in Appendix D) - single yellow lines be introduced between 14:00 to 15:00;
  - (j) Bramble Close, (Area 9 on plan in Appendix D) – single yellow lines be introduced between 14:00 to 15:00;
  - (k) shopping parade on Honeypot Lane, (Area 11 on plan in Appendix D) - single yellow lines be introduced between 14:00 to 15:00;
- (2) throughout the area consulted, double yellow lines be introduced 10 metres back from junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code and computer simulation of vehicle swept paths;
  - (3) a second consultation take place to clarify the views of residents from Buckingham Road between Whitchurch Avenue and Whitchurch Lane and proceed to statutory consultation. The consultation boundary be defined as Area 10 on plan in Appendix D;
  - (4) disabled parking facilities be incorporated into the detailed design proposals at Station Parade, local shops on Honeypot Lane and at entrances to Canons Park itself;
  - (5) residents throughout the consultation area be informed of the outcome of the public consultation.

**Reason for Decision:** To control parking in the area surrounding Canons Park Station as well as the surrounding roads. To respond 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.

## RESOLVED ITEMS

112. **INFORMATION REPORT: PETITIONS RELATING TO (1) Honeypot Lane & Winchester Road: Traffic Safety Proposals; (2) Kingshill Avenue Area: Proposed yellow line waiting restrictions; (3) Buckingham Road, Edgware: request to resolve parking problems; (4) Shaftesbury Circle: Opposing proposed waiting restrictions; (5) Argyle Road, North Harrow: Objection to parking bays; (6) Fallowfield, Stanmore: Objection to proposed waiting restrictions; (7) Nelson Road, West Street and adjacent terra**

The Panel received a report of the Corporate Director Community and Environment outlining petitions that had been received since the meeting of the Traffic and Road Safety Advisory Panel on 23 November, including details of the Council's investigations where these had been undertaken.

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

### **Honeypot Lane and Winchester Road – Traffic Safety Proposals**

- three petitions were received in relation to Malvern Gardens and Winchester Road as part of the Honeypot Lane LSS an analysis of the results of the public consultation had proved inconclusive;
- residents in Malvern Gardens had been concerned about displaced parking in roads surrounding Winchester Road.
- Members had voiced concern about changes to the hours of operation of the bus lane at the November Panel meeting, and it was decided not to amend these but it was agreed that the bus lane be shortened by 80 metres. Additional signage and a pedestrian refuge were introduced following discussions with the Portfolio Holder for Environment and Community Safety to improve pedestrian access in the area.

A back benching Member stated the following with regard to parking controls and lack of adequate parking on Winchester Road:

- there was a general trend in increased car ownership and car use both locally and nationally, which impacted on Harrow residents;
- there was a significant amount of anti-social parking on Winchester Road whereby cars were being parked on both sides of the road, in disabled spaces and on kerbs, blocking driveways, and causing other access problems, for example, bins not being collected;
- some of the overspill parking was caused by Brent residents;
- residents from Winchester Road had submitted a petition and organised a public meeting about parking problems on their street, which had been attended by traffic officers;

- the Police had advised that any parking scheme implemented would cause further displaced parking.

The Member added that she would welcome suggestions from Members and officers about any innovative parking schemes, awareness campaigns that targeted behavioural change, or additional signage that would help alleviate parking problems in this area.

An officer advised that:

- this was a borough-wide as well as nation-wide problem. He added that there were two main issues. Firstly, obstruction of access and secondly management of demand, which could be done through controlled parking measures such as double yellow lines;
- demand management would require a study of demand for and availability of parking in a particular area. If parking issues in an area related purely to access, then these could be addressed under a separate programme of works which dealt with access and safety issues;
- in his experience, awareness campaigns had limited impact in areas with severe parking pressures.

The officer made the following additional points with regard to the petitions listed below:

#### **Kingshill Avenue Area – Proposed double yellow line waiting restrictions**

- £100k was available from TfL to progress the scheme;
- public and statutory consultations had received a good level of response which showed that the majority of residents were in favour of the double yellow lines. These would contribute to improved visibility and accessibility in the area.

#### **Buckingham Road, Edgware - Request for action on parking problems**

- there had been public consultation to seek the views of petitioners', residents' and businesses as part of the Canons Park Station area review, undertaken in 2011. This would go to statutory consultation shortly and further details of this were provided in the report under agenda item 12.

#### **Shaftesbury Circle – opposing proposed waiting restrictions**

- following discussions with residents, it was agreed that the double yellow lines were not required in the service roads and were therefore removed, but would be implemented on the corners.

### **Argyle Road, North Harrow - objection to parking bays**

- funding was available from the Greater London Authority and would be used to implement parking bays to assist traders in North Harrow;
- following local consultation, objections had been received against the central islands and the proposals relating to Northumberland and Cambridge Roads had been abandoned. The scheme was agreed following consultation with the relevant Ward Councillors and the scheme would be operational from March 2012.

### **Fallowfield, Stanmore – objection to waiting restrictions proposed as part of the Local Safety Parking Programme; Nelson Road, West Street and adjacent terraces - Objection to proposed waiting restrictions; Localised Safety Parking Programme on Harrow on the Hill**

- petitions objecting to the implementation of parking restrictions in these streets had been received;
- officers had carried out a site visit on Fallowfield and were logging the responses to the statutory consultation regarding the proposed scheme and expected to reach a compromise solution;
- a petition had been submitted to Cabinet objecting to the proposed parking restrictions on Harrow on the Hill. The petition, along with other objections to the restrictions would be discussed with the Portfolio Holder for Environment and Community Safety.

A back benching Member stated that:

- the petition relating to Harrow on the Hill had 80 signatures from residents and traders on the roads affected by the proposed waiting restrictions. A previous petition about the same issue had 26 signatures;
- traders on London Road had told him of their concerns relating to loss of business due to the restrictions;
- there was also concern about displaced parking from the Nelson Road area;
- many residents had not been aware of the parking proposals until he had informed them of these. He fully endorsed the suggestion of a meeting attended by the relevant Ward Councillors, the Portfolio Holder for Environment and Community Safety and officers to discuss ways forward.

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



- the Harrow on the Hill petition did not name specific streets and was signed by residents and traders from the area;
- a meeting between the relevant Ward Councillor was being planned pending agreement from the Portfolio Holder prior to any final decision being taken.

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

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

The Panel received a report of the Corporate Director Community and Environment, which provided an update on the progress made with delivering the 2011/12 programme of traffic and parking schemes.

It was noted that the Stanmore Hill scheme was 60% complete and the Mollison Way scheme would be officially opened on 1 March 2012.

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

### **114. Any Other Business**

#### Vote of Thanks

The Chairman stated that this was the last meeting of the Panel for the 2011/12 Municipal Year and he expressed his appreciation to Members, Advisers and officers for their hard work in supporting the work of the Panel.

On behalf of the Panel, the Vice-Chairman offered his best wishes to the Chairman on his Mayorship for 2012/13.

### **115. 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 10.05 pm).

(Signed) COUNCILLOR NIZAM ISMAIL  
Chairman

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

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<b>Date of Meeting:</b>	21 June 2012
<b>Subject:</b>	Appointment of Advisers to the Panel 2012/13
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Hugh Peart, Director of Legal and Governance Services
<b>Portfolio Holder:</b>	Councillor Phillip O'Dell, Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes (following consideration by the Portfolio Holder)
<b>Enclosures:</b>	Appendix 1 – A Synopsis of Organisations  Appendix 2 – Nomination Form

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

This report advises Members regarding the appointment of non-voting advisers to the Panel for the 2012/13 Municipal Year.

Members are requested to consider the report and agree the following:

### **Recommendations: That**

1. in accordance with the Executive Procedure Rules (Part 4D of the Constitution - Rule 22.4) the Panel recommend to the Portfolio Holder for Environment and Community Safety that the advisers detailed in paragraph 2.4 of this report be re-appointed for the 2012/13 Municipal year;
2. the Panel indicate whether additional nominations from the list of organisations set out in appendix 1 should be sought;

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

To appoint advisers to the Panel for the 2012/13 Municipal Year, to assist in the work of the Panel.

## **Section 2 – Report**

### **Brief History**

- 2.1 Rule 22.4 of the Executive Procedure Rules provides for a Panel or to recommend to the Executive that advisers be appointed to assist in the work of the Panel either generally or on specific matters.
- 2.2 In 2011/12, all the organisations listed at appendix 1 were invited to submit up to two nominations for the position of non-voting advisers to the Panel. This was done in order to:
  - (i) widen the pool of adviser organisations that are approached annually for nominations;
  - (ii) implement a more transparent process for the selection and appointment of advisors, that was in line with good practice guidelines;
  - (iii) consider nominees whose abilities would best suit the needs and direction of the business of the Panel, and whose contributions and specialist knowledge would be an asset to the work of the Panel.
- 2.3 In 2011/12, six nominations were received from the following organisations: The Cyclist Touring Club, Sustrans, London Travel

Watch, Living Streets Harrow Public Transport Users Association and the North West London Chamber.

- 2.4 The Panel recommended and received agreement from the Portfolio Holder for Environment and Community Safety for the appointment of the following three non-voting advisers to assist with its work in 2011/12:
- Mr Alan Blann, representing the Cyclists Touring Club 'Right to Ride';
  - Mr Len Gray, representing Living Streets;
  - Mr Anthony Wood, representing Harrow Public Transport Users' Association.
- 2.4 This report suggests that the Panel recommend to the Portfolio Holder for Environment and Community Safety the re-appointment of the advisers appointed in 2011/12 and indicate if it wishes to seek additional nominations from the organisations listed in appendix 1. Appendix 2 sets out the nomination form previously used. If appointed, the advisers will be subject to the Protocol on Advisers and any other rights or restrictions agreed by the Panel.
- 2.5 Although there is no limit on the number of advisers that the Panel can appoint, officers recommend that up to four representatives be appointed in order to ensure that management of the Panel's work does not become onerous.

### **Financial Implications**

- 2.6 Not applicable.

### **Risk Management Implications**

- 2.6.1 If advisers are not appointed, the Panel may not have access to external expert advice from suitably qualified persons when conducting its business.

### **Equalities implications**

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

### **Corporate Priorities**

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

### Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 7.6.12		
Name: Paresh Mehta	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 7.6.12		

### Section 4 - Contact Details and Background Papers

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

**Background Papers:** The Council's Constitution, Report to TARSAP meetings held on 23 June 2011 and 20 September 2011; Portfolio Holder Decision (PHD) 002/11.

## Potential organisations who could provide advisors to assist in the work of TARSAP

### Cycling

- a) **London Cycling Campaign (LCC)** - Established in 1978 LCC is an independent membership charity with a vision to make London "a world-class cycling city". It has full time staff to help advise on the provision of cycle facilities as well as a network of local groups.

Website - <http://www.lcc.org.uk>

- b) **Cyclist Touring Club (CTC)** - Established in 1878 CTC is organised at a district level. It is a non profit organisation helping and advising on all types of cycling

Website - <http://www.ctc.org.uk>

- c) **Sustrans** - Established in 1983 Sustrans is a registered charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. It has a number of full time staff and an extensive network of volunteers able to advise.

Website - <http://www.sustrans.org.uk>

### Walking

- d) **Living Streets** - Key National Charity Established in 2001 but formally known as Pedestrians Association which was established in 1929. It has published papers on walking and has a network of local groups to assist working with local authorities.

Website - <http://www.livingstreets.org.uk>

- e) **Sustrans** - See detail above.

### Public Transport

- f) **Harrow Public Transport Users Association (HPTUA)** - Established group looking after all public transport users interests within the Borough of Harrow.

- g) **London Travel Watch** - Established in 2000 as an independent body, funded by the London Assembly representing the interests of transport users in and around the capital.

Website - <http://www.londontravelwatch.org.uk>

### Business

- h) **North West London Chamber** - Established organisation representing business interest of all types within Harrow.

Website - <http://www.nwlchamber.org.uk/>

- i) **West London Business (WLB)** - A sub-regional Chamber of Commerce which states it is the voice of business in West London, which includes Harrow.

Website - <http://www.westlondon.com>

- j) **Federation of Small Businesses (FSB)** - Formed in 1974 as a non profit organisation to represent the self employed and small to medium sized businesses. It has a regional structure with representation covering London.
- k) **Harrow in Business**, 297 Pinner Road, Harrow HA1 4HS,  
[info@hib.org.uk](mailto:info@hib.org.uk)<<mailto:info@hib.org.uk>>, Tel 0208 427 6188, Website <http://www.fsb.org.uk>

Please note this list is not intended to represent a list of all representation groups, many of which cover specific aspects of the above fields of work.

PSN/May 2012



**TRAFFIC AND ROAD SAFETY ADVISORY PANEL:**  
**NOMINATION FORM FOR THE APPOINTMENT OF ADVISERS**

<b>NAME OF INDIVIDUAL PROPOSING THE NOMINATION &amp; POSITION:</b>	
<b>NAME OF NOMINATING ORGANISATION:</b>	
<b>NAME OF PROPOSED NOMINEE:</b>	
<b>SUPPORTING STATEMENT:</b> [Please outline the experience, skills, abilities and knowledge that the nominee would bring to the work of the Panel.]	<b>BRIEF BIOGRAPHY OF PROPOSED NOMINEE:</b> [Please provide a brief biography for the proposed nominee]

Signature of individual proposing the Nomination:

.....

Date: .....

**IMPORTANT** Note for the proposed nominee:

Please tick this box if you agree to your supporting statement and biography being included in a report to the Traffic and Road Safety Advisory Panel, which is available to the public and is published on the Harrow Council Website.

Signature of proposed Nominee:

.....

Date: .....

***[Please return this form By \_\_\_\_\_ to: Manize Talukdar, Room 131, Harrow Civic Centre, Station Road, Harrow, HA1 2UH] Or by email to: [manize.talukdar@harrow.gov.uk](mailto:manize.talukdar@harrow.gov.uk)***



PETITION

Since the access road off Gayton Road near the junction with St John's Road, for Knowles Court, Lime Court Cymbeline Court and Charville Court has been adopted by Harrow Council it has been the only road in that part of Harrow that has unregulated parking. This has made it a regular target for people to park in the road for free. The road is too narrow for parking and when cars are parked there it impedes the access of ambulances and other emergency vehicles into the area as well as being a general nuisance to the residents of the courts and those residents trying to use the road as access to their parking places. Ambulances use this access road from time to time as Cymbeline Court is sheltered housing.

The undersigned residents of the Courts call upon Harrow Council to extend the double yellow line no parking restrictions that apply generally to that part of Harrow into the full length of this access road.


Name	Address	eMail

CYMBERLINE COURT,  
Gayton Road

TO WHOM IT MAY CONCERN

I am the Warden for Cymbefline Court in Gayton Road and this block of retirement flats shares the access road mentioned in the petitions now being presented to Harrow Council.

We are in agreement with the views expressed regarding the access road and would like to mention our concern over the unregulated parking which is now taking place in that road.

Because our residents here are elderly and some unwell, I am dealing with this on their behalf and would welcome the extension of double yellow lines which would hopefully avoid this problem.   
of Genesis is aware of our involvement in this connection.

21<sup>st</sup> May 2012



PETITION

KNOWLES COURT  
GAYTON ROAD  
HARROW HA1 2HA

Since the access road off Gayton Road near the junction with St John's Road, for Knowles Court, Lime Court Cymbeline Court and Charville Court has been adopted by Harrow Council it has been the only road in that part of Harrow that has unregulated parking. This has made it a regular target for people to park in the road for free. The road is too narrow for parking and when cars are parked there it impedes the access of ambulances and other emergency vehicles into the area as well as being a general nuisance to the residents of the courts and those residents trying to use the road as access to their parking places. Ambulances use this access road from time to time as Cymbeline Court is sheltered housing.

The undersigned residents of the Courts call upon Harrow Council to extend the double yellow line no parking restrictions that apply generally to that part of Harrow into the full length of this access road.

Name	Address	eMail

CYMBELINE COURT  
GAYTON ROAD  
HARROW HA1 2HN

PETITION

Since the access road off Gayton Road near the junction with St John's Road, for Knowles Court, Lime Court Cymbeline Court and Charville Court has been adopted by Harrow Council it has been the only road in that part of Harrow that has unregulated parking. This has made it a regular target for people to park in the road for free. The road is too narrow for parking and when cars are parked there it impedes the access of ambulances and other emergency vehicles into the area as well as being a general nuisance to the residents of the courts and those residents trying to use the road as access to their parking places. Ambulances use this access road from time to time as Cymbeline Court is sheltered housing.

The undersigned residents of the Courts call upon Harrow Council to extend the double yellow line no parking restrictions that apply generally to that part of Harrow into the full length of this access road.

Name	Address	eMail

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**Traffic and Road Safety Advisory Panel – Terms of Reference**

To make recommendations on the following:

- traffic management;
- the management and control of parking both on and off-street;
- the operational aspects of public transport within the Borough.

**Examples of business:**

- \* Petitions, Deputations
- \* Scheme Approval (from existing budgets), including consultation results and authority to make traffic orders.
- \* Objections to traffic orders
- \* Investigations into traffic problems (other than those identified by petition etc)
- \* Local Safety Schemes Annual Review
- \* Consultations from neighbouring authorities on traffic management schemes on or near boundary
- \* Amendments to London Lorry Ban operation
- \* Approval of model traffic orders
- \* References and motions from other bodies
- \* Setting traffic management criteria e.g. traffic calming.

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

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<b>Date of Meeting:</b>	21 <sup>st</sup> June 2012
<b>Subject:</b>	Allocation of Local Transport Fund schemes (TFL funding) 2012/13
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	John Edwards, Divisional Director - Environmental Services
<b>Portfolio Holder:</b>	Councillor Philip O'Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A:</b> Proposed schemes <b>Appendix B:</b> Krishna Avanti School – 20 mph zone <b>Appendix C:</b> Wood Lane proposals <b>Appendix D:</b> Improved Cycle Facilities Hindes Road Closure <b>Appendix E:</b> Sherwood Road/Northolt Road Cycle Link

## Section 1 – Summary and Recommendations

This report outlines the proposed programme of schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2012/13.

### **Recommendations:**

The Panel is requested to consider the contents of Appendix A to this report and to recommend to the Portfolio Holder those schemes which are a priority.

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

In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2012/13 financial year.

## Section 2 – Report

### **Introduction**

- 2.1 The highway network 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 local transport issues raised in the borough are being addressed in order to support local residents and businesses.

### **Options considered**

- 2.2 A range of schemes which have a local transport benefit have been suggested for TARSAP to consider. The impacts on corporate priorities, equalities, the environment and the Local Implementation Plan objectives have been provided to assist members with prioritising the implementation priorities for 2012/13 within the available budget.

### **Background**

- 2.3 The Transport for London (TfL) award for funding in 2012/13 included an allocation of £100,000 for each borough identified as a local transport funding allocation. This money is allocated to boroughs through the Local Implementation Plan (LIP) funding process and is the final year that separate funding will be allocated to boroughs by TfL. In the future all funding will be provided through the LIP formula-based funding mechanism.
- 2.4 The local transport fund is to be used by the borough for any local transport schemes they wish to implement. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy and the borough's LIP but no other criteria apply

to this allocation. The purpose of this freedom is to give greater independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funding.

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

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

- Cost
- Corporate priorities
- Equalities
- Public support
- Timeframe for completing work (within 2012/13)
- Impact
- Available resources – staff time

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

### **Programme of schemes for consideration in 2012/13**

2.8 The proposed local transport schemes that could be considered for inclusion in the 2012/13 programme can be seen summarised in the table below.

<p>Krishna Avanti School – 20 mph zone  ( see Appendix B)</p>	<p>A 20 mph zone scheme to mitigate the impact of through traffic in the area and reduce personal injury accidents in the area surrounding the school.</p>	<p>£60,000</p>
<p>Wood Lane – Pedestrian safety improvements  (see Appendix C)</p>	<p>Introduce measures close to the mosque and the temple to improve access for pedestrians and road safety.</p>	<p>£40,000</p>

Hindes Road (west) – Improvements for cyclists-New emergency fire gate with cycle access <b>(see Appendix D)</b>	Remove existing barrier, gate and guard railing across Hindes Road which blights the street scene and has a negative impact on the local area. Provide new fire emergency gate with access for cyclists to allow east west movement.	£15,000
Link between Sherwood Road and Northolt Road <b>(see Appendix E)</b>	To investigate and undertake initial feasibility and preliminary design and to consult with stakeholders on the suitability of facilitating a link between Sherwood Road and Northolt Road for cyclists. Implement scheme with signing, lining and any necessary traffic orders	£15,000
Cycle Parking Facilities	Install further cycle parking facilities at high demand sites like stations and local facilities like libraries, doctors surgeries	£10,000
Cycle Count Facilities	Install permanent electronic cycle counter facilities at selected screen line sites to measure trends in cycling activities to support LIP objectives	£10,000

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

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

2.10 The panel are requested to recommend to the Portfolio Holder the schemes from the list above to be taken forward to form a part of the 2012/13 TfL capital programme.

## Financial Implications

2.11 The local transport funding allocation has received approval as a part of the 2012/13 TfL Capital Programme. TfL has allocated 100k for the delivery of borough identified schemes and is an opportunity to deliver local transport schemes which could not have been

delivered from the Council's existing resources. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation.

## Risk management Implications

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

## Equalities Implications

- 2.13 An equality impact assessment (EqIA) has been undertaken on the schemes in this report where initial designs are proposed and indicated them of low relevance. No adverse impact on any of the specified equality groups was identified. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Disability	Reduced risk to pedestrians with mobility impairment or wheelchair users crossing the road due to reduced traffic speed thereby allowing improved accessibility.
Age	Reduced risk to pedestrians crossing the road due to reduced traffic speeds thereby allowing improved accessibility, reduced risk of conflict between motorised vehicles and cycles by use of local cycle routes that improve access, particularly for the elderly and young.
Sex	Mothers with young children or pregnant women are more likely to benefit from improved accessibility for pedestrians / cycles and reduced risk of conflict resulting from lower traffic speeds.

## Corporate priorities

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

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

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

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/06/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 31/05/12		

### **Section 4 - 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:**

Transport Local Implementation Plan 2  
Department for Transport -Traffic Advisory Leaflets



## Appendix A: Proposed schemes

Table 1: Description of proposed schemes, background and costs

Scheme	Cost	Reason
<b>Krishna Avanti School 20 mph zone</b>	£60,000	<p>The provision of 20 mph zones within children's` routes to school, particularly near school entrances, is an essential requirement in the council's bid to encourage children to walk to school in a safe and managed environment. A reduction in the number of car borne trips helps to reduce parking problems outside schools, contributes to reducing air pollution in the environment and raises the levels of health and fitness of individual pupils.</p> <p>The resulting reduction in any traffic movement may help reduce the number of road traffic accidents and generally improve road safety for all road users.</p>
<b>Wood Lane Pedestrian safety improvements</b>	£40,000	<p>Wood Lane in located in a semi rural section of Stanmore and is home to a local Mosque and Hindu Temple both of which generate a considerable amount of traffic and pedestrian movement during religious festival and pray times.</p> <p>Considerable numbers of worshipers attend both establishments so quite often vehicles park in rugby club in Wood Lane which is opposite the Temple and the Mosque. As a result large numbers of visitors cross the road near to the sharp bend in Wood Lane which is not ideal. The number of vehicles and pedestrians crossing and assessing the area often leads to congestion and road safety concerns particularly when there are large planned religious events.</p>
<b>Hindes Road (west) New emergency gate with cycle access</b>	£15,000	<p>Hindes Road forms a part of a completed strategic east west cycle route linking Harrow Town Centre with Kenton and beyond (Brent and Barnet). The existing street furniture across Hindes Road west of Harrow View not only blights the street scene but prevents cyclists from travelling in the east west direction. Cyclist are forced to either dismount or to cycle illegally on the narrow</p>

Scheme	Cost	Reason
		<p>footway increasing the risk of conflict with pedestrians. In order to promote cycling as an environmentally friendly mode of transport which is relatively cheap and good for one's health it is essential that barriers such as this be replaced with more cycle friendly alternatives.</p> <p>These views were also shared by the Traffic and Road Safety Advisory Panel cycling advisor, Harrow Cyclists and TfL.</p>
<b>Link between Sherwood Road and Northolt Road</b>	£15,000	The link road between Sherwood Road and Northolt Road currently is closed to vehicular traffic. By allowing cyclists two way access along this link road would require minimal work which will enable cyclists to link up with the completed cycle route along Roxeth Green Avenue and South Harrow shopping centre/amenities.
<b>Additional Cycle Parking Facilities</b>	£10,000	The provision of safe and secure cycle parking facilities at the end of a journey is one of the strong desires that cyclists and potential cyclist quote in surveys about cycle usage. They are a visual identifier for everyone to promote cycling and encourage the sustainable mode of travel. Proper cycle parking facilities can mitigate the problems of cyclist leaving their bikes in undesirable locations that can provide obstacles to pedestrians and the disabled.
<b>Electronic Cycle Count Facilities</b>	£10,000	The LIP contains targets for increasing cycling as a mode of transport which require cycling trips to be quantified over the life of the LIP. Manual counts can prove expensive but technology is available to electronically continuously count pedal cycles which provide much more date than manual counts. This information would feed into LIP monitoring and help justify bids for future funding.

Table 2: Schemes link to corporate priorities, equalities, and their environmental impact

<b>Scheme</b>	<b>Cost</b>	<b>Corporate priorities</b>	<b>Equalities<sup>1</sup></b>	<b>Environmental Impact</b>
Krishna Avanti School 20 mph zone	£60,000	Keep Neighbourhoods safe	✓✓All road users to benefit	Positive Improves road safety and encourages walking and cycling
Wood Lane Pedestrian improvements	£40,000	Keep Neighbourhoods safe	✓✓All road users to benefit	Positive Reduces congestion and improves road safety and accessibility
Hindes Road (west) New emergency gate with cycle access	£15,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Positive, Improves road safety encourages cycling and improves the environment
Sherwood Road .Northolt Road	£10,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Positive, Improves road safety encourages cycling and improves the environment.
Additional Cycle Parking Facilities	£10,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Positive, Improves road safety encourages cycling and improves the environment.
Electronic Cycle Count Facilities	£10,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Will monitor and help substantiate further cycling projects where cycling is a sustainable and environmentally friendly mode of transport

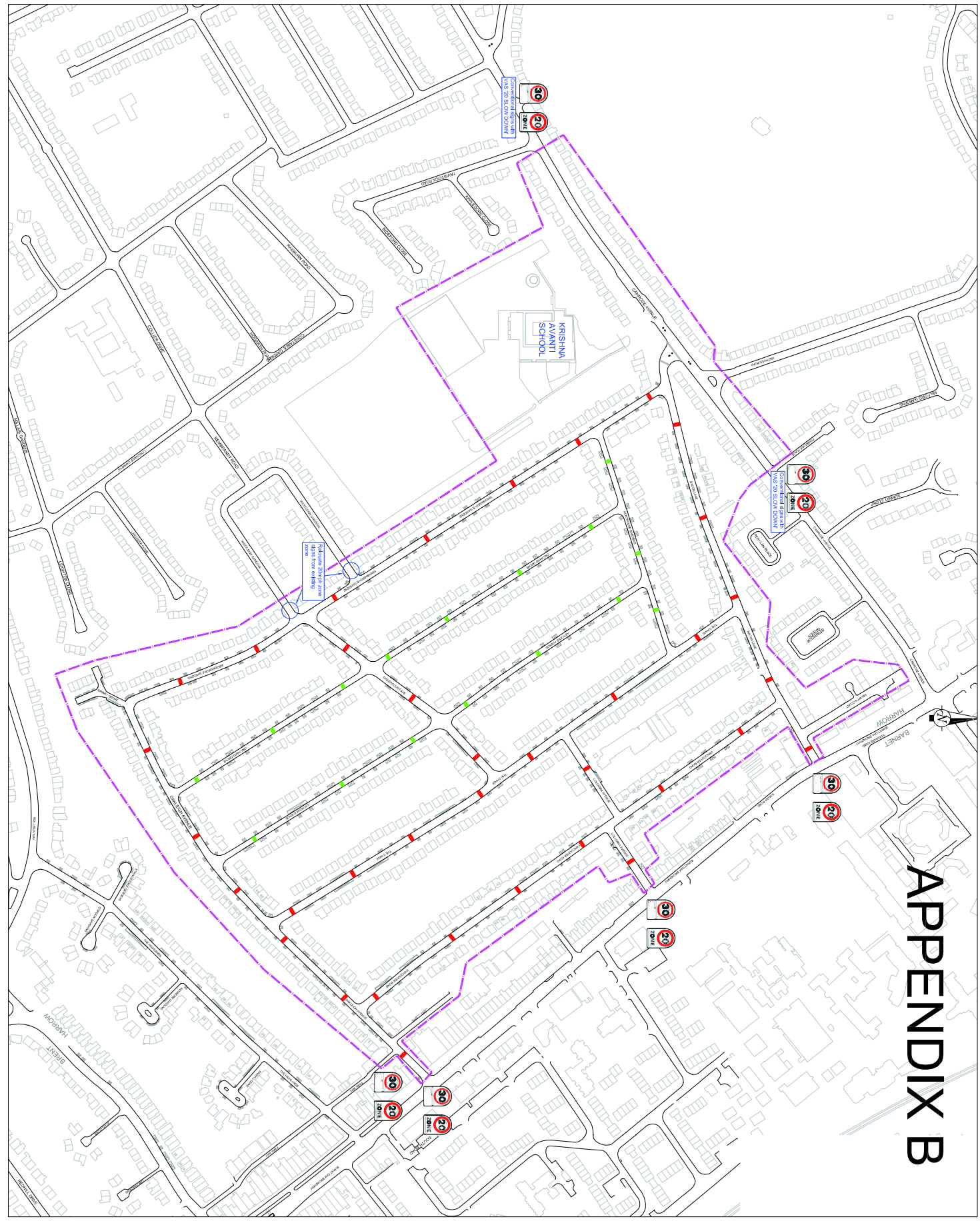
<sup>1</sup> ✓ Positive but low impact benefit, ✓✓ Positive but medium impact benefit, ✓✓✓ Positive but high impact benefit

**Table 3: Schemes link to the Local Implementation Plan objectives in accordance with the MTS**

<b>Scheme</b>	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO <sub>2</sub> emissions in Harrow	Reduce the number of motorcycle casualties across the borough	Reduce the number of pedal cycle casualties across the borough	Increase the number of people cycling in the borough	Improve the efficiency of servicing and delivery, reduce congestion and make essential car journeys easier	Improve pedestrian walkways that link to existing parks, open spaces, town centres and public transport provision	Improve existing highways, service roads and walkways to promote an uptake in cycling
Krishna Avanti School 20 mph zone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓
Wood Lane Pedestrian improvements	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓
Hindes Road (west) New emergency gate with cycle access	✓✓✓	✓✓✓		✓✓	✓✓✓	✓✓	✓✓	✓✓✓
Cycle Link Sherwood Road / Northolt Road	✓✓✓	✓✓✓		✓✓	✓✓✓	✓✓	✓✓	✓✓✓
Additional Cycle Parking Facilities	✓✓✓	✓✓✓			✓✓✓	✓✓		✓✓
Electronic Cycle Count Facilities	✓✓✓	✓✓✓			✓✓✓	✓✓		✓✓✓

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

# APPENDIX B



NOTES:

- - - 20mph zone boundary
- ◆ Set of 3 speed cushions (36 no)
- Set of 2 speed cushions (16 no)

**Harrow Council**  
LONDON

COMMUNITY & ENVIRONMENT

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Harrow, Middlesex, HA1 2XA  
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**GENERAL LAYOUT FOR FEASIBILITY**

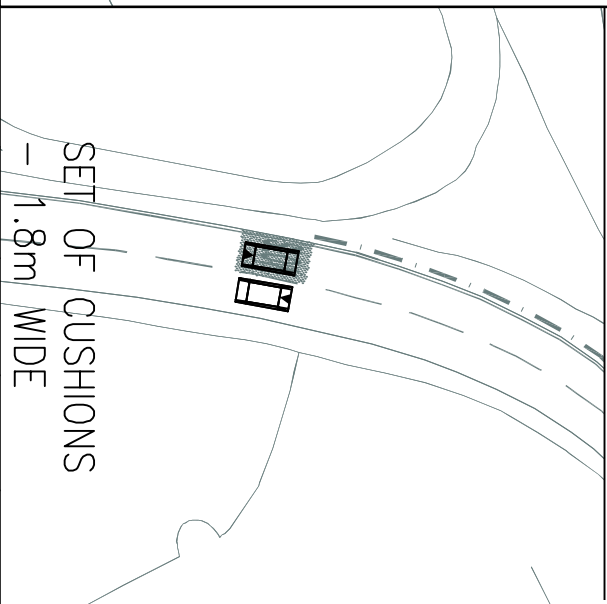
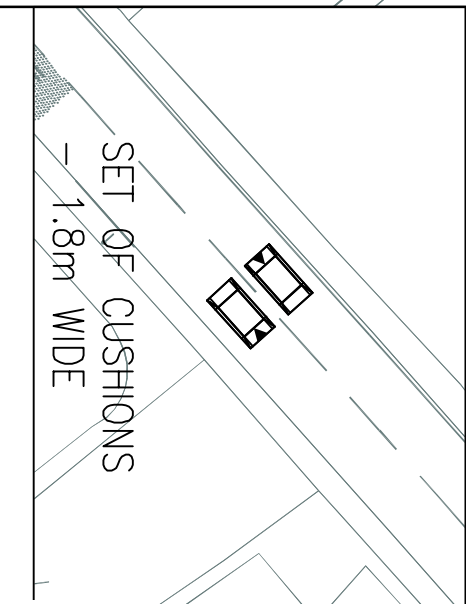
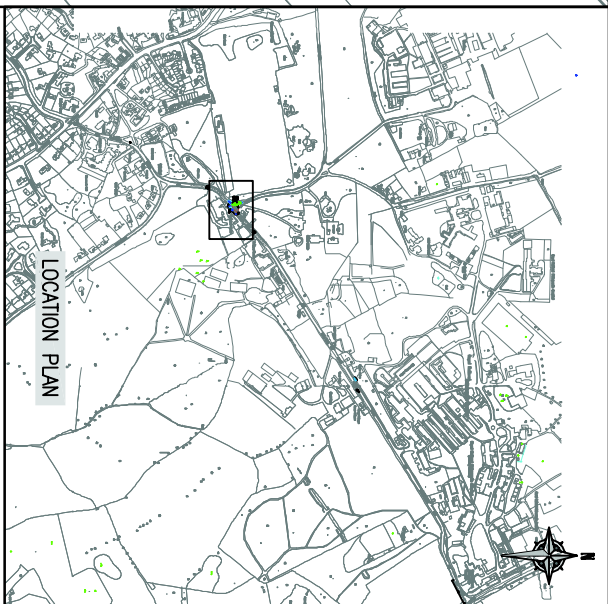
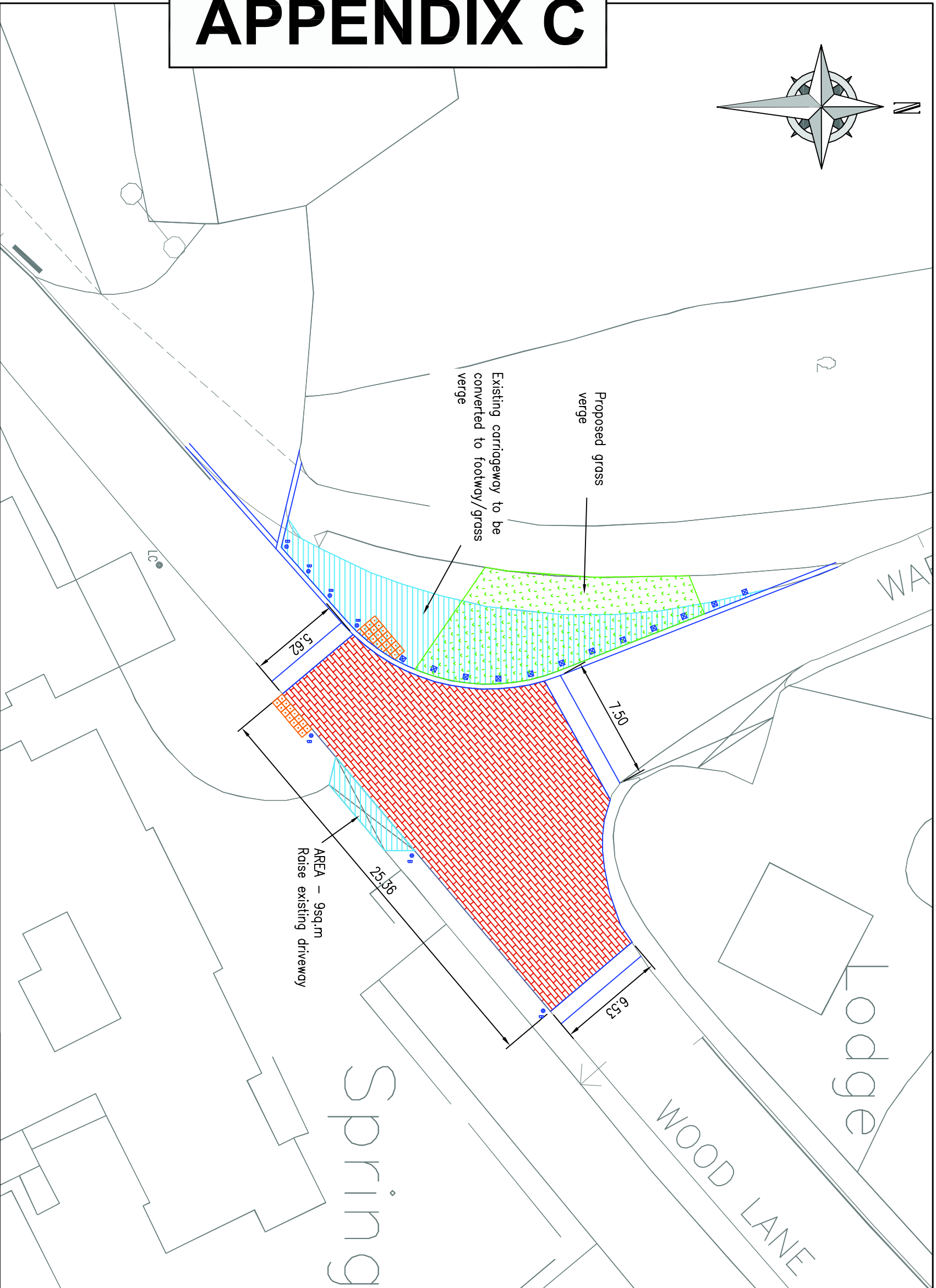
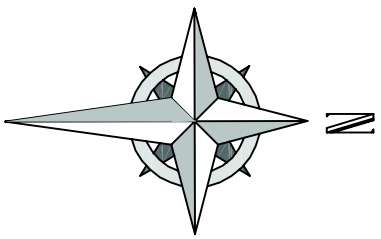
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# APPENDIX C



REVISION	AMENDMENT	DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE

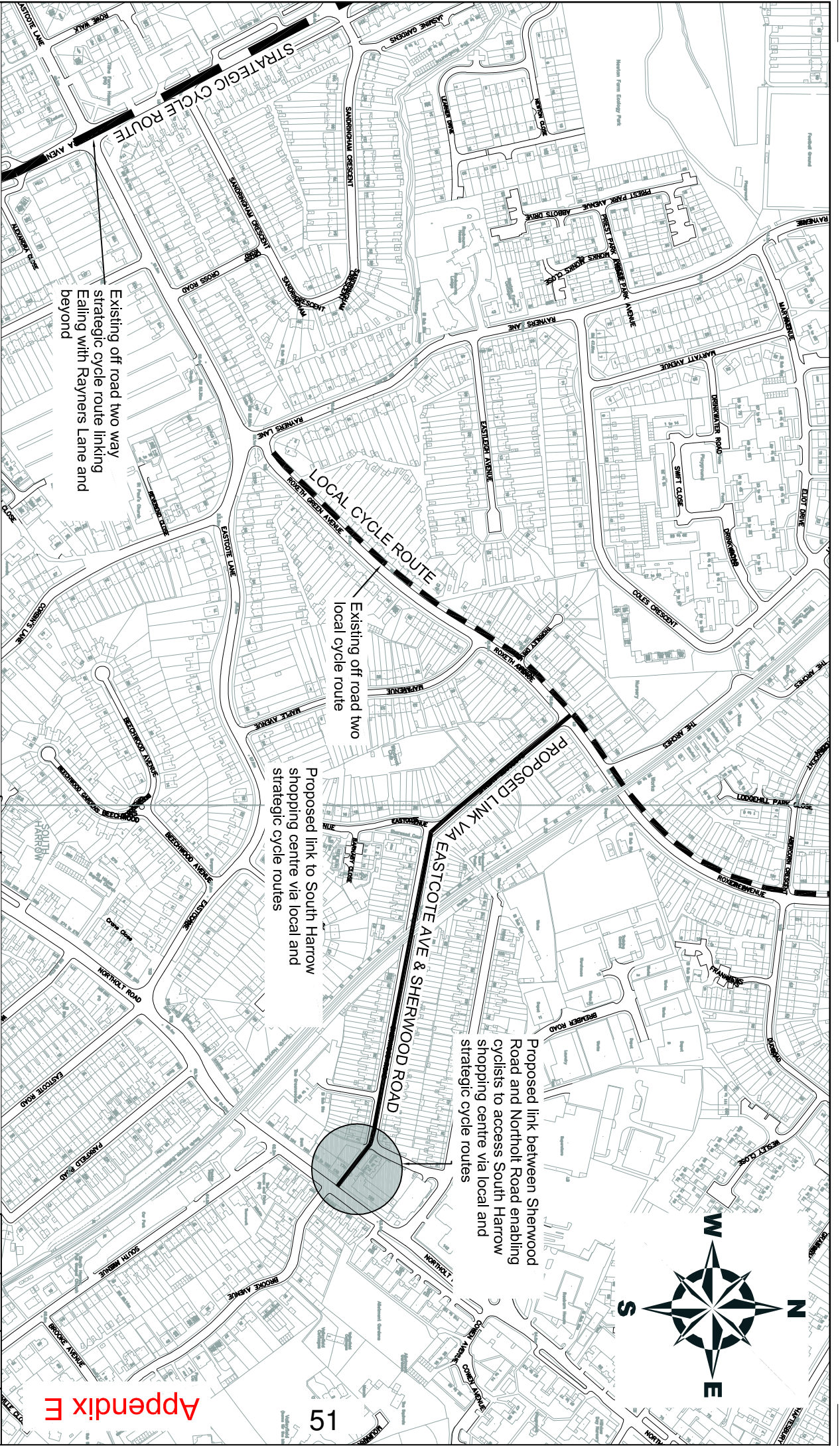
		CLIENT
PROJECT WOOD LANE - WARREN LANE AREA		
DRAWING TITLE PROPOSED RAISED TABLE AT WOOD LANE / WARREN LANE JUNCTION WITH SPEED CUSHIONS ON TWO APPROACHES		
ISSUING OFFICE TELEPHONE		
DRAFT <input checked="" type="checkbox"/> SCALE (AT A3 SIZE) ISSUE <input type="checkbox"/>		
DRAWING NUMBER		
REVISION		

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Existing off road two way strategic cycle route linking Ealing with Rayners Lane and beyond

Existing off road two local cycle route

Proposed link to South Harrow shopping centre via local and strategic cycle routes

Proposed link between Sherwood Road and Northolt Road enabling cyclists to access South Harrow shopping centre via local and strategic cycle routes



REVISION	A	INITIAL ISSUE	04/08/2012	04/08/2012	04/08/2012	04/08/2012
REVISION	A	AMENDMENT	04/08/2012	04/08/2012	04/08/2012	04/08/2012
PURPOSE		PROJECT	HARROW COUNCIL LOCAL TRANSPORT FUND			
DRAWN		DRAWING TITLE	SHERWOOD ROAD/NORTHOLT ROAD ROAD CYCLE LINK			
ISSUE		ISSUING OFFICE	HARROW			
SCALE (1:1 AS SHD)		DWG NUMBER	04/08/2012			
(N.T.S)		DWG FILE LOCATION	04/08/2012			
		REVISION	A			

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

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<b>Date of Meeting:</b>	21 <sup>st</sup> June 2012
<b>Subject:</b>	Hatch End Parking Scheme
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	John Edwards – Divisional Director, Environmental Services
<b>Portfolio Holder:</b>	Councillor Phillip O'Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes (following consideration by the Portfolio Holder)
<b>Enclosures:</b>	<b>Appendix A</b> – Consultation Area <b>Appendix B</b> – Tabulated summary of consultation results for Hatch End Broadway area <b>Appendix C</b> – Copy of consultation document and questionnaire <b>Appendix D</b> – Copy of consultation stakeholders meeting 29 July 2010 <b>Appendix E</b> – Proposals location plan

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

This report informs the Panel of the results of the public consultation undertaken to introduce pay & display parking in the Hatch End Broadway area. It seeks the Panel to recommend a course of action to the Portfolio Holder for Environment and Community Safety.

### **Recommendations:**

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

1. That the following elements of the scheme listed below are taken forward (see appendix E) and further consultation undertaken:
  - Undertake a statutory consultation on making Grimsdyke Car Park become Pay & Display - Mon-Sat, 8am – 6:30pm at a charge of 20p per hour,
  - Undertake a statutory consultation on making Uxbridge Road parking bays (near Hatch End station) become Pay & Display – Mon-Sat, 8am – 6:30pm at a charge of 10p per 20 mins and £4 for parking stays in excess of 6 hours,
  - Develop revised proposals for residential streets surrounding the Hatch End Broadway area including Anselm Road and undertake a public consultation.
2. Abandon the Hatch End parking scheme and reassign any surplus funds to Pinner CPZ Review which is the next priority on the programme (as agreed by the panel meeting 8th February 2012).

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

As a consequence of the inconclusive results of the public consultation a range of options is available to the Panel to choose from. The panel can decide whether to take forward parts of the scheme, undertake new consultations or abandon the scheme and assign funds to another scheme in 2012/13.

## **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 Hatch End area are being addressed in order to support local residents and businesses.

### **Options considered**

- 2.2 The public consultation proposals were developed from meetings with stakeholders and members and took into account as many of the comments received as possible. The options available to local people were to show support or opposition to the proposed scheme and also to offer comments as necessary to help in deciding how to move forward with the scheme.

### **Background**

- 2.3 On 30th November 2005, TARSAP instructed officers to investigate the feasibility of implementing parking controls in the service roads in Hatch End. The matter was originally reported to TARSAP in February 2007 and has remained on the programme. The Portfolio Holder only agreed recently that a public consultation could proceed on a parking scheme.
- 2.4 In July 2010 a stakeholder meeting was held with local residents, businesses and councillors to hear their concerns about traffic and parking in the Hatch End area. This was originally intended to discuss both parking and traffic concerns in The Broadway area because there were a number of schemes planned for the area in 2010/11. However as a result of the ongoing council review into parking charges the parking scheme proposed was delayed pending an outcome and it was agreed that the traffic scheme would proceed first. Subsequently a comprehensive traffic management scheme along Uxbridge Road was developed which addressed some of the issues raised at the meeting.
- 2.5 The traffic scheme which was completed in the spring of 2011 included some minor changes to the existing parking arrangements (yellow lines and new disabled bays) and resulted in a 'loss' of about 14 parking spaces. In conjunction with this London Overground decided at that time to re-introduce parking charges at Hatch End station which caused some

of this parking to transfer to nearby streets and increased the parking pressure in The Broadway area.

- 2.6 Taking into consideration these concerns raised by the local traders, the council developed parking proposals to help find a balance between residents, customers and commuters using the existing parking facilities in the Hatch End area. It was these proposals that formed the basis of the consultation document delivered to local residents in March 2012.

### **Public consultation**

- 2.7 The public review consultation took place during March 2012. A copy of the consultation document and questionnaire can be seen in Appendix C. The consultation was available on the Harrow Council public website and was hand delivered to a consultation area of approximately 1550 residential and business premises. This is the area indicated by the dash-dot line in the overview plan in **Appendix A**.
- 2.8 After a request from the Hatch End Residents Association for a wider consultation area, posters advertising the proposals and public exhibition were placed both in The Broadway and in some streets outside the original consultation area. The poster locations are also shown in **Appendix A**.
- 2.9 There were a steady number of returns received both online and via the postal service from throughout the consultation area. This indicated to officers that all the roads within the consultation area received the consultation documents and that there was a good and accurate delivery service provided by the delivery company contracted to carry out this work. It was also apparent that a significant number of returns were coming from outside the consultation area.
- 2.10 At their invitation, officers have had meetings with the Hatch End Trade Association and the Hatch End Residents Association to discuss traffic and parking related issues.
- 2.11 There were **451** responses received overall from the Hatch End Broadway area, with **1550** addresses delivered to within the consultation area. These were by return of the questionnaire, email and web submissions. This represented an overall return rate of **29.1%**. It should be noted that a significant number of leaflets were given out at the public exhibitions and that the consultation was well publicised in the local press. This may explain the good overall response rate. A tabulated summary of the responses for each road can be found in **Appendix B**.
- 2.12 The council also received a number of petitions and requests from interested parties.



Petition - Hatch End Trade Association:

- 2.13 A petition with 86 signatures from traders opposed to the introduction of parking charges was presented at the 8<sup>th</sup> February 2012 TARSAP meeting.
- 2.14 A response was sent on 10<sup>th</sup> February 2012 asking the Trade Association to encourage local businesses to individually respond to the public consultation, so that officers and councillors have the maximum amount of detailed information on which to make future decisions.

Petition - Jigsaw Nursery (Grimsdyke Car Park):

- 2.15 A petition with 94 signatures from staff and users of the nursery opposed to the introduction of parking charges.
- 2.16 A response was sent on 28<sup>th</sup> March 2012 informing Jigsaw Nursery that their petition would be reported to 21<sup>st</sup> June 2012 TARSAP meeting and that at the same meeting, the results of the Hatch End Broadway Parking Review will also be considered.
- 2.17 During the consultation period informal contact with a local resident highlighted the possibility that Grimsdyke car park was protected by a covenant prohibiting the council from charging for parking. The matter was referred to the council's legal department and it has subsequently been confirmed that the Land Registry title for the Car Park area does not contain any covenant against charging for Car Parking.

Petition - Anselm Road:

- 2.18 A petition with 29 signatures was received from residents requesting parking controls in their road if the proposals to introduce Pay & Display go ahead.
- 2.19 A response was sent on 21<sup>st</sup> March 2012 informing the residents that their petition would be reported to 21<sup>st</sup> June 2012 TARSAP meeting and that at the same meeting, the results of the Hatch End Broadway Parking Review will also be considered. In the response, the residents were asked if they wanted parking controls irrespective of whether the proposals to introduce Pay & Display parking went ahead. The residents responded that they wanted parking controls regardless of any decision on the proposals, as they already have a problem with large vans and cars parking all day.
- 2.20 With residents already experiencing displaced parking, even before any decision on the proposals, members may wish to bring forward a

consultation on a residential parking zone as detailed in the Parking Schemes Programme, TARSAP 8th February 2012.

- 2.21 The petitions from Jigsaw Nursery and the residents of Anselm Road will be presented to 21st June TARSAP meeting separately.
- 2.22 Quality assurance checks have been carried out on the responses from both consultations and a copy of all replies received in response to the consultations are available for members to review in the members' library.

**Analysis of public consultation results**

- 2.23 An analysis of the responses to the questionnaire is shown in the table below.

Question 1: Are you responding to this questionnaire as a resident or business?

	Number
Total responses	<b>451 (100%)</b>
Responding as a resident	<b>388 (86.0%)</b>
Responding as a business	<b>53 (11.8%)</b>
Responding as a both	<b>10 (2.2%)</b>

Question 2: Do you consider there are parking problems in your street?

	Number
Total responses	<b>451 (100%)</b>
Number of responses who said YES	<b>199 (44.1%)</b>
Number of responses who said NO	<b>235 (52.1%)</b>
Number of responses who had no opinion	<b>17 (3.8%)</b>

Question 3: Do you support the proposed introduction of Pay & Display parking bays in the Hatch End Broadway area?

	Number
Total responses	<b>451 (100%)</b>
Number of responses who said YES	<b>116 (25.7%)</b>
Number of responses who said NO	<b>310 (68.7%)</b>
Number of responses who had no opinion	<b>25 (5.6%)</b>

Question 4: Do you support the proposed change to the existing loading bays in Anselm Road and Cornwall Road?

	Number
Total responses	<b>451 (100%)</b>
Number of responses who said YES	<b>127 (28.2%)</b>

Number of responses who said NO	<b>226 (50.1%)</b>
Number of responses who had no opinion	<b>98 (21.7%)</b>

2.24 The questionnaire responses have also been analysed on a road by road basis. This is shown in **Appendix B** and provides more detail about response rates in individual roads.

2.25 As well as answering the four specific questions respondents were also asked to provide any other relevant comments. Where common comments were identified these have been grouped together and summarised as follows:

Displaced Parking

2.26 Displaced parking was highlighted in 163 responses (36.1%). Respondents were concerned about the possible impact on available parking spaces in the side roads off The Broadway and believe the proposals will increase the number of vehicles parking in adjacent roads. Should the local parking pressure increase, the council may recommend a consultation on a control zone, as detailed in the council's parking schemes programme, TARSAP Feb 2012.

Initial free parking period

2.27 Allowing a free parking period before pay & display charges apply was highlighted in 86 responses (19.1%). Respondents would like to see a free period, ½ hour or 1 hour provided. The council's current policy regarding parking charges does not allow this, however, the current ongoing borough wide review of charges is considering the viability of concessionary levels of charge in smaller commercial centres.

Local trade will be adversely affected

2.28 The fear that local trade will be adversely affected was highlighted in 39 responses (8.6%). Respondents believe that the proposals will adversely affect local trade and may force some shops to close. Whilst there is a possibility that pay & display may discourage shoppers/customers from visiting the Hatch End area it is also possible that the recent parking problems will continue to discourage people from visiting Hatch End.

Provide a 1 hour parking restriction during the day

2.29 Considering the option of a 1 hour parking restriction during the day was highlighted in 34 responses (7.5%). Respondents commented that they would like to see a period of the day where no one would be able to park, say 1 hour. Respondents believed that this would prevent commuters from long term parking, thereby freeing up valuable parking space. This type of control has already been tried in other parts of the borough and

has caused problems with local traders affected by the loss of trade during the control period which would prevent anyone from parking.

Too many disabled parking bays in the service road: 27 (6.0%)

- 2.30 The number of disabled parking bays in the service road was highlighted in 27 responses (6.0%). Respondents commented that there were too many disabled parking spaces in the service road and that they were not fully utilised. These were introduced as a result of the traffic scheme implemented in 2011 and were provided to ensure that suitable access is available to Blue Badge holders for local amenities, retail units and restaurants. Formal and informal surveys show the bays are well used.

Activities based around Grimsdyke car park

- 2.31 Grimsdyke car park was highlighted in 22 responses (4.9%). Respondents were concerned about the impact that charges would have on local groups and activities based in and around Grimsdyke car park. The proposed charging would not affect people driving vehicles into the car park that were dropping off and picking up passengers for activities associated with the nursery. Vehicles are permitted to do this without incurring any charge. However, if vehicles are left parked and unattended for a period of time then charges would apply in the same way as in other controlled areas. The level of charging is proposed as 20p per hour which is relatively low when compared to other similar areas in the borough. A petition received regarding this point can be seen in the Petitions report on the agenda for this meeting.

**Summary and conclusion**

- 2.32 This public consultation has highlighted a wide range of differing views from the respondents. The following key points can be concluded:
- The response rate was comparatively high compared with other consultations (29%) and is a representative view,
  - There are marginally more people that feel that parking isn't a problem (50%) but still a significant proportion that do (44%),
  - The proposals in their current form were not well supported (more than 50% against).
  - Most respondents were residents (86%),
  - Many residents were concerned about parking displacement occurring onto nearby uncontrolled streets (36%),
  - Most businesses were concerned about parking charges being levied in front of the main shopping frontage in the service road (2 petitions received) and in the car park and the impact on trade.
- 2.33 It is clear that the proposal in its current form cannot proceed. However, whilst the current proposal has no consensus it is also clear that some

measures are still desired to address local parking problems. On this basis it is obvious that a different set of proposals may be able to achieve a more positive outcome.

2.34 In respect of levying parking charges the Council's policy is to introduce charges where this would improve parking accessibility and be a tool to manage demand. Hatch End is an area which is largely uncontrolled, one of only two local centres in the borough, and as a consequence it does have problems with long stay or all day parking in the central area. This denies access for people that want to park for a short duration and stifles trade by restricting the turnover of parking needed by shoppers to be able to park close to shops.

2.35 Officers have reviewed the results in detail and consider that an alternative scheme could still be put forward. A number of factors need to be taken into account in this regard:

- There is still a significant proportion of people in the area that feel that there are parking problems to be addressed (44%) so developing a revised set of proposal for consultation targeted at specific areas identified in the comments received and through stakeholder meetings could be considered.
- Many residents reacted to the impact of potential parking displacement (36%) due to the controls focussing on the central commercial area in isolation. Many residential streets do suffer with some displacement parking already and therefore consideration of residents permit parking or one hour working day restrictions in surrounding streets does need consideration. Many residents may feel this was overlooked in the original scheme proposal. For example, Anselm Road has sent a petition indicating a desire to have parking controls irrespective of the outcome of consultation.
- There are existing issues highlighted at the stakeholders meeting such as parking displacement around Hatch End Station and improving access to short stay parking in the main shopping area that are still significant issues. Taking forward parts of the scheme in isolation could help to address these problems.
- Making only Grimsdyke Car Park subject to controls would provide some limited short stay parking facilities to improve access to the central area whilst recognising the main objections of the traders to controls in the service roads by shop frontages. Introducing charging in Grimsdyke Car Park would not affect vehicles intending to set down or pick up passengers for the nursery or other local amenities because charging only applies to vehicles that are left unattended for a longer period of time. The controls in this location would also be of significant benefit to people with mobility impairment requiring closer

access to the central area and improve their prospect of finding available short stay parking in a convenient location.

- Making parking bays on the Uxbridge Road close to Hatch End Station would also regulate the impact of the existing displaced parking from the Station car park.

2.36 If the Panel consider that there is no overall support for the current proposal and no prospect of successfully promoting a viable scheme then the scheme could be abandoned. If this was the recommendation then the funds allocated to the Hatch End scheme would be transferred to the next scheme in the programme which is the review of the Pinner CPZ.

2.37 If the Panel consider that a viable alternative scheme could be taken forward then officers would recommend the following:

- Undertaking a statutory consultation on parts of the scheme in isolation as shown in **APPENDIX E** which would include Grimsdyke car park and the parking bays close to Hatch End Station,
- Developing measures to restrict commuter / long stay parking in residential streets close to the centre and undertaking consultation to establish resident's views.

2.38 If this option was agreed by members then the measures in **Appendix E** would proceed to statutory consultation and be reported back to the next meeting of TARSAP for consideration. During the statutory consultation comments or formal objection to the proposal may be made and the Panel would still be able to decide on whether the scheme should proceed or be abandoned.

## **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 has been assigned to this scheme by TARSAP in February 2012.

2.40 The proposed parking charges in the option to undertake statutory consultation (20p per hour in the car park and 10p per 20 mins on street) are compatible with the charging rate proposed for local centres as a part of the current borough wide review of parking charges. The review of parking charges is ongoing and will be considered by Cabinet later on in the year.

## 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 this report. The risk register is included in the Community & Environment Directorate Risk Register.

## Equalities Implications

- 2.43 Was an Equality Impact Assessment carried out? Yes.
- 2.44 A review of equality issues was undertaken as a part of the design risk assessment stage of the scheme 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
Disability	Improved availability of short term parking and additional provision of blue badge holder disabled bays in closer proximity to local shops / amenities. This will help disabled people with mobility impairment and wheelchair users.
Age	Improved availability of short term parking in closer proximity to local shops / amenities. This will help elderly people with restricted mobility. Restrictions on parking at crossing points will make it safer to cross the road particularly for the young and elderly.
Sex	Mothers with young children or pregnant women are more likely to benefit from parking spaces as close as possible to their destination.

- 2.45 As part of the consultation process, the councils' corporate Equality Monitoring Forms (EMF) was sent out with each set of documents. Of the 451 consultation responses received 246 (55%) residents completed and returned the EMF and fall broadly in line with expectations of the makeup of the community expressed in the 2009/2010 Harrow Vitality Profiles document. Some returns were not completed correctly and some contained comments regarding the necessity of such information for a parking scheme. Therefore officers consider the consultation is valid and

representative of the community and further assists the council in its obligations under the Equality Act 2010

## 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 & display facilities will support local businesses to serve more customers.

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



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

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/06/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 31/05/12		

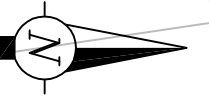
### **Section 4 - Contact Details and Background Papers**

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

#### **Background Papers:**

TARSAP report dated 8<sup>th</sup> February 2012

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Appendix A

**Key**

- Consultation Delivery Area
- Poster Locations Advertising
- Public Exhibitions



**Harrow Council**  
LONDON

COMMUNITY & ENVIRONMENT  
TRANSPORTATION

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## APPENDIX B

Albury Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **5**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>5</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>2</b>
	Don't Know	<b>3</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>3</b>

Anselm Road (Inside the consultation delivery area)

Number consulted: **35**

Number of responses: **12**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>12</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>6</b>
	No	<b>6</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>4</b>
	No	<b>8</b>
	Don't Know	<b>3</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>4</b>
	No	<b>6</b>
	Don't Know	<b>2</b>

Ashcroft (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

## APPENDIX B

Avon Mews (Inside the consultation delivery area)

Number consulted: 8

Number of responses: 2

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	2
	Business	0
	Both	0
<b>2. Parking problems in your street?</b>	Yes	2
	No	0
	Don't Know	0
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	1
	No	1
	Don't Know	0
<b>4. Support changes to loading bays?</b>	Yes	1
	No	1
	Don't Know	0

Beeton Close (Inside the consultation delivery area)

Number consulted: 27

Number of responses: 7

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	7
	Business	0
	Both	0
<b>2. Parking problems in your street?</b>	Yes	1
	No	6
	Don't Know	0
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	2
	No	5
	Don't Know	0
<b>4. Support changes to loading bays?</b>	Yes	5
	No	2
	Don't Know	0

Bouverie Road (Outside the consultation delivery area)

Number consulted: N/A

Number of responses: 1

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	1
	Business	0
	Both	0
<b>2. Parking problems in your street?</b>	Yes	0
	No	0
	Don't Know	1
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	1
	No	0
	Don't Know	0
<b>4. Support changes to loading bays?</b>	Yes	0
	No	0
	Don't Know	1

## APPENDIX B

### Braeside Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

### Broadmead Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>

### Cedar Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

## APPENDIX B

Cherry Croft Gardens (Inside the consultation delivery area)

Number consulted: **25**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>0</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>3</b>

Clonard Way (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Colburn Avenue (Partially in side the consultation delivery area)

Number consulted: **7**

Number of responses: **5**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>5</b>
	Business	<b>0</b>
	Both	<b>1</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>3</b>
	Don't Know	<b>1</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>4</b>
	Don't Know	<b>1</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>2</b>
	Don't Know	<b>3</b>



## APPENDIX B

Cornwall Road (Inside the consultation delivery area)

Number consulted: **64**

Number of responses: **11**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>9</b>
	Business	<b>2</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>10</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>5</b>
	No	<b>5</b>
	Don't Know	<b>1</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>5</b>
	No	<b>5</b>
	Don't Know	<b>1</b>

Cuckoo Hill (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

Derwent Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>3</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>3</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>1</b>

## APPENDIX B

Devonshire Road (Inside the consultation delivery area)

Number consulted: **76**

Number of responses: **10**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>10</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>6</b>
	No	<b>5</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>10</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>9</b>

Dove Park (Inside the consultation delivery area)

Number consulted: **127**

Number of responses: **26**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>26</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>22</b>
	No	<b>4</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>10</b>
	No	<b>13</b>
	Don't Know	<b>3</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>9</b>
	No	<b>8</b>
	Don't Know	<b>9</b>

Evelyn Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **4**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>4</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>2</b>
	Don't Know	<b>1</b>

## APPENDIX B

Feldon Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Furham Feild (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **4**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>4</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>3</b>

Gable Close (Inside the consultation delivery area)

Number consulted: **3**

Number of responses: **14**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>2</b>
	Don't Know	<b>0</b>

## APPENDIX B

Grimsdyke Road (Partially inside the consultation delivery area)

Number consulted: **32**

Number of responses: **19**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>19</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>11</b>
	No	<b>8</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>5</b>
	No	<b>14</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>3</b>
	No	<b>9</b>
	Don't Know	<b>7</b>

Hallam Gardens (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>3</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>3</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

Hazelcroft (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

## APPENDIX B

Headstone Lane (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>0</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

Helston Close (Inside the consultation delivery area)

Number consulted: **7**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Hillview Close (Inside the consultation delivery area)

Number consulted: **7**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>1</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>1</b>

## APPENDIX B

Hillview Road (Inside the consultation delivery area)

Number consulted: **91**

Number of responses: **35**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>35</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>19</b>
	No	<b>15</b>
	Don't Know	<b>2</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>10</b>
	No	<b>24</b>
	Don't Know	<b>2</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>9</b>
	No	<b>20</b>
	Don't Know	<b>7</b>

Latimer Gardens (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Littlecote Place (Inside the consultation delivery area)

Number consulted: **8**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

## APPENDIX B

Lyndon Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Lytton Road (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Marco Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

## APPENDIX B

Marsworth Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>2</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>1</b>

Meredith Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Milne Feild (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>1</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>1</b>



## APPENDIX B

### Murray Crescent (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

### Newland Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **5**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>5</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>2</b>
	Don't Know	<b>1</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>5</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>3</b>
	Don't Know	<b>0</b>

### Nugents Park (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

## APPENDIX B

### Oak Lodge Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

### Oakdene Close (Inside the consultation delivery area)

Number consulted: **73**

Number of responses: **8**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>8</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>6</b>
	No	<b>1</b>
	Don't Know	<b>1</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>5</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>5</b>
	No	<b>3</b>
	Don't Know	<b>0</b>

### Oxhey Lane (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

## APPENDIX B

Park View (Inside the consultation delivery area)

Number consulted: **56**

Number of responses: **26**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>26</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>4</b>
	No	<b>20</b>
	Don't Know	<b>2</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>7</b>
	No	<b>15</b>
	Don't Know	<b>4</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>10</b>
	No	<b>11</b>
	Don't Know	<b>5</b>

Park View Road (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Rowlands Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **6**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>6</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>5</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>6</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>5</b>
	Don't Know	<b>1</b>

## APPENDIX B

Royston Grove (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **7**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>7</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>3</b>
	No	<b>4</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>3</b>
	No	<b>4</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>3</b>
	No	<b>1</b>
	Don't Know	<b>3</b>

Royston Park Road (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

Scot Grove (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

## APPENDIX B

Sequoia Park (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>

Sherington Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>

St Cuthberts Gardens (Inside the consultation delivery area)

Number consulted: **13**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>1</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>2</b>

## APPENDIX B

St Thomas' Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **2**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>2</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>2</b>
	Don't Know	<b>0</b>

Sylvia Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **17**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>13</b>
	Business	<b>2</b>
	Both	<b>2</b>
<b>2. Parking problems in your street?</b>	Yes	<b>3</b>
	No	<b>14</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>3</b>
	No	<b>14</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>10</b>
	Don't Know	<b>5</b>

The Avenue (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **13**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>12</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>10</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>4</b>
	No	<b>9</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>5</b>
	No	<b>7</b>
	Don't Know	<b>1</b>

## APPENDIX B

Thorndyke Court (Inside the consultation delivery area)

Number consulted: **10**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

Tilbury Close (Inside the consultation delivery area)

Number consulted: **8**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>3</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>3</b>
	No	<b>0</b>
	Don't Know	<b>0</b>

Towers Road (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

## APPENDIX B

Uxbridge Road (Inside the consultation delivery area)

Number consulted: **288**

Number of responses: **72**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>24</b>
	Business	<b>42</b>
	Both	<b>6</b>
<b>2. Parking problems in your street?</b>	Yes	<b>23</b>
	No	<b>44</b>
	Don't Know	<b>5</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>10</b>
	No	<b>60</b>
	Don't Know	<b>2</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>14</b>
	No	<b>46</b>
	Don't Know	<b>12</b>

Vernon Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

Walpole Close (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>



## APPENDIX B

Wellington Avenue (Inside the consultation delivery area)

Number consulted: **8**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Wellington Road (Outside the consultation delivery area)

Number consulted: **27**

Number of responses: **115**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>27</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>9</b>
	No	<b>17</b>
	Don't Know	<b>1</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>6</b>
	No	<b>16</b>
	Don't Know	<b>5</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>9</b>
	No	<b>14</b>
	Don't Know	<b>4</b>

Wessex Drive (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **3**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>3</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>3</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>1</b>
	No	<b>1</b>
	Don't Know	<b>1</b>

## APPENDIX B

West Drive Gardens (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Westfield Park (Outside the consultation delivery area)

Number consulted: **76**

Number of responses: **34**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>34</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>27</b>
	No	<b>7</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>8</b>
	No	<b>24</b>
	Don't Know	<b>2</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>10</b>
	No	<b>15</b>
	Don't Know	<b>9</b>

Winston Court (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

## APPENDIX B

Woodhall Drive (Inside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **1**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>0</b>
	Don't Know	<b>1</b>

Woodhall Road (Outside the consultation delivery area)

Number consulted: **N/A**

Number of responses: **11**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>1</b>
	No	<b>0</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>0</b>
	No	<b>1</b>
	Don't Know	<b>0</b>

Woodridings Avenue (Inside the consultation delivery area)

Number consulted: **25**

Number of responses: **11**

Question		Number
<b>1. Responding to questionnaire as?</b>	Resident	<b>1</b>
	Business	<b>0</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>2</b>
	No	<b>8</b>
	Don't Know	<b>1</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>9</b>
	Don't Know	<b>0</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>8</b>
	Don't Know	<b>1</b>

## APPENDIX B

Woodridings Close (Inside the consultation delivery area)

Number consulted: 30

Number of responses: 6

<b>Question</b>		<b>Number</b>
<b>1. Responding to questionnaire as?</b>	Resident	<b>5</b>
	Business	<b>1</b>
	Both	<b>0</b>
<b>2. Parking problems in your street?</b>	Yes	<b>4</b>
	No	<b>2</b>
	Don't Know	<b>0</b>
<b>3. Support introduction of Pay &amp; Display?</b>	Yes	<b>2</b>
	No	<b>3</b>
	Don't Know	<b>1</b>
<b>4. Support changes to loading bays?</b>	Yes	<b>2</b>
	No	<b>2</b>
	Don't Know	<b>2</b>

### Can I discuss my views with officers in more detail?

Yes. Officers will be available to discuss your concerns or suggestions in more detail during a series of public exhibitions. The location and dates of these are:

**Harrow Arts Centre**, Uxbridge Road HA5 4EA

Monday 5th March 2012	-	10:30 to 15:00
Wednesday 7th March 2012	-	17:00 to 20:00
Saturday 10th March 2012	-	10:00 to 15:00

Officers will also be available during normal office hours. If you wish to ask them about the scheme you can contact the project engineer Tim Muschamp on 020 8424 1988.

### What happens next?

We will analyse all the responses we receive, based on your completed questionnaires and will develop proposals in line with local views wherever possible.

#### Your views are therefore important to us

Based on this consultation officers will present a report to the Traffic and Road Safety Advisory Panel (TARSAP) on 20 June 2012. The Panel will review the report and submit their recommendations to the Portfolio Holder who will determine which measures progress to the Statutory Consultation stage. The statutory consultation is the formal process necessary to implement parking measures (P&D) parking bays, disabled bays, loading and waiting restrictions) and provides the opportunity for members of the public to make a formal objection to the draft traffic order. If you wish to speak to the Panel, further details can be found online at:

[www.harrow.gov.uk/info/200024/consultations\\_and\\_open\\_forums](http://www.harrow.gov.uk/info/200024/consultations_and_open_forums)

We will contact all residents and businesses consulted to notify them of the results once a decision has been made by the Portfolio Holder following TARSAP.

### More information

We have provided links to web pages to view certain information, as this is an economical and effective way of providing information to you at a time to suit yourself. If you do not have internet access or are unable to get to a public library to use the web there, then please contact the project engineer, whose contact details are as below:

Tim Muschamp  
Parking and Sustainable Transport  
Harrow Council, P.O. Box 39  
Civic Centre, Harrow  
HA12XA  
Email: [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)  
Tel: 020 8424 1988

# Hatch End Broadway Parking Review

**PUBLIC CONSULTATION**

**IMPORTANT – THIS AFFECTS YOU – PLEASE READ**



### What is this about?

In July 2010 a stakeholder meeting was held with local residents, businesses and councillors to hear their concerns about traffic and parking in the Hatch End area. As a result a comprehensive traffic management scheme along Uxbridge Road was developed to address some of the issues raised at the meeting. The scheme which was completed recently includes some changes to parking arrangements, including introducing double yellow lines in the places where the Highway Code advises drivers not to park for safety or access reasons.

The double yellow lines account for a 'loss' equivalent to about 14 car spaces, albeit in locations where parking would cause an obstruction to larger vehicles contra to the Highway Code. To compensate for this loss, 17 new spaces were created on street along Uxbridge Road. Of these 17 spaces, three are located on the north side of Uxbridge Road in the heart of the Hatch End shopping centre, and the remainder a short walk to the east near the station entrance. The traffic management scheme designated some of the uncontrolled spaces in the service road for specific users namely disabled badge holders and ambulances, the latter outside the care home.

### Background Information

The existing parking facilities around the shopping area and in the existing Grimdsyke car park provide over 200 spaces which are free of charge. However, we have been told by some of the local businesses and residents that it is sometimes difficult to find short term parking due to the apparent long-stay car parking (either resident, commuters or employee parking) occurring along The Broadway.

A parking survey conducted by the council at the end of 2011, shows that over 28% of capacity in the service road is used up by vehicles parked for over 2 hours, with similar results in the car park. Over 83% of available spaces in the newly constructed bays are used for medium (2-5 hrs) and long stay (6+ hrs) parking. Over 30 parking spaces were taken by cars parked for 10 hours or more, in comparison 300 cars could use these spaces for one hour.

### Council Parking Review and Consultation

Taking into consideration concerns raised by the local traders, the council has developed some parking proposals to help find a balance between residents, customers and commuters using the existing parking facilities in the Hatch End area. At the same time the council's policy is to effectively discourage vehicles used for commuting as this contributes to the growing traffic and highway problems which are not sustainable. As a council we are obliged to provide parking facilities to all road users including disabled badge holders. As a part of the consultation process we will review the use and the number of the existing disabled bays in the service road.

Initially the parking review for the Hatch End town centre was programmed for the financial year 2010/2011, however the scheme was put on hold due to the borough wide parking charges review carried out by the new Harrow Council administration. This document forms the first part of the wider consultation process and will be distributed to all properties within an area agreed by stakeholders\* representatives of local residents and business owners. This consultation is an opportunity for you to comment on proposals designed to assist with the problems caused by the displaced parking and for us to find out if you agree with the measures proposed. The recommendations to take forward any of the parking measures will be taken into account based on your views and the completed questionnaires. **We will not make any assumptions for those people who do not respond to the enclosed questionnaire.**

### What are we proposing?

In response to these concerns the council has designed the following proposals listed below, and shown on the drawing overleaf.

- **Grimdsyke Car Park:** Introduction of long term Pay and Display (P&D) bays (No return 1 hour)
  - o The operational hours are 8am-6.30pm Monday to Saturday
  - o Tariff: 20p per hour
- **Uxbridge Road:** Introduction of long term Pay and Display (P&D) bays (No return 1 hour)
  - o Tariff: 10p per 20min, £4 over 6 hours
- **The Broadway Service Road:** Introduction of short term Pay and Display (P&D) bays (Maximum stay of 2 hours, no return within 1 hour)
  - o Tariff: 10p per 20min
- **Cornwall Road and Anselm Road :** Replace Loading Only parking bays (operational hours 7am-7pm Monday to Sunday) with a single yellow line operating from 7am - 11am Monday to Sunday. Pay and Display parking bays will also be installed, with operating times of 11am -6.30pm Monday to Saturday (maximum stay of 2 hours, no return within 1 hour).
  - o Tariff: 10p per 20min.

### Pay and Display (P&D)

This option is primarily considered at locations where there is a short and long term parking requirement and an increased turnover of vehicles is desired, most notably in close proximity to shops. It is anticipated that in areas where there is P&D parking around local shops a nominal fee is likely for the initial period to encourage high turnover and the spaces to be used by those accessing the shops. The parking charges listed above are commensurate with those in the new structure for this type of local shopping area. There is an ongoing borough wide review of parking charges and it is expected that there will be a statutory consultation in the autumn of 2012.

Anyone will be able to park a vehicle in these bays providing they pay the appropriate fee. The charges, length of stay will be listed on the machine front.

There will be no charge for loading and unloading in the P&D bays.

Blue badge holders are permitted to park on any single and double yellow lines for up to 3 hours providing the vehicle is not causing an obstruction and there are no loading bans in force at the time. They can also park in P&D bays without charge.

### Do Nothing

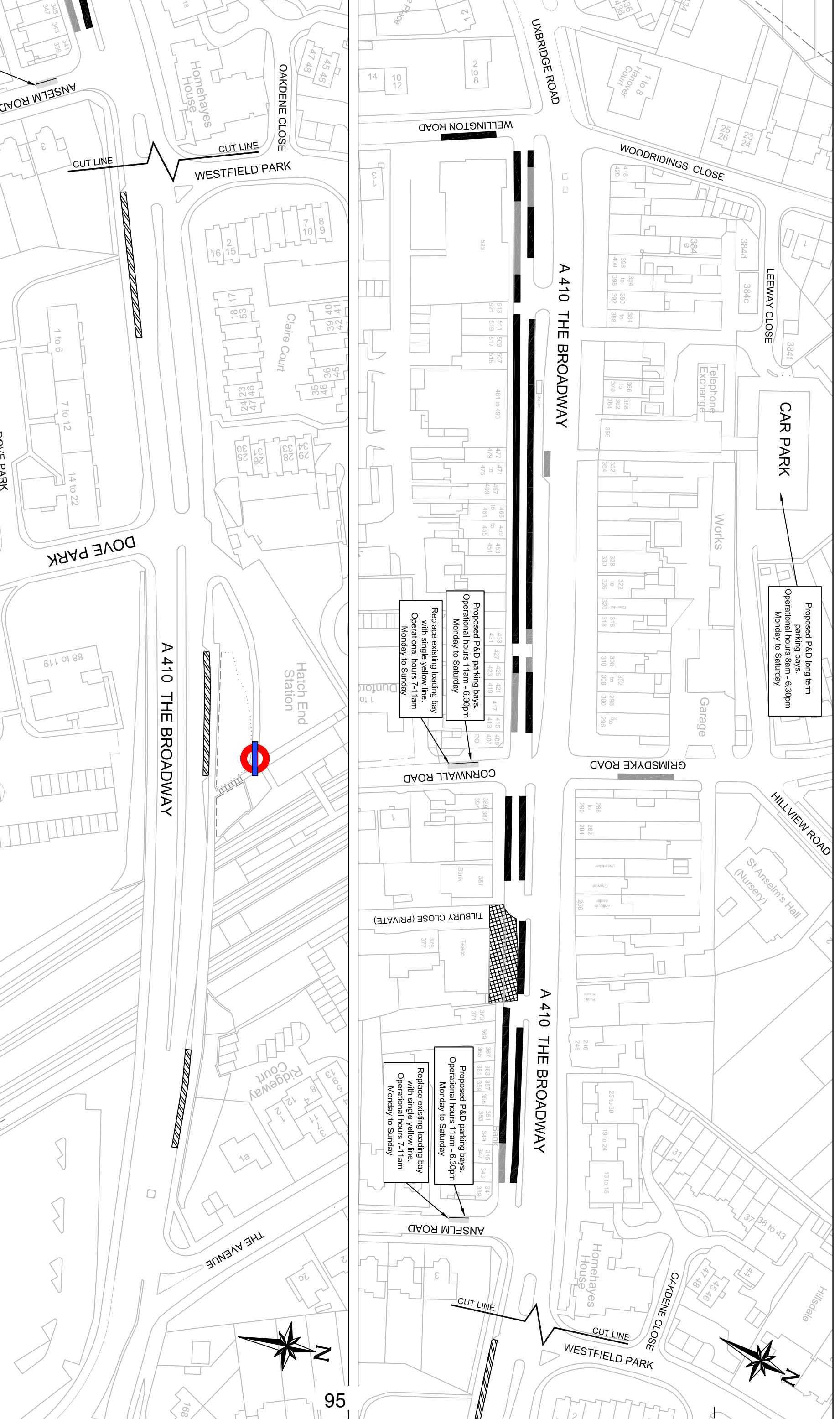
Although you may currently experience parking problems, by introducing alternative or additional measures these controls are likely to affect when and how you and your visitors park in the area. When considering the alternative options it is important to consider whether the following options would improve controls in the area.

### 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 by **26 March 2012**.

You can submit your questionnaire on-line by visiting

[www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) which will direct you to the web page containing the survey. You may be asked to register your details before completing the survey. Alternatively, you can return the questionnaire using the pre-paid envelope provided.



NOTES:  
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**Harrow**  
**COUNCIL**  
 LONDON

COMMUNITY & ENVIRONMENT  
 TRANSPORTATION

P.O. Box 39, Civic Centre,  
 Harrow, Middlesex, HA1 2XA  
 Tel: 020 8863 3611  
 Fax: 020 8420 9611

**KEY:**

- Existing parking bays (disabled, ambulance and loading) to remain
- Existing loading bay to be changed
- Proposed long stay (P&D) Pay & Display bay
- Proposed short stay (P&D) Pay & Display bay
- Private land
- Proposed single yellow line

**Project**

**HATCH END BROADWAY  
 PARKING REVIEW**

**Title**

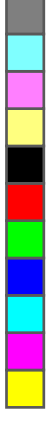
**CONSULTATION PROPOSALS**

<b>Scale</b>	NTS	<b>Drawn</b> DK	<b>Checked</b>
	@ A3	Date 20/01/12	PN
<b>Drawing no</b>	T/DWG/000268		
<b>Autocad file</b>			



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**HATCH END BROADWAY COMMENTS:**

## Equality Monitoring Form

Harrow Council is committed to equality of opportunity, both in the delivery of its service and in our role as an employer. We believe that all people have the right to be treated with dignity and respect.

Equality monitoring is the processes we use to collect, store, and analyse data. The information will be confidential and used only for monitoring purposes. No personal information, such as your name or address, will be used in collating statistical data.

**Q1 Age Range** (please tick)

- 16-24
- 25-35
- 36-45
- 46-55
- 56-65
- Over 65

**Q2 Ethnic Origin** (please tick or specify)

Note: Ethnic origin is separate from nationality, place of birth or citizenship, it describes a broad group to which you feel you belong to or identify with.

**Asian**

- Bangladeshi
- Indian
- Pakistani
- Other (specify below) .....

**Black**

- African
- Caribbean
- Other (specify below) .....

**Chinese or other**

- Chinese
- Other (specify below) .....

**Mixed**

- White and Black Caribbean
- White and Black African
- White and Asian
- Other Mixed (specify below) .....

**White**

- British
- Irish
- Other White (specify below) .....

**Q3 Disability** (please tick or specify)

Do you consider yourself to be disabled?  Yes  No

If yes, please tick and/or specify your disability below,

- Learning impairment
- Mental health illness
- Sensory impairment
- Other (please state) .....
- Long-term medical condition
- Physical impairment

Continued overleaf





**Q4 Religion (please tick or state)**

- Buddhist
- Christian
- Hindu
- Jain
- Jewish
- Muslim
- Sikh
- No religion
- Any other religion (please state) .....

**Q5 Gender identity and sexual orientation (please tick)**

- What is your gender? (Please tick)
- Male
  - Female
- Q6 Sexual orientation: Which group best describes you? (Please tick)**
- Heterosexual
  - Bisexual
  - Gay / Lesbian
  - Prefer not to state

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

<b>Albanian</b>	Nëqoftëse gjuhja Angleze nuk është gjuhja juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
<b>Arabic</b>	إذا كانت الإنجليزية ليست لغتك الأولى وتحتاج ترجمة مطروحة هذه الوثيقة، الرجاء الاتصال على رقم
<b>Bengali</b>	যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারণার তথ্যগুলোর অনুরোধ করতে চান তাহলে সে তথ্যগুলো নগর পেঞ্জা আছে সেখানে দা করে যোগাযোগ করুন।
<b>Chinese</b>	如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
<b>Farsi</b>	اگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید.
<b>Gujarati</b>	જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરૂમ્નો (રે-સર્વિશન) તમને જાણતો હોય તો કૃપા કરી જણાવેલ નંબર (૨૪૨ કોન ૬૨)
<b>Hindi</b>	यदि आपको अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
<b>Panjabi</b>	ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿੱਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
<b>Somali</b>	Haddii Ingiriisiku uusan ahayn afkaaga kooowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriiir lambarka lagu siiyey.
<b>Tamil</b>	ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாததினாலும் இயற்றித்தமிழிலுக்கும் தகவல்கள் குறுதிமூலம் உங்களுக்கு தேவையானால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
<b>Urdu</b>	اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کی ترجمان کی ضرورت ہے تو براہ کرم ذیل نمبر پر فون کریں۔

**020 8424 1888**



**HATCH END BROADWAY – PARKING REVIEW QUESTIONNAIRE**

This questionnaire is available on-line by visiting [www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) which will direct you to the web page containing the survey. By completing it online it is a more environmentally friendly and cost effective way of informing us of your views. If however you do not have access to the internet you can alternatively complete this questionnaire and return it using the enclosed prepaid envelope, to arrive by **26th March 2012**. 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. **Due to the large number of responses anticipated, we cannot reply to you individually.**

Questionnaires returned without a name and address will not be officially recorded in the results of this consultation. We count your household/business as one response, rather than number of responses from individual residents/employees from the same address.

Name (company name if appropriate): .....

Address: .....

Postcode: .....

**Please tick the most appropriate answer to each of the questions below, and use the space for comments on the back of this sheet if you need to.**

If you are not sure about any of the questions, please contact the project engineer whose details are given in the accompanying leaflet and at the above website address.

**1. Are you responding to this questionnaire as a resident or business?**

- Resident  Business  Both

**2. Do you consider there are parking problems in your street?**

- Yes  No  Don't know / No opinion

**3. Do you support the proposed introduction of Pay & Display parking bays in the Hatch End Broadway area?**

- Yes  No  Don't know / No opinion

**4. Do you support the proposed change to the existing loading bays in Anselm Road and Cornwall Road?**

- Yes  No  Don't know / No opinion

**Thank you for taking the time to complete this questionnaire. If you have any comments, please use the space provided overleaf.**

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



**Hatch End town centre: congestion, parking and loading review – stakeholders’ meeting**  
7:30pm, 29<sup>th</sup> July 2010, Belmont Room at Hatch End Arts Centre

---

**Chair:** Cllr Susan Hall – Hatch End ward

**Councillors:** Cllr Jean Lammiman – Hatch End ward  
Cllr Stanley Sheinwald – Hatch End ward

**LBH Officers:** Paul Newman – Team Leader, Parking & Sustainable Transport  
Andrew Saffrey – Project Engineer, Parking & Sustainable Transport

**Apologies:** Cllr Phil O’Dell – LBH, Portfolio Holder for Environment & Community Safety  
Angela Dias – Harrow Association of Disabled People  
Phil Grant – LBH, Car Parks Manager  
David Eaglesham – LBH, Traffic & Highways Service Manager  
Barry Philips – LBH, Traffic & Road Safety Team Leader  
John Docherty – London Fire Brigade  
Ian Polush – London Overground  
Neil Corfield – Metropolitan Police, NW London Area Traffic Management Unit

**Attendance:** 60

**Proceedings:**

SH thanked people for attending and commented on the large turnout at the meeting. PN explained that three pots of funding had been made available for issues in Hatch End: loading bays, congestion relief, and parking controls in the service roads and car park. These sources of funding are for the 2010/11 financial year (current year). SH then explained the purpose of the meeting was to listen to local people’s concerns so that action could be prioritised, and she then opened the floor for questions.

A member of the Hatch End Association (HEA) expressed concern that funding for parking controls had been earmarked without any consultation having taken place. SH explained that consultation requires funding, and therefore consultation cannot take place until funding has been allocated. Funding is allocated in response to requests from residents and businesses, and it can be a number of years before funding is made available and might be available again, as other areas are also in the queue to be consulted. The money has to be allocated, even if no proposals materialise, as this is sensible from an accounting point of view. If nothing emerges from the consultation, the unused budget can be allocated to other schemes on the waiting list.

A member of Hatch End Traders’ Association (HETA) asked for clarification on what a CPZ (Controlled Parking Zone) entailed. Although a full CPZ at this stage was not envisaged, SH explained that a CPZ is introduced if and where the majority of residents are in favour of a permit-only parking zone, usually for one hour a day, which has the effect of removing all-day commuters from normally residential streets and cause the minimum inconvenience to residents and their visitors.

A member of HEA commented that she was worried about displaced parking if controls were introduced in the service road. She also asked if all residents in a CPZ needed to buy a permit. SH clarified that only vehicles parked in the hour(s) of control would require permits. Residents who took their cars to work during the day and returned home in the evening would not therefore require a permit if a CPZ were to be in place.

A member of Nugent Park Residents' Association (NPRA) asked whether a CPZ would be the outcome of the meeting. SH emphasised that the meeting was about more issues than simply solutions like a CPZ. A CPZ would only deal with some of the problems, and therefore it was important to hear about other issues and concerns to identify what solutions would be apposite.

A member of NPRA asked whether 100% of all loading activities could be accommodated in the businesses' rear service roads. A council officer explained that this was unlikely on account of the congestion and loading study which identified frequent occurrence of "illegal loading" on the main carriageway, especially at the bus stops, and on the footway. A member of HETA argued that he felt all loading was satisfactorily accommodated and was not causing congestion. A member of NPRA asked for this statement to be minuted.

A member of HEA asked if the proposals to introduce pay and display parking were a fait accompli. SH stated that it was not for her to decide as she is no longer in a position to make the decision, but gave her view that if it were up to her she would probably introduce it.

A member of HETA then questioned the purpose of the meeting. SH answered that it was to listen to the problems so that officers were aware of the wider issues that need to be addressed.

A resident of Hillview Road asked who called the meeting. SH stated that officers, who were following the agreed programme of the Traffic and Road Safety Advisory Panel (TARSAP) distributed the initial invitations to businesses and residents along Uxbridge Road, but that she was pleased that a wider audience had attended. As a ward councillor and leader of her party she had been asked to chair the meeting.

A resident of Lutyens Lodge complained that vehicles are left outside that address (on the service road) for a number of weeks at a time, and that these vehicles appeared to include commercial vans. The resident commented that they couldn't understand how people were able to use the shops if this kind of parking is taking place.

A businesswoman operating on the southern parade acknowledged that parking was a problem and that businesses' own vehicles and those of their staff did clog up the available parking spaces. However, she stated that her five staff did not feel safe using the car park and used the service road whilst recognising it would be more convenient if her customers could park directly outside her premises or at least nearby if staff cars were parked elsewhere. She commented that there was smashed glass in Grymsdyke Road car park and instances of vandalism, and called on CCTV to be installed and for police patrols. She asked where her staff would park if the parade was not available to them. SH stated that councils are not obliged to provide parking for businesses, and that other town centres have commuter car parks which are paid for by their users. SH said she would speak to the relevant council departments and the safer neighbourhood team to raise the crime and disorder issues of the car park.

A resident of Wellington Road complained of great difficulty accessing and emerging from her driveway because of the density of parked cars and that cars were parked for more than one day. She was worried that parking controls in the service road would force even more parking into residential roads.

A resident above the shops commented that many shops had three flats above and extensions built on rear courtyards where previously parking could be accommodated. She added that no more extensions or flat conversion should be permitted. SH advised that in some instances, the council has refused permission only for it to be granted on appeal by the Planning Inspector.

A resident of Westfield Park added that planners had always assumed the car park would take any strain of additional development.

A resident of Cornwall Road complained that emergency service access is inhibited by the volume and location of parking.

A resident of Hallam Gardens stated that he had carried out a survey in the early 1980s that showed 75-80% of vehicles parked in the town centre were there for more than 6 hours, and didn't think much had changed over the intervening years. He acknowledged it is a difficult situation to manage and suggested a system of parking meters with 1 hour free parking, but that there could be many different solutions. He commented that the traffic situation is disastrous and that the cycle lanes had compounded problems. He suggested that two westbound lanes should be available as far as the junction of Grimsdyke Road, and that the additional lane would store right-turning vehicles. He commented that any changes need to be properly policed. SH stated that she would ask officers to look at that junction to see if capacity could be improved.

Dave West of London Buses stated that there is a problem with loading, and that the ability to adequately serve disabled / elderly passengers was compromised by buses being unable to properly access the kerb side as a result of obstructive loading activity. Lunchtime appears to be the worst time of day, and the road is effectively reduced to a single lane because of vehicles loading both sides of Uxbridge Road.

A resident of Grimsdyke Road stated that there is a need to calm traffic in that road as people speed through. They also reported that motorists and cyclists ignore the traffic lights at the crossing and go through even when pedestrians have a green signal.

Another resident of Grimsdyke Road complained that not enough enforcement of the existing restrictions at the junction with Uxbridge Road takes place. Emergency access is compromised by cars parking both sides when there is only room to park on one side, and therefore a double yellow line should be placed along one whole side.

A resident complained that Blue Badge holders park all day on Grimsdyke Road, the section between the car park access and Uxbridge Road.

Another resident suggested that the junction of Uxbridge Road and Grimsdyke Road should have traffic signals with pedestrian phases instead of just the Pelican Crossing, which is in the wrong place. SH said that might cause more congestion as previous studies had predicted, however officers would model the junction again to determine feasibility.

A resident of Wellington Road stated that the Silverlands care home is being redeveloped and expanded but without additional staff parking. Changes to the type of residents at the home would require additional staff and that this might compound parking shortage on-street. SH said a CPZ might help address this problem.

A resident of Uxbridge Road complained about the problems around Tesco, in particular people rat-running through the service road. The resident asked the service roads could be blocked to manage this.

A resident stated that the land in front of Tesco was supposed to have been adopted and that it should be blocked off to prevent speeding along the service road. SH confirmed from a recent meeting that it was private and therefore it fell within Tesco's control.

Another resident questioned why the No Entry signs outside Tesco had been taken down. SH stated that this was because there was no legal Traffic Management Order (TMO) to back them up, and that this issue would be dealt with as part of any proposals taken forward.

A resident suggested making the service roads contra-flow one-way to prevent rat-running along their entire length. SH stated that this could be looked at.

A member of HEA complained that Tesco deliveries blocked the service road and indeed these lorries stick out into the main carriageway.

A member of HETA stated that the invitation to the meeting referred to the council having initial ideas and asked what these were. SH replied that the important thing was to listen to local people first.

Anthony Wood of Harrow Public Transport Users Association highlighted the benefit of such stakeholders' meeting for the council to gather the issues, concerns and views of residents and businesses. He highlighted the three biggest issues as being:

- The need to widen the westbound lane
- The delays caused by the Pelican Crossing but a pedestrian crossing facility could not be removed.
- The need to better accommodate vehicle turning movements at the junction of Uxbridge Road and Grimsdyke Road.

AW added that as a resident of Pinner he had given up shopping at specialist businesses in Hatch End because of the lack of parking availability. He stated that traders needed to balance their customers' needs above those of their staff.

A resident of Wellington Road asked for surveys to be carried out. PN stated that duration of stay parking surveys had been carried out last year.

A resident of Grimsdyke Road complained that turning out of Grimsdyke Road is difficult and that people abuse the waiting restrictions adjacent to Pickwick Walk. Large trucks also perform three-point turns in the car park entrance and also reverse into private driveways to complete such manoeuvres. SH said she would ask for more enforcement to be carried out and for officers to look at the problem of large vehicles turning around.

A resident of Felden Close felt that delivery vehicles were a source of congestion, as were indeed private motorists stopping on the main carriageway to visit the bank. However, he recognised the dilemma that a clearer road would invite drivers to travel faster. He was worried that the whole area needed to be looked at and not just one junction [Uxbridge Road / Grimsdyke Road] in isolation as traffic patterns may change as a result, e.g. Altham Road and Hallam Gardens. SH stated that the wider view was the intention of the scheme, and indeed the stakeholders' meeting provided for issues beyond the apparent initial scope to be made known to officers and councillors.

A resident of The Avenue who is a retired traffic engineer commented that on-street parking creates problems right across London, and that it is a waste of road space and a contributory factor in congestion and many accidents. He said that people should be encouraged to park off-street. He knows for sure that many cars parked during the day in The Avenue belong to commuters who use the railway station. Some people even leave their cars there and go away on holiday. He didn't think traffic volumes are high enough to justify full signalisation of the junction of Uxbridge Road and Grimsdyke Road, but that a mini-roundabout might better cater for the turning movements. This last comment was greeted with disapproving murmurs. He added that the cycle lanes were pointless if people could still park in them.

A member of Lutyens Lodge Residents' Association (LLRA) stated that they had been promised an ambulance bay or a ban on parking outside the entrance to that property in order to serve the elderly people living there. Presently vehicles park all day right along the service road, leading to relatives, minibuses and other transport vehicles being unable to drop-off or collect frail or disabled residents directly outside the doorway.

A resident of Hillview Road expressed concern about more vehicles parking in that street. Parking is a problem at school times, causing congestion, and there are often conflicts of vehicle movements. Parents park badly outside schools and nurseries, and there are never any SNT officers to keep order. SH agreed that parking around most schools is deplorable and that SNTs spend a lot of time around many schools in the borough. These issues are not isolated to Hatch End. The resident asked why the mobile CCTV vehicle is not seen in Hatch End and SH said she would raise this with them.

The same resident asked if residents would be informed if a CPZ were introduced. PN clarified that the stakeholders' meeting was very much the initial step, and that the issues to be discussed were not limited to controlled parking, but also congestion and loading problems. Further consultation would follow if proposals are taken forward, which – if agreed – would then be followed by statutory consultation.

A resident of Wellington Road complained about congestion and double-parking as a result of school buses dropping off at the Bus Stop near Dove Park.

A member of HEA said that there are no crossing markings where school children cross over the dual carriageway section near Westfield Park especially when accessing the station.

A member of HETA attributed the congestion to the cycle lanes, which had led to the reduction in right-turning capacity. HETA is concerned that both businesses and residents need to be benefited by whatever is taken forward and warned that it's not possible to please all people all of the time. Residents and businesses want real solutions, and not just added problems and extra cost. SH reassured the audience that the loading bays and capacity enhancements were budgeted out of existing schemes. Only a CPZ – if agreed – would cost the end user, as permit parking schemes are required by law to be self-financing. It is therefore up to residents to decide if they wish to have a CPZ. Permits are charged for to pay for the cost of enforcement and verifying if permit applicants are eligible.

A resident asked how CPZ are funded. SH replied that the cost of consultation and implementation comes from the council's capital programme, and the cost of running the scheme is recouped via permit charges and pay and display ticket revenue. Only residents and businesses within the CPZ are eligible for permits.



A resident requested that the Bus Stops should be inset to keep the main carriageway clear. PN explained that initial investigations had shown that there is a substantial number of underground services, including a major gas main, under Uxbridge Road and in particular the northern footway.

A member of NPRA enquired about the two Bus Stops either side of the junction of Uxbridge Road with Nugents Park, explaining that they cause problems when both are in use. [One is a terminal stand for the H14, the other a through stop on the H12 route]. The member asked what jurisdiction TfL has in creating new Bus Stops and what legal obligations they are under to consult. DW explained that in effect TfL has no restriction on where it can place Bus Stops, but in reality they work with partners – in particular local authorities and the Police – to locate Bus Stops in the best possible locations. TfL is under pressure to improve the service to its customers, and receives numerous requests to relocate or create new Bus Stops.

A member of NPRA asked whether a CPZ could cover a private road. PN explained that this was possible, but only if the council had the agreement of all the landowners, which usually in practice is difficult to obtain.

A resident of Hallam Gardens suggested that Grimsdyke Road could be widened at its junction with Uxbridge Road. The resident also requested that the double yellow lines be extended and properly enforced as drivers currently park on the single yellow line all day.

Another resident said that any double yellow lines should also have loading restriction to stop obstructive loading and Blue Badge holder parking.

A resident said that it isn't the case that all the parking is taken up by traders, and there is still a large turnover of parking spaces. The resident also asked what the position of the Conservatives would be if they were in administration. SH said that it was probable that the Conservatives would charge, and that only two car parks in the borough are free [Grimsdyke Road and Belmont]. Therefore, the council is effectively subsidising Hatch End and Belmont as these car parks have a maintenance cost. However, SH emphasised that it is not for the Conservatives to decide.

A resident said that station commuters don't use the Grimsdyke Road car park, but park in Dove Park.

Another resident complained about a tree impinging visibility as drivers emerge out of Grimsdyke Road into Uxbridge Road. The resident also suggested banning right-turns to ease congestion and therefore force drivers to use the roundabouts to turn around to access side roads. SH said that this might cause more traffic, as it would add more trips within the local network.

A member of HETA said according to survey commissioned by Harrow Council in 2009 that only 12% of parking is for over 6 hours.

A resident requested that a speed camera be installed. SH explained that cameras are not installed by the council but by the London Safety Camera Partnership. Their criteria required there to be three or more Fatal or Serious Injury collisions within three years. AW added that the Police can however carry out enforcement, and in fact some enforcement was carried out following the recent fatal collision on Uxbridge Road.



A resident suggested having speed activated signs if cameras were not possible. SH acknowledged this, but warned that these are effective only for a short period of time as drivers get used to them, and therefore they need to be moved around frequently.

A resident of Hillview Road complained about drivers jumping the lights. PN explained that the council meets regularly with the Police to raise such issues so that the Police's limited resources can be targeted at areas of residents' concerns. The Police and the council automatically jointly investigate all fatalities, and that this is yet to take place.

Another resident stressed that it is important for pedestrians to be able to cross the road, and that the green time should not be shortened for pedestrians.

Another resident stated that the council must consult residents on a CPZ if parking charges were to be introduced on the Broadway and in the car park. SH said that a two-stage consultation normally takes place to ensure all residents are given a chance of joining a CPZ.

A resident in Hillview Road asked if there were any plans for a CPZ, and said they didn't feel a CPZ was needed.

A resident from Northwood stated that the CPZ recently introduced there works excellently. PN added that only residents who need to park all day need a permit.

Another resident said the consultation would effectively be blackmail: a choice between paying for a permit, or suffering all-day commuter parking. The scheme is only about money and CCTV would be better for all concerned. Why should people have to pay? SH stated that everything costs money. If parking is already bad, then displacement shouldn't be a problem. SH emphasised that displacement was likely, and therefore why the council generally goes back to residents after about 6-12 months to review parking zones.

A resident asked if a single yellow line restriction would just be effective. SH said that this has been done elsewhere – namely Canons Park station area – and now residents complain that because they have no bays, they have nowhere to park on street during the one hour of control. PN said that this kind of solution is obsolescent as now even households with off-street parking will use some on-street space, and therefore providing on-street resident permit bays is more convenient.

A member of the Pinner Association said that a small CPZ is merely a starting point, and that having been involved in the first Harrow CPZ in Pinner, this area has now grown to nearly 1 ½ miles in diameter. SH said the volume of commuter parking is the governing factor in how large a CPZ needs to be.

A resident complained that refuse vehicles can no longer gain access in certain roads.

Another resident asked how many permits residents can have. PN said that there is no limit, but the cost increases for each permit, although 5<sup>th</sup> and subsequent permits are charged at the same rate as the 4<sup>th</sup>.

A business representative asked about the timescale. SH stated a timescale was unknown as the new administration has not committed to a CPZ, however it normally takes at least a year to go through the consultation and implementation process. PN added that consultation on the loading bays and parking in the service roads / car park would start in October, for implementation by March/April 2011.

Another resident asked if Uxbridge Road could become a Red Route. PN explained that only TfL-controlled roads could be Red Routes.

A business representative asked if the notes of the meeting would be conveyed to the Labour administration. SH said that they would. A representative asked that it be noted that there was concern that there was nobody from the administration present.

Another business representative asked what the council's ideas were. SH stated that there are no right or wrong answers.

A business representative asked about how a "majority" decision is taken when businesses are involved. Do the traders have a say? SH said that all views are taken into account, but ultimately the car park costs money to maintain and the council is under pressure to cover or reduce its costs.

A member of HETA said that businesses were prepared to pay towards to maintenance of the car park in order for it to be free. SH said that they do not own the car park, and that the new administration promised to help traders: charging to park will prevent all-day parking and therefore promote better turnover of spaces and allow more people to come into the area to shop.

Another business representative said that the traders DO own the car park via the tax they pay. SH said that the residents also pay for the car park via taxes and that the council has to take a balanced view.

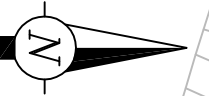
Someone asked if the council charges rent to BT for the telephone exchange. SH and PN did not know the answer.

A businessman said that there is obstruction caused by parking at the eastern end of the service road at the junction of Anselm Road. SH said that this would be looked at.

SH closed the meeting by thanking all those who had attended and who provided very valuable information that would be taken away and analysed.

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Meeting closed at 9:28pm

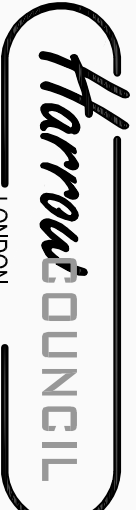


Appendix E

Grimsdyke Car Park:  
Long Term Pay & Display  
8am-6.30pm, Mon-Sat  
20p per hour  
Unlimited Stay, No Return 1 hour

Uxbridge Road:  
Long Term Pay & Display  
8am-6.30pm, Mon-Sat  
10p per 20 mins, £4 over 6 hours  
Unlimited Stay, No Return 1 hour

COMMUNITY & ENVIRONMENT  
TRANSPORTATION



LONDON

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

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<b>Date of Meeting:</b>	21 June 2012
<b>Subject:</b>	Pinner Road & County Roads Controlled Parking Zone Review – Results of Statutory Consultation
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	John Edwards – Divisional Director, Environmental Services
<b>Portfolio Holder:</b>	Councillor Phillip O’Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A</b> – Area of leaflet distribution for statutory consultation  <b>Appendix B</b> – Statutory consultation documents  <b>Appendix C</b> – Petition in support of the parking proposals.  <b>Appendix D</b> – Summary of comments/objections and officers response

## Section 1 – Summary and Recommendations

This document reports the result of the Statutory Consultation carried out during March 2012 on the proposed changes to the parking layouts on Pinner Road between The Gardens and Neptune Road and the immediately adjoining sections of the County roads within the existing Pinner Road Controlled Parking Zone (CPZ) and seeks the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with implementation of the proposals as explained in this report.

### Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the parking scheme be implemented as set out below:

- 1) That proposed pay and display parking bays are situated in front of the shops outside nos. 156 to 166 and nos. 170 to 176 Pinner Road operating from Monday to Saturday 7am to 7pm are implemented;
- 2) That the existing bus stop shelter and bus stop clearway markings situated outside nos. 170 - 176 and nos. 176 – 184 Pinner Road are relocated;
- 3) That one proposed disabled parking place is situated outside no. 154 Pinner Road;
- 4) That the existing loading restrictions (7am - 10am & 3pm - 8pm Mon - Fri and 8am - 6.30pm Sat & Sun) in front of the shops on Pinner Road (except at junctions) are removed;
- 5) That waiting and loading restrictions opposite the shops on Pinner Road between Neptune Road and The Gardens are changed as follows:
  - a.) Waiting restrictions outside nos. 173 – 187 and nos. 201 – 217 Pinner Road to be “At any time”,
  - b.) Loading restrictions between nos. 121 – 255 Pinner Road to be 7-10 am and 4-7pm, Monday - Friday and 11am – 5pm Saturday and Sunday.
- 6) That existing single yellow line waiting restrictions be changed to “at any time” waiting restrictions (double yellow lines) in the following locations as follows;
  - a.) On Bedford Road adjacent to no. 184 Pinner Road.
  - b.) On Rutland Road adjacent to no. 166 Pinner Road.
  - c.) On Oxford Road adjacent to no. 146 and 148 Pinner Road.

- 7) That the existing pay and display / permit holder parking bays on Pinner View, Bedford Road, Rutland Road, Oxford Road and Devonshire Road be changed to operate Monday - Saturday 7am – 7pm;
- 8) That the existing pay and display / permit parking bays in The Gardens are changed to allow use by either zone U or zone W permit holders;
- 9) That adjacent to no. 90 Pinner Road an additional pay & display / permit parking bay is provided on Devonshire Road and the existing double yellow lines rescinded;.
- 10) That the Service Manager – Traffic & Highway Network Management is authorised to take the necessary steps to implement the above recommendations;
- 11) That residents within the consultation area are informed of this decision.

**Reason: (For recommendation)**

To recommend an amended scheme for implementation having considered the results of statutory consultation on the parking scheme proposed for Pinner Road between its junction with The Gardens and Neptune Road and on the County roads within the existing Pinner Road CPZ zone W as detailed in this report. The measures are in direct response to residents and businesses requests for changes to the existing parking arrangements in their area and the subsequent outcomes of statutory consultation.

## **Section 2 – Report**

### **Introduction**

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

### **Options considered**

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object the proposed scheme advertised.
- 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 Since May 2010, the council has received complaints from local businesses on Pinner Road that the new waiting and loading restrictions were affecting their business. Residents in neighbouring side streets outside of the CPZ, in particular Cornwall Road, Devonshire Road, Dorset Road and Oxford Road, complained that parking spaces were hard to find because of the number of non-resident vehicles using those locations to park all day or longer.
- 2.5 An informal consultation on the parking controls along Pinner Road between The Gardens and Neptune Road (western end) and on the immediately adjoining sections of the County roads was carried out between February 2011 and July 2011 following a review of parking arrangements in the area. The results of this consultation were reported to TARSAP on 20<sup>th</sup> September 2011 and the recommendations were approved by the Portfolio Holder. It was recommended that scheme approval from Transport for London (TfL) be sought.
- 2.6 As Pinner Road forms part of London's Strategic Road Network (SRN) it means that TfL have authority to consider any proposed measures. This is necessary to ensure that any scheme does not impede the operational effectiveness of the SRN. TfL can therefore choose not to approve measures if they consider them to have a detrimental impact on traffic flow.



- 2.7 Therefore previous practice has been to follow TfL's recommendations for the measures they consider being appropriate for the SRN and including these in public consultation and statutory consultation so that the public are presented with viable schemes.
- 2.8 Following receipt of TfL approval a statutory consultation was subsequently carried out in March 2012 on these proposals. This report summarises the process and outcome of this statutory consultation.

### **Proposals on County roads and Neptune Road**

- 2.9 The proposals at the junction of Pinner Road and Neptune Road were not included in the statutory consultation because insufficient details were available about the proposed redevelopment at Neptune Point (formerly Travis Perkins site) at the time of writing this report. With the construction now underway and more information about the parking arrangements for the residential units available, it is clear that parking controls are required in Neptune Road itself to mitigate the impact of that development. The number of parking spaces given to the new dwellings is limited, and residents would not be eligible to purchase a CPZ permit. Therefore, it is likely that a large number of residents will opt to park their vehicles at the closest uncontrolled location, which would be Neptune Road.
- 2.10 Because of the potential for objections to the CPZ proposals in the County Roads and Neptune Road, it was agreed with ward councillors and the Portfolio Holder to separate the Pinner Road part of the scheme in the statutory consultation so as not to unduly delay the scheme by objections from other roads which were more contentious.
- 2.11 The statutory consultation for proposals in the County Roads and Neptune Road are scheduled to be presented to TARSAP in November 2012.

### **Statutory Consultation**

- 2.12 Following the recommendation of TARSAP on 20<sup>th</sup> September 2011 and subsequent approval of the Portfolio Holder on 20<sup>th</sup> October 2011 TfL's Network Assurance Team (NAT) was requested to provide their view on the proposals. The Council provided background information and offered to meet the officers on site if required.
- 2.13 The NAT carried out an internal review on the proposals and fundamentally disagreed with two elements of the scheme.
- a.) TfL's bus operator London Buses objected to the provision of parking bays on the approach side of the bus stop. Their major concern was that the proposed parking bays will reduce the accessibility of the bus stop and are likely to increase traffic queues and thereby reduce bus reliability along Pinner Road due to vehicles parked on the opposite side of the road.

- b.) TfL's Cycling team expressed severe concerns to the provision of the parking bays on the basis of general safety of the cyclists using Pinner Road which forms a part of London Cycle Route Network (LCN plus).
- 2.14 The NAT recommended carrying out design changes to the original proposals to mitigate these issues. Since TfL has authority in this matter the following changes were made to the proposals.
  - a.) The proposed pay and display parking bays and bus stop markings have been swapped over to allow buses direct access to the bus stop. Double yellow line waiting restrictions have been proposed on the opposite side of the relocated bus stop (outside nos. 173 - 187 and nos. 201 – 217 Pinner Road) to reduce any potential for traffic queues and to maintain bus reliability along the Pinner Road corridor.
  - b.) As requested by NAT, a traffic survey was carried out in December 2011 to quantify the number of cyclists using Pinner Road. The analysis of the survey data proved that the number of cyclists using Pinner Road was very low and the proposals are unlikely to pose any significant increase in risks to the cyclists along the road. TfL were provided with the survey data and agreed with that view.
  - c.) In response to TfL's recommendation to swap the bus stop and proposed parking bays, it was requested to move the bus stop outside nos. 186-194 Pinner Road. However this was not agreed by TfL as it would not meet their guidelines regarding the distance between two consecutive bus stops along the route. In addition it would severely restrict the visibility at the Bedford Road / Pinner Road junction.
- 2.15 After considerable liaison with NAT, London Buses and TfL's Cycling Team, TfL finally approved the revised proposals.
- 2.16 The ward councillors and Portfolio Holders were invited to a meeting held on Monday, 5<sup>th</sup> March 2012 where they were briefed on the revised parking proposals. It was agreed at the meeting to proceed with the statutory consultation on this basis.
- 2.17 As part of the statutory consultation process, leaflets were delivered to residents and businesses which are directly affected by the proposals. The extent of the area where leaflets were distributed is shown in **APPENDIX A**. Notices were displayed on lamp columns along Pinner Road and County roads and traffic orders were advertised in local newspapers. All relevant stakeholders including Transport for London (TfL) and ward councillors were also consulted. Leaflets were delivered to 315 properties along Pinner Road, County roads, Neptune Road and The Gardens.

- 2.18 The statutory consultation leaflet, questionnaires and plans are shown in **APPENDIX B**.

### **Statutory Consultation responses**

- 2.19 There were 53 responses received from the 327 addresses consulted within the consultation area, 3 of which were from residents outside the consultation area. These were by return of the questionnaire, email and web submissions. This represents an overall return rate of 16.2%. Of those that responded 34 (64.2%) were in support of the proposal, 17 (32.1%) respondents objected to the proposals, out of which 10 (18.9%) were statutory objections. This is summarised in the table below.

	Number
Number consulted	327 (100%)
Number responses	53 (16.2%)
Do you agree with the proposals – Yes	34 (64.2%)
Do you agree with the proposals – No	17 (32.1%)
Do you agree with the proposals– Don't know / No opinion	2 (3.8%)
Submitted formal objections	10 (18.9%)

- 2.20 A summary of the comments and objections submitted together with engineer's responses are shown in **APPENDIX D**.

### **Analysis of results**

#### Pinner Road – (The Gardens to Bedford Road including nos. 56-60 The Gardens)

	Number
Number consulted	40
Number responses	2
Do you agree with the proposals – Yes	1
Do you agree with the proposals – No	1
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	1

- 2.21 From Pinner Road between The Gardens and Bedford Road, 2 responses were received. One response was in favour of the scheme while the other was against the proposals.
- 2.22 The objector to the proposals claimed that whilst he support the overall objective of the scheme, the proposed increase in hours of operation of pay & display parking bays will potentially damage their patients' health and their ability of have ready access to the facilities at the doctor's surgery.

Pinner Road (Bedford Road to Rutland Road)

	Number
Number consulted	40
Number responses	9
Do you agree with the proposals – Yes	4
Do you agree with the proposals – No	5
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	4

- 2.23 Nine responses were received from this section of Pinner Road. Out of these 9 responses, 4 were in support while 5 were against the proposals. Of all those who objected, 4 responses were statutory objections.
- 2.24 Of the responses received, 2 objectors claimed the extension of hours of operation of shared pay & display and permit parking bays will limit the availability of parking for residents who work on early or late shifts. They were also concerned about the risk of fire at the litter bin when located next to the bus stop shelter.
- 2.25 Of the responses received, 2 objectors requested the first half hour free for parking in the pay & display parking bays to increase business for the local shops.
- 2.26 Of the responses received, 3 objectors claimed that the proposed relocation of bus stop outside their properties will affect their businesses as they will not be able to load/unload outside their business.
- 2.27 Of the responses received, 1 objector claimed that the proposed relocation of bus stop will reduce privacy, cause structural damage to their property and will result in the increase in air and noise pollution.

Pinner Road (Rutland Road to Oxford Road)

	Number
Number consulted	42
Number responses	11
Do you agree with the proposals – Yes	10
Do you agree with the proposals – No	1
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	1

- 2.28 Eleven responses were received from this section of Pinner Road. Out of these 11 responses, 10 were in support while 1 respondent formally objected to the proposals without any reason of objection.

Pinner Road (Oxford Road to Devonshire Road including nos. 7-14 Neptune Road)

	Number
Number consulted	124
Number responses	12
Do you agree with the proposals – Yes	12
Do you agree with the proposals – No	-
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	0

- 2.29 12 responses were received from this section of Pinner Road and Neptune Road. All 12 responses were in support of the proposals.

Pinner View

	Number
Number consulted	13
Number responses	3
Do you agree with the proposals – Yes	0
Do you agree with the proposals – No	3
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	1

- 2.30 There were 3 responses received from Pinner View. All three responses were against the proposals and 1 was a formal objection.
- 2.31 Of the responses received, 1 respondent claimed that the current one hour restriction was sufficient and any additional restriction will cause inconvenience to local residents.

Bedford Road and Rutland Road

	Number
Number consulted	25
Number responses	7
Do you agree with the proposals – Yes	2
Do you agree with the proposals – No	4
Do you agree with the proposals– Don't know / No opinion	1
Submitted formal objections	0

- 2.32 There were 7 responses received from Bedford Road and Rutland Road together. The 2 respondents from Bedford Road were in support of the proposals.
- 2.33 Of the 5 responses received from Rutland Road, 4 respondents objected without any reason of objection.

### Devonshire Road

	Number
Number consulted	43
Number responses	6
Do you agree with the proposals – Yes	5
Do you agree with the proposals – No	1
Do you agree with the proposals– Don't know / No opinion	-
Submitted formal objections	0

- 2.34 There were 6 responses received from Devonshire Road, out of which 5 were in support and 1 was formal objection without any valid reason of objection.

### Responses from other areas

	Number
Number consulted	-
Number responses	3
Do you agree with the proposals – Yes	0
Do you agree with the proposals – No	3
Do you agree with the proposals– Don't know / No opinion	0
Submitted formal objections	3

- 2.35 Three responses were received from the area outside the consultation area 1 each from Bouverie Road, Wessex Drive and Homefield Road (outside Harrow). All 3 responses were statutory objections
- 2.36 Of the responses received, 1 respondent claimed that the proposals will increase the risk of accidents due to cars parked on one side of Pinner Road.
- 2.37 Of the responses received, 1 respondent was concerned that the proposals will increase the risk of cycle accidents on Pinner Road and suggested to divert the LCN+ cycle route from Pinner Road to the county roads. The respondent also suggested implementing different tariffs for the proposed pay & display parking bays on Pinner Road and those on County roads to encourage more use of bays on County Roads.
- 2.38 A petition from the businesses/traders and customers of premises on Pinner Road was received by the council on 28th March 2012. The petition contains 30 signatures supporting the revised proposals to provide pay & display parking bays outside the shops for the customers on Pinner Road. The petition is attached in **APPENDIX C**.

### **Conclusion**

- 2.39 The local ward members and London Assembly Member were invited to a meeting on 19<sup>th</sup> April 2012 to discuss the outcome of the statutory consultation and detailed distribution of responses. The ward

members were briefed on the comments and objections received during the statutory consultation.

- 2.40 Having taken into account the extensive scheme development process, consultations, member involvement and TfL's input it is clear that the scheme has now reached a reasonable compromise in terms of the design. Considering that there is a petition of 30 signatures in support of the proposals, it is recommended on balance to overrule the statutory objections submitted and to implement the scheme as advertised.

### **Financial Implications**

- 2.41 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 40k for the implementation of the Pinner Road area CPZ was made by TARSAP in February 2012.

### **Risk Management Implications**

- 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 Pinner Road & County roads parking changes detailed in this report. The risk register is included in the Environment Directorate Risk Register.

### **Equalities implications**

- 2.43 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.
- 2.44 A review of equality issues at the design risk assessment stage of the scheme 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:

<b>Equalities Group</b>	<b>Benefit</b>
Disability	Improved availability of short term parking and additional provision of blue badge holder disabled bays in closer proximity to local shops / amenities. This will help disabled people with mobility impairment and wheelchair users.
Age	Improved availability of short term parking in closer proximity to local shops / amenities. This will help elderly people with restricted mobility. Restrictions on parking at crossing points will make it safer to cross the road particularly for the young and elderly.

Sex	Mothers with young children or pregnant women are more likely to benefit from parking spaces as close as possible to their destination.
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## Corporate Priorities

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

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	<p>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.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
United and involved communities: A Council that listens and leads.	<p>The recommendation seeks to keep whole streets together in forming an extension to the existing CPZ, where the results support this.</p> <p>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.</p>
Supporting and protecting people who are most in need	<p>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.</p>
Supporting our town centre, our local shopping centres and businesses.	<p>The additional parking facilities on Pinner Road will enable the businesses to serve more customers.</p>



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

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/06/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 31/05/12		

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

Contact: Tushar Patel, Traffic Engineer  
Tel: 020 8424 1988 (ext 7534), E-mail: Tushar.patel@harrow.gov.uk

#### **Background Papers:**

TARSAP Reports on Pinner Road CPZ dated 8 February 2012 and 20 September 2011

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# APPENDIX A

AREA OF LEAFLET DISTRIBUTION

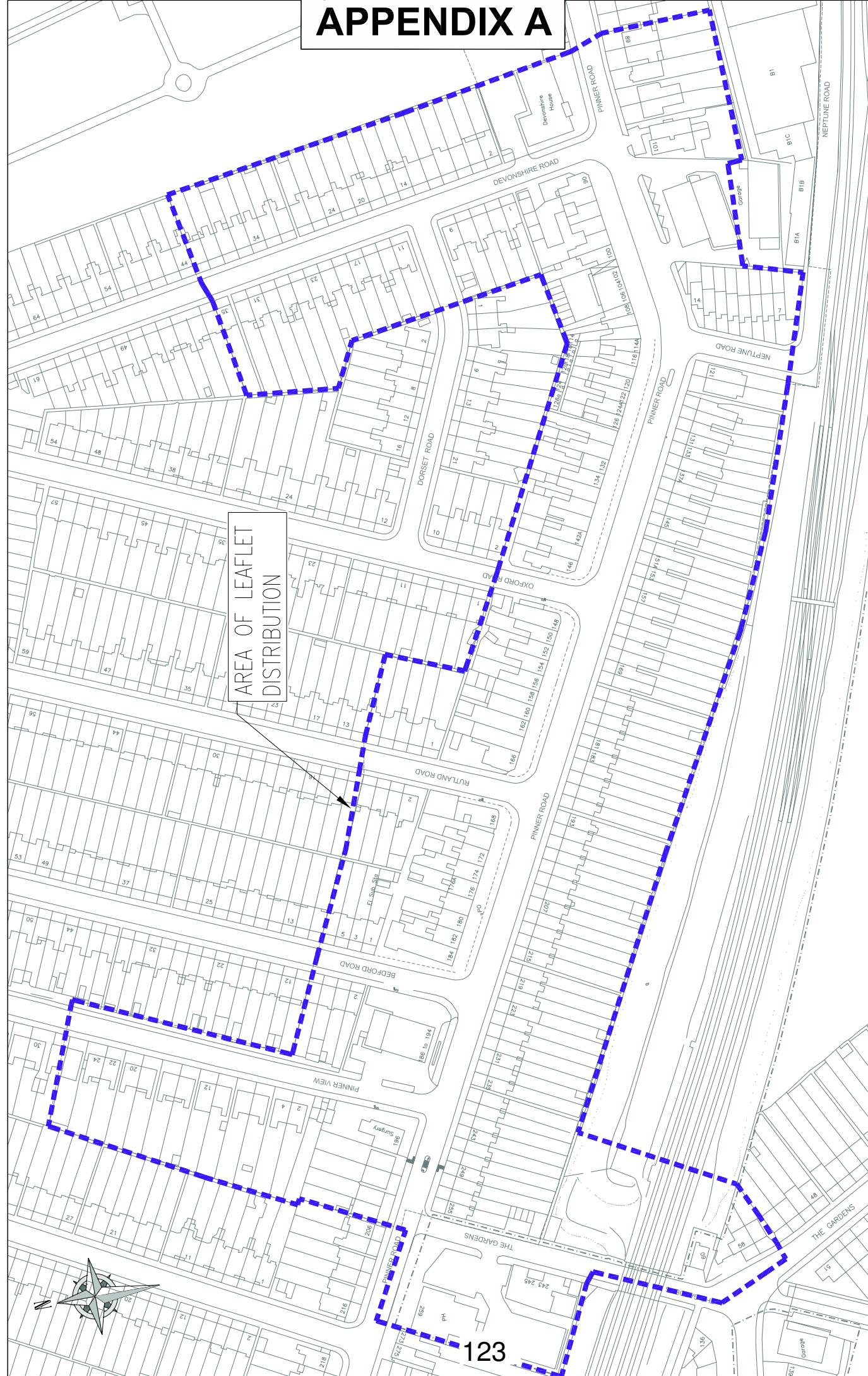
REGION	WILTSHIRE	WILTSHIRE
ISSUE	ISSUE	ISSUE
SCALE (AT A3)	NTS	NTS
ISSUING OFFICE	PATS TEAM	PATS TEAM
TELEPHONE	020 8424 7534	020 8424 7534
DRAWING NUMBER	T/DWG/000XXX	T/DWG/000XXX
REVISION		A

DEPARTMENT: TRAFFIC AND HIGHWAY NETWORK MANAGEMENT TEAM  
 PROJECT: PINNER ROAD CONTROLLED PARKING ZONE REVIEW  
 PHASE: PHASE 1 - PINNER ROAD PROPOSALS  
 DRAWING: LEAFLET DISTRIBUTION AREA

WILTSHIRE COUNCIL  
 WILTSHIRE COUNCIL

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KEY:  
 - - - - - LEAFLET DISTRIBUTION AREA FOR STATUTORY CONSULTATION  
 - - - - - 315 PROPERTIES



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## Pinner Road Proposed Controlled Parking Review

*Statutory Consultation*

**IMPORTANT – THIS AFFECTS YOU**



## What is this about?

This leaflet is about the council's proposals to implement parking controls to address the parking problems on Pinner Road and its junction with the County Roads. A public consultation was carried out in 2008 when we asked people whether they supported parking controls (CPZ) in their road. Parking controls were introduced in May 2010 in roads or part roads where the majority of responses were in supported the proposals.

Since the introduction of these controls, the council has received requests to make changes and concerns have been raised, also issues concerning possible increase of parking pressures due to a number of redevelopments in the area. The council gave a commitment to carry out a review of the parking controls once the existing scheme had been operational for 6-12 months. We have now carried out this review in your area after extensive liaison with Transport for London (TfL). As a result, we are proposing the changes to try and accommodate the requirements of local businesses and residents. The proposals are now being taken forward to formal statutory public consultation. This is explained in more detail below.

**This leaflet is designed to help you make your views known or make a formal objection to any part of the detailed measures proposed.**

The purpose of this letter is to inform you that we intend to carry out statutory consultation between 1<sup>st</sup> March 2012 and 21<sup>st</sup> March 2012 for the proposals shown on the attached plan. We will be unable make any further changes to the parking controls in your area once this statutory consultation is completed. The final decision on the measures proposed will be solely based on your submitted views to the revised proposals. We will not make any assumptions for those people who do not respond to the enclosed questionnaire.

## Current stage of the consultation process

We are seeking the view of residents and businesses in the original consultation area on the revised proposals. There are two different parts to the consultation: **Informal** and **Statutory**. The **Informal** is where we invite your comments and ask you to complete a questionnaire. The other is **Statutory Consultation** when you can make a formal objection.

Please consider carefully what you wish to do; you can both complete the questionnaire and make a formal objection if you wish. However, completing the questionnaire on its own will not be treated as a formal objection, whatever comments are made.

The reason why we have these two processes is that the legislation only makes provision for people to object, whereas the informal consultation allows people to comment and make their views known. This enables us to try and amend the proposals to best meet the needs of local residents and businesses.

## Pinner Road Proposals

The attached plan shows the proposed measures in the vicinity of your property. Should you require further explanation of the proposals please contact the project engineer listed under further information:-

- 1) **Proposed pay and display parking bays** in front of the shops
  - a) outside no.156 to 166 - 6 bays and
  - b) outside no. 170 to 176 -4 bays.

These bays will operate from Monday to Saturday 7am to 7pm. These proposals has been requested by Transport for London (TfL) to improve bus stop accessibility which otherwise would deteriorate if the pay and display bays are proposed on the approach side of the bus stop.
- 2) **Relocate existing bus stop shelter and bus stop marking** from outside no. 170 - 176 to outside no. 176 – 184.
- 3) **Disabled parking bay** outside no. 154 Pinner Road
- 4) **Remove the existing loading restrictions** (7am - 10am & 3pm - 8pm Mon - Fri and 8am - 6.30pm Sat & Sun) in front of the above shops, except at junction where visibility needs to be protected with proposed loading restrictions at Any Time.
- 5) **Proposed changes to waiting and loading restrictions** opposite the shops between Neptune Road and The Gardens to be:
  - a) Waiting restriction outside no. 173 – 187 and no. 201 – 217 to be “Any Time”. These restrictions are proposed to allow free movement of two way traffic on Pinner Road
  - b) Loading restrictions to be 7-10am 4-7pm Mon-Fri and 11am–5pm Sat & Sun between no. 121 – 255 Pinner Road. These loading restrictions are relaxed to assist loading/unloading activities for residents and businesses.
- 6) **Change existing single yellow line waiting restrictions** to double yellow lines:
  - a) On Bedford Road adjacent to no. 184 Pinner Road.
  - b) On Rutland Road adjacent to no. 166 Pinner Road.
  - c) On Oxford Road adjacent to no. 146 and 148 Pinner Road.
- 7) **Revise existing pay and display/permit holder parking bays time** on Pinner View, Bedford Road, Rutland Road, Oxford Road and Devonshire Road to Mon - Sat 7am – 7pm.
- 8) The existing pay and display/permit parking bays in **The Gardens** are proposed to be shared across Zones U and W, to allow either Zone U or W permit holders to park.
- 9) On Devonshire Road, provide additional pay & display/permit parking bay by shortening existing double yellow line adjacent to no. 90 Pinner Road.

The proposed introduction of the pay and display parking bays in Pinner Road will provide short term parking for visitors to the shops and businesses whilst allowing

commercial vehicles to load and unload in these parking bays at no charge providing evidence of loading is in progress. The above proposals along Pinner Road have been agreed in principle with Transport for London (TfL).

### Parking charges for proposed pay & display bays

The proposed pay and display bays on Pinner Road are proposed to operate between 7am and 7pm Monday to Saturday, with a maximum stay of 2 hours, no return within 3 hours. The tariff proposed is 20p for 30 minutes.

### County Roads and Neptune Road –changes to CPZ

Once the statutory consultation on proposals for Pinner Road is completed, the council is planning to separately carry out the statutory consultation for Bedford Road, Rutland Road, Oxford Road, Devonshire Road, Dorset Road and Neptune Road, followed by implementation subject to available funding.

### Making your views/informal comments

We have provided a questionnaire with space for comments. Please use a separate sheet if necessary. Please return the questionnaire using the envelope provided or alternatively complete the on line form at [www.harrow.gov.uk/consultations](http://www.harrow.gov.uk/consultations)  
**Responses should be received no later than 21<sup>st</sup> March 2012.**

### Making a formal statutory objection

Under the legislation which controls the statutory consultation process anyone, local resident/business or not, can make a formal objection to the proposals. However the objection needs to be made in **writing (email is acceptable)** including the word **object** or **objection** (to distinguish it clearly from comments) and the **reason** for the basis of the objection with your name and address. The law sets out 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 [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk) quoting Ref: **DP 2012-02** ensuring it is received by **21<sup>st</sup> March 2012.**

During the statutory consultation period detailed plans will be displayed at the Civic Centre and officers will be available to discuss issues during office hours. If you require clarification or answers to questions please contact the project engineer whose details are in the "More Information" section.



## What happens next?

We will analyse all the responses we receive and will modify the proposals in line with local views. All formal objections received will be looked at individually and assessed.

The recommendations based on this consultation will be submitted to the Traffic and Road Safety Advisory Panel (TARSAP) on 20<sup>th</sup> June 2012. The role of TARSAP is to make recommendations to the Portfolio Holder who will make a decision to progress towards the implementation of the schemes.

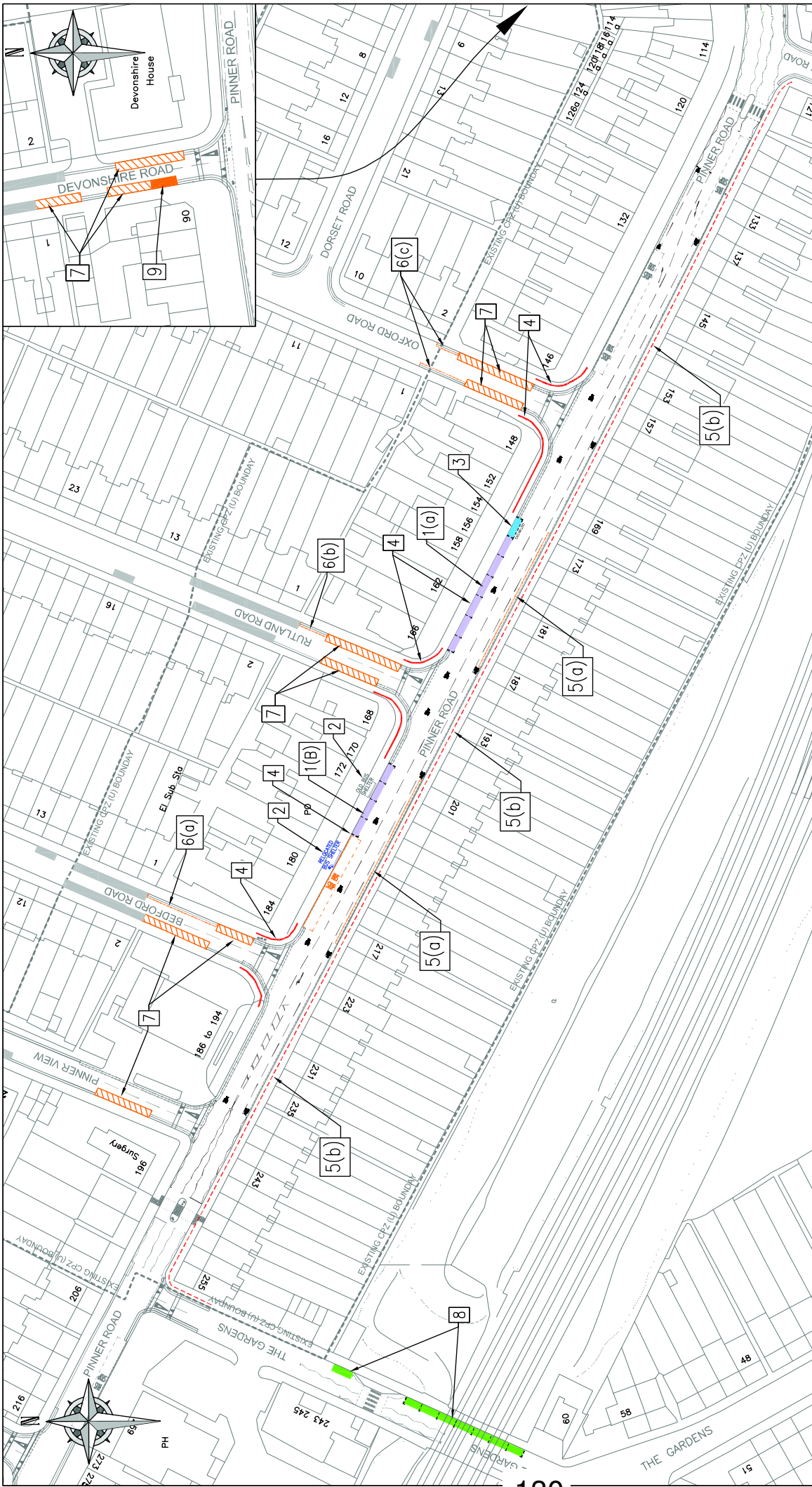
Subject to resolving any objections received during statutory consultation and TARSAP approval, the proposals are likely to be implemented in July – August 2012.

## More information

We have provided links to web pages to view certain information as this is an economic and effective way of providing information to you at a time to suit yourself. If you do not have web access and are unable to get to a Public Library to use the internet there, then please contact the project engineer, Tushar Patel, whose contact details are below:

Tushar Patel  
Tel: 020 8424 7534  
Email: [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)

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



[X] - REFER TO PARA. NO. X IN "PINNER ROAD PROPOSALS" IN THE LEAFLET ATTACHED WITH THIS PLAN

- KEY:
- PROPOSED NEW PAY & DISPLAY BAYS (MON-SAT 7AM-7PM)
  - PROPOSED DISABLED PARKING BAY
  - SHARED RESIDENT AND PAY & DISPLAY BAYS AVAILABLE ADDITIONALLY TO ZONE U PERMIT HOLDERS
  - PROPOSED CHANGE IN PAY & DISPLAY PARKING BAY TIME TO MON-SAT 7AM-7PM
  - PROPOSED LOADING RESTRICTION TIME CHANGE TO MON-FRI 7-10AM 4-7PM & SAT-SUN 11AM-5PM
  - PROPOSED LOADING RESTRICTION (AT ANY TIME)
  - PROPOSED CHANGE FROM SINGLE TO DOUBLE YELLOW LINE WAITING RESTRICTION
  - PROPOSED RELOCATED BUS STOP
  - PROPOSED RELOCATED BUS SHELTER
  - PROPOSED SHARED RESIDENT AND PAY & DISPLAY BAY (ON DEVONSHIRE ROAD ONLY)
  - PROPOSED CYCLE LOGOS
  - EXISTING RESIDENT PERMIT BAYS

INITIAL ISSUE	IP 24.02.12	IP 24.02.12	IP 24.02.12	PN 24.02.12	PN 24.02.12
REVISION	AMENDMENT	BY	DESIGNED BY	CHECKED BY	APPROVED BY
		AND DATE	AND DATE	AND DATE	AND DATE

DEPARTMENT	TRAFFIC AND HIGHWAY NETWORK MANAGEMENT TEAM	
PROJECT	PINNER ROAD CONTROLLED PARKING REVIEW - PHASE 1	
DRAWING TITLE	GENERAL ARRANGEMENT	
	STATUTORY CONSULTATION	
ISSUING OFFICE PAST TEAM	DRAWING NUMBER	REVISION
TELEPHONE	020 8424 7534	A
SCALE (AT A3 SIZE)	NTS	T/DWG/000280
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ISSUE		



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## PINNER ROAD - PROPOSED PARKING CONTROLS QUESTIONNAIRE

This questionnaire is available online at [www.harrow.gov.uk/consultations](http://www.harrow.gov.uk/consultations) and click on "Consultations" on right hand side of the webpage. Then select "Pinner Road Controlled Parking Review – Phase 1". By completing it online, it is a more environmentally friendly and cost effective way of informing us of your views. If however you do not have access to the internet you can alternatively complete this questionnaire and return it using the enclosed prepaid envelope, to arrive by **21st March 2012**.

It is recommended that you read the leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of.

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

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

Questionnaires returned without a name and address will not be officially recorded in the results of this consultation. We count your household/business as one response, rather than number of responses from individual residents/employees from the same address.

First Name ..... Family Name .....

Business Name (if applicable) .....

Property Number/Name ..... Street Name .....

Postcode ..... Date .....

**Please tick the most appropriate answer to each of the questions below, and use the space for comments on the back of this sheet if you need to.**

If you are not sure about any of the questions, please contact the project engineer whose details are given in the accompanying leaflet and at the above website address.

**Q1 Are you a resident or business?**

Resident  Business  Both

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

Yes  No  No opinion

**Please use the space on the back of this sheet to clarify your response.**

If you have any comments, please use the space provided on the back of this sheet.

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

**COMMENTS** – Please use additional sheets if you need to

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**Thank you for taking the time to complete this questionnaire**



## Equality Monitoring Form

Harrow Council is committed to equality of opportunity, both in the delivery of its service and in our role as an employer. We believe that all people have the right to be treated with dignity and respect.

Equality monitoring is the processes we use to collect, store, and analyse data. The information will be confidential and used only for monitoring purposes. No personal information, such as your name or address, will be used in collating statistical data.

### Q1 Age Range (please tick)

- 16-24     25-35     36-45     46-55     56-65     Over 65

### Q2 Ethnic Origin (please tick or specify)

Note: Ethnic origin is separate from nationality, place of birth or citizenship, it describes a broad group to which you feel you belong to or identify with.

#### Asian

- Bangladeshi  
 Indian  
 Pakistani  
 Other (specify below) .....

#### Black

- African  
 Caribbean  
 Other (specify below) .....

#### Chinese or other

- Chinese  
 Other (specify below) .....

#### Mixed

- White and Black Caribbean  
 White and Black African  
 White and Asian  
 Other Mixed (specify below) .....

#### White

- British  
 Irish  
 Other White (specify below) .....

### Q3 Disability (please tick or specify)

Do you consider yourself to be disabled?

- Yes     No

If yes, please tick and/or specify your disability below,

- Learning impairment     Long-term medical condition  
 Mental health illness     Physical impairment  
 Sensory impairment  
 Other (please state) .....

Continued overleaf





**Q4 Religion (please tick or state)**

- Buddhist                       Christian                       Hindu                       Jain  
 Jewish                       Muslim                       Sikh                       No religion  
 Any other religion (please state) .....

**Q5 Gender identity and sexual orientation (please tick)**

What is your gender? (Please tick)

- Male     Female

**Q6 Sexual orientation: Which group best describes you? (Please tick)**

- Heterosexual                       Bisexual                       Gay / Lesbian                       Prefer not to state

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

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

**020 8424 1888**



APPENDIX C

Recd by  
Hard 28/3/12

PITITION IN SUPPORT OF PARKING PROVISION ON PINNER ROAD

Ref. DP-2012-02 Proposed Controlled Parking Review/Statutory Consultation

We, the undersigned Business/~~shop~~ traders & customers who used to do shopping facility on pinner Road call on council to note our support to the following aspects of the above consultation for

PINNER ROAD

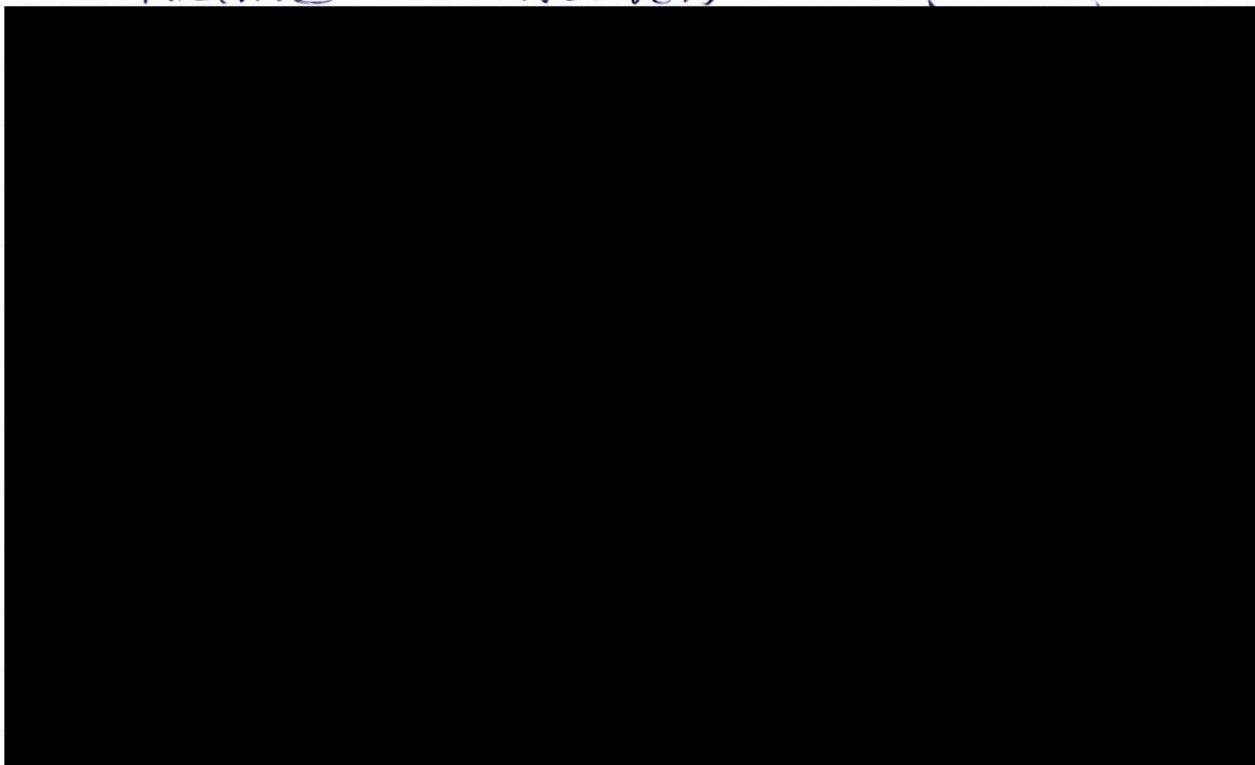
1) Car Parking on Pinner Road There are serious problems of car parking for the shoppers and we welcome introduction of PAY & DISPLAY car parking bays outside shops as show on plan.

Name

Address

signature

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- 7
- 8
- 9
- 10
- 11
- 12



PITITION IN SUPPORT OF PARKING  
PROVISION ON PINNER ROAD

Ref. DP-2012-02 Proposed Controlled  
Parking Review/Statutory Consultation

We, the undersigned Business/~~shop~~ traders  
& customers who used to do shopping  
facility on Pinner Road call on council  
to note our support to the following  
aspects of the above Consultation for  
PINNER ROAD

1) Car Parking on Pinner Road There  
are serious problems of car parking  
for the shoppers and we welcome  
introduction of PAY & DISPLAY car  
parking bays outside shops as

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## APPENDIX D

Road	Ref. No.	Comment / Objection	Engineer's comment
Pinner Road (13)	706, 1010, 1127	Objection to relocation of bus stop as this will not allow the businesses to load / unload outside their shops.	The swapping of the bus stop and proposed pay & display bays was requested by Transport for London (TfL) and agreed after extensive liaison / negotiation with TfL. This was to improve the bus stop accessibility whilst providing new pay & display bays as requested by local businesses.
	904, 1010, 1011	Objects to the relocation of bus stop as this would reduce the width of the footway for push chairs and wheel chair users.	The legal minimum footway width of 1.2m will be maintained at the relocated bus stop to allow obstruction free movement of push chairs and wheel chairs.
	379, 384, 903	Supports the scheme in favour of businesses.	No response required.
	370, 1010	Request for half hour free parking in the bays to increase business.	Considering the maintenance and enforcement costs of pay & display bays, the council cannot afford to provide free parking for first half hour. However, a borough wide review of parking and permit charges was carried out in last financial year by the council with a view to harmonise these charges and make them transparent throughout the borough. The result of this consultation will be reported to the cabinet where the decision will be made on the progress of the review.
	469, 904	Objects to the change from single yellow to double yellow line waiting restrictions outside no. 173-187, especially on Sunday as this will reduce loading space for businesses	Loading / unloading are permitted on double yellow lines and are governed by the time period indicated on loading restriction time plate. The proposed loading restrictions along the southern footway of Pinner Road between The Gardens and Neptune Road are relaxed from existing 7am-10am & 3pm-8pm Mon-Fri and 8am-6.30pm Sat & Sun to 7-10am Mon-Fri and 11am-5pm Sat & Sun. These revised loading restrictions will assist businesses to load/unload during the evenings and weekends.
	904, 1010	Objects to the relocation of bus stop as this will increase the risk of fire at the litter bin next to the bus stop.	Litter bin will be relocated at appropriate location near the bus stop so as to avoid any increase in risk of fire hazard. There has been no evidence that the location of the bin near a bus stop is a fire hazard.
	904, 1010	Objects to the proposed extension of hours of operation of existing shared resident and pay & display parking bays as this will limit parking of residents who work on shifts that start and end late.	The existing shared resident and pay & display bays near the shops are primarily provided for shoppers to the local businesses. The extension of hours of operation of these bays are proposed to harmonise the times of operation of other bays in the vicinity of the location.

## APPENDIX D

Road	Ref. No.	Comment / Objection	Engineer's comment
	649	Objection to relocation of bus stop due to privacy reasons. The proposed relocation of bus stop will reduce privacy as people standing at the bus stop will have clear view of our front windows and door and can monitor our movements.	Bus stops are the essential elements of a bus service and are required to run an efficient and reliable public transport system. They are required to be provided at appropriate locations along a bus route to load / unload passengers. Relocation of bus stop does not reduce the overall privacy of the properties.
	649	Objection to relocation of bus stop as it will cause structural damage to the property as the property is old and have less foundation.	There has been no evidence of structural damages to properties due to bus stop relocation.
	649	Objection to relocation of bus stop as it will increase noise and air pollution.	The overall noise and air pollution does not increase due to relocation of bus stop.
	649	Objection to relocation of bus stop as it will encourage the shoppers to park outside my property, blocking my driveway and ignoring the waiting restrictions.	New pay & display bays are provided outside the shops for shoppers and visitors to the area. If the proposals are approved by the TARSAP, the parking enforcement team will be informed to carry out enforcement of the new waiting and loading restrictions.
	706	Objection to relocation of bus stop as customers will not be able to park outside their shops.	Relocation of the bus stop is critical to the achieved the overall objective of the scheme to provide parking for visitors and shoppers to the local businesses. The swapping of the bus stop and proposed pay & display bays was requested by Transport for London (TfL) and agreed after extensive liaison / negotiation with TfL. This was to improve the bus stop accessibility whilst providing new pay & display bays as requested by local businesses.
	706	Suggests not to carry out any proposals including relocation of bus stop.	The overall objective of the scheme is to provide additional parking for visitors and shoppers to the local businesses and to improved safety of all road users.
	900	Suggests to increase resident permit parking bay times as residents find it hard to find a parking space even when they have paid for the permit.	A Controlled Parking Zone (CPZ) does not guarantee a parking space for the residents. It only increases the chances of availability of parking space depending on the location of the property within the CPZ.
	904	Objects to the relocation of bus stop as it will hide the post box from the main road.	The Post box is located on private boundary. Relocation of the bus stop is critical to the achieved the overall objective of the scheme to provide parking for visitors and shoppers to the local businesses.
	904	Objects to the proposed double yellow lines on Bedford Road, Oxford Road and Rutland Road as this will reduce parking spaces for local shops and for loading / unloading activities.	Parking and loading/unloading activities are not allowed within 10m of the junction as stated in The Highway Code no 243 "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". The proposed double yellow lines and loading restrictions are proposed to enforce the highway code and to improve the visibility at the junctions.

## APPENDIX D

Road	Ref. No.	Comment / Objection	Engineer's comment
	904	Objects to the proposed extension of hours of operation of existing Pay & Display parking bays as this will reduce the customers and the spending in the local area.	The overall objective of the scheme is to provide additional parking for visitors and shoppers to the local businesses. The extension of hours of operation of the existing shared resident and pay & display bays are proposed to harmonise the times of operation of other bays in the vicinity of the location.
	1011	Suggests to move the existing bus stop to outside property no. 189-194 to create additional parking spaces.	Possibility of relocation of bus stop to outside property no. 189-194 was investigated with TfL. However, this was not possible as it would be far away from the next bus stop along the route.
	1012	Objects to the proposals as they are potentially damaging to patient's health and their ability to have ready access to the facilities at the doctor's surgery.	Parking and loading/unloading activities are not allowed within 10m of the junction as stated in The Highway Code no 243 " <i>DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</i> ". The proposed double yellow lines and loading restrictions are proposed to enforce the highway code and to improve the visibility at the junctions. The proposed additional pay and display bays will provide more parking spaces to the visitors and shoppers to the local businesses.
	1012	Objects to the proposals as it breaches the council's obligation of duty of care to protect local residents from any potential health risks.	Parking and loading/unloading activities are not allowed within 10m of the junction as stated in The Highway Code no 243 " <i>DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</i> ". The proposed double yellow lines and loading restrictions are proposed to enforce the highway code and to improve the visibility at the junctions.
	1012	Requests free parking spaces for patient's safety and care in the close proximity of the surgery.	Considering the maintenance and enforcement costs of pay & display bays, the council cannot afford to provide free free parking for first half hour.
	1127	Objects to the relocation of bus stop as this will prevent loading / unloading and will subsequently cause the business to close down.	The swapping of the bus stop and proposed pay & display bays was requested by Transport for London (TfL) and agreed after extensive liaison / negotiation with TfL. This was to improve the bus stop accessibility whilst providing new pay & display bays as requested by local businesses.
Homefield Road (1)	1044	Supports the introduction of no loading at any time restrictions at the junctions.	-
	1044	Objects to the proposed pay & display parking bays along Pinner Road as there are sufficient parking spaces available on side roads.	The pay & display bays are proposed on Pinner Road as the local businesses have been lobbying for parking provision outside the shops.

## APPENDIX D

Road	Ref. No.	Comment / Objection	Engineer's comment
	1044	Suggests to implement higher tariff for pay & display bays on Pinner Road than those on the side roads to encourage more use of suitable parking on side roads.	Implementing different tariffs for the pay & display bays in close vicinity increases confusion among shoppers. A borough wide review of parking and permit charges was carried out by the council with a view to harmonise these charges in the borough. The result of this consultation will be reported to the cabinet where the decision will be made on the progress of the review.
	1044	Suggests a very short maximum stay of 30min no return within 1 hour for proposed pay & display bays on Pinner Road to support the call for businesses	Implementing different tariffs for the pay & display bays in close vicinity increases confusion among shoppers.
	1044	Concerned about increased risk of accidents for cyclists if the proposals are implemented.	Although Pinner Road forms a part of London Cycle Route Network (LCNplus), the number of cyclist using this section of the road is very low. The proposals do not prohibit cyclists using Pinner Road. However, cycle logos will be provided at appropriate locations to warn other road users of any possible cyclist.
	1044	Requests re-routing the London Cycle Network Plus (LCN+) route away from Pinner Road together with construction of build outs to improve junction visibility.	The cycle route on Pinner Road forms part of a strategic LCN+ routes. The main objective of LCN+ route is to connect destinations in the quickest and shortest possible way to encourage more cyclists to use the route. The LCN+ route on Pinner Road is a direct link connecting North Harrow and the town centre. Any diversion of the existing route will defy the objective on LCN+ route.
	1044	Request to extend existing CPZ time to Mon - Fri, 7am - 7pm as parking problem persists after 12pm.	Wherever possible, this statutory consultation has considered all the comments that were received from residents and businesses during the informal consultation carried out during February 2011 and July 2011. There wasn't a majority of support with respect to change in the current hours of operation of CPZ times. Also changes in CPZ times is not advertised as part of the Statutory Consultation and hence it cannot be considered in this process.
Devonshire Road (2)	708	Request to extend existing CPZ time to cover weekend as parking problem persists during the weekend.	Wherever possible, this statutory consultation has considered all the comments that were received from residents and businesses during the informal consultation carried out during February 2011 and July 2011. There wasn't a majority of support with respect to change in the current hours of operation of CPZ times. Also changes in CPZ times is not advertised as part of the Statutory Consultation and hence it cannot be considered in this process.

## APPENDIX D

Road	Ref. No.	Comment / Objection	Engineer's comment
	765	Supports the CPZ in Pinner Roads and County roads.	No response required
	765	Request to extend existing CPZ time to Mon - Fri, 7am - 7pm as parking problem persists after 12pm.	Wherever possible, this statutory consultation has considered all the comments that were received from residents and businesses during the informal consultation carried out during February 2011 and July 2011. There wasn't a majority of support with respect to change in the current hours of operation of CPZ times. Also changes in CPZ times is not advertised as part of the Statutory Consultation and hence it cannot be considered in this process.
Pinner View (2)	416,915	Objects to the proposals as it will cause more inconvenience to residents of Pinner View.	The objective of the scheme is to increase the number of parking spaces available along Pinner Road and County Roads without compromising safety of all road users. The existing shared use pay & display and permit parking bay time is increased, thereby increasing the availability of parking space for residents and visitors.
Bouverie Road (1)	901	Objects to the proposals as it will increase the risk of accidents due to cars parked on one side of the road.	Double yellow line waiting restrictions are proposed on the opposite side of the road where pay & display parking bays are proposed to avoid any possible congestion on Pinner Road.
	901	Objects to the proposals as the existing advisory cycle lanes on Pinner Road are narrow and it should be kept clear of parked vehicles.	Although Pinner Road forms a part of the strategic London Cycle Route Network (LCN+), the number of cyclist using this section of the road is very low. The proposals do not prohibit cyclists using Pinner Road. However, cycle logos will be provided at appropriate locations to warn other road users of any possible cyclist.
Wessex Drive (1)	916	Objects to the proposals as it infringes on public rights and inconveniences local shoppers.	New pay & display bays are provided outside the shops for shoppers and visitors to the area.

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

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<b>Date of Meeting:</b>	21 <sup>st</sup> June 2012
<b>Subject:</b>	West Harrow Controlled Parking Zone, Honeybun Estate and Whitmore School Area - results of Statutory Consultation
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	John Edwards – Divisional Director Environmental Services
<b>Portfolio Holder:</b>	Councillor Phillip O'Dell - Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes, following consideration by the Portfolio Holder
<b>Enclosures:</b>	<b>Appendix A</b> - Consultation Documents  <b>Appendix B</b> - Tabulated summary of Statutory Consultation results  <b>Appendix C</b> – Summary of comments submitted

## Section 1 – Summary and Recommendations

This document reports the results of the Statutory Consultation carried out during February and March 2012, on the proposed changes to the existing Controlled Parking Zones (CPZ) in West Harrow and proposed new parking control areas around the Honeybun Estate and Whitmore School areas. This report requests the Panel to recommend to the Portfolio Holder for Environment and Community Safety to proceed with the implementation of the proposals as modified in this report

### Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the parking schemes be implemented as set out below:

1. Bouverie Road between Vaughan Road and the existing CPZ W - be included within CPZ W with the exception of properties numbered 2-10 and 1-19 as advertised;
2. Butler Avenue - the existing section not within the existing CPZ zone V remain outside of the CPZ as advertised;
3. Butler Road - the western extremity is **NOT** removed from the existing CPZ zone W;
4. Drury Road (Vaughan Road to Sumner Road) - be included within the existing W zone CPZ as advertised;
5. Heath Road - be included within the existing W zone CPZ as advertised;
6. Sandhurst Avenue – is **NOT** included within the existing CPZ W;
7. Vaughan Road between the two existing CPZ – is **NOT** included as a part of CPZ zone W;
8. Vaughan Road near its junction with Bouverie Road – time limited loading bays or time limited Pay and Display parking bays are **NOT** installed;
9. Unnamed link road between Vaughan Road and Butler Avenue – the existing Pay and Display (P&D)/shared business permit parking bays to operate Monday to Friday 8.30am – 6.30pm and allow P&D bays to be used by CPZ zone V resident or business permit holders as advertised;
10. Bessborough Road (Roxborough Avenue to Whitmore Road) – is **NOT** to be included within the existing CPZ zone E, but yellow lines at junctions and other strategic locations for emergency vehicle access and safety purposes to proceed;
11. Honeybun Estate south (Charles Crescent, Pool Road, Wood Close, Farmborough Close) - a new CPZ be created operating Monday to Saturday with a 1 hour morning and 1 hour afternoon restriction as advertised;
12. Lascelles Avenue – be included in the new CPZ for Honeybun Estate



- south (to prevent displaced parking affecting access on this Restricted Borough Distributor Road) as advertised;
13. Merton Road - a new CPZ be created operating Monday to Friday with 1 hour morning and 1 hour afternoon restriction and Saturday and Sunday with 1 hour morning restriction as advertised;
  14. Ferring Close – is **NOT** included in the CPZ for the Merton Road area but proceed with double yellow lines at junctions and along the odd numbered side of the road for emergency vehicle access and safety purposes;
  15. Porlock Avenue between Shaftesbury Avenue and Whitmore Road – single and double yellow lines and free parking bay be installed to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road as advertised;
  16. Treve Avenue – is **NOT** included in a CPZ but proceed with installation of single and double yellow lines and free parking bays (to prevent displaced parking causing access issues on this Restricted Borough Distributor Road) as advertised;
  17. Whitmore Road (Bessborough Road to Shaftesbury Avenue) – a new CPZ is **NOT** installed but proceed with single and double yellow lines at junctions and other strategic locations for emergency vehicle access and safety purposes as advertised;
  18. Marshall Close – south side - remove the waiting restrictions from the shoulders of the parking lay-by as advertised;
  19. Vaughan Road near Bowen Road - shorten the existing permit bay away from the junction and introduce a short section of waiting restriction (in response to concerns raised by the Police) as advertised;
  20. Authorise the Service Manager – Traffic & Highway Network Management to take the necessary steps to implement the above recommendations;
  21. That residents within the consultation areas are informed of this decision.

**Reason: (For recommendation)**

To control parking in the existing West Harrow CPZ – Zone V and W as well as the area surrounding Whitmore School and the Honeybun Estate as detailed in the report. The measures are in direct response to resident and business requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

## **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 West Harrow, Honeybun South and Whitmore School areas are being addressed in order to support local residents and businesses concerns about parking.

## **Options considered**

- 2.2 The Statutory Consultation proposals were developed from previous public consultations and took into account as many of the comments from residents and businesses as possible. The options available to local people were to support or object the proposed scheme advertised.
- 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. Where specific measures are supported these are being taken forward and where there is a significant level of opposition they have been removed from the proposal.

## **Background**

- 2.4 The controlled parking zones (CPZ) V and W became operational in the West Harrow area in April 2010. Following its introduction an informal public consultation was carried out during July 2011 to review the scheme.
- 2.5 Following representations from residents during the redevelopment of Whitmore High School a separate informal public consultation was carried out in the Whitmore School and Honeybun Estate areas during September 2010.
- 2.6 The results of both consultations were presented to Traffic and Road Safety Advisory Panel (TARSAP) on 20 September 2011 asking for the Panel to recommend that both schemes are taken forward to the statutory consultation stage which was subsequently approved by the Portfolio Holder.

## **Statutory consultation**

- 2.7 Following the analysis of the informal consultations presented to TARSAP, as described above, parking restrictions and CPZ schemes were developed. The proposals represented the wishes of the majority of those residents and businesses that responded to the public informal consultations.
- 2.8 A statutory consultation was then carried out during February and March 2012 and was based on the scheme proposals that were presented to TARSAP in September 2011. During a statutory consultation comments and representations are invited from the public on the measures advertised. A copy of the consultation documents and plans are shown in **APPENDIX A**.
- 2.9 The results of the statutory consultation indicate that in some areas, detailed below, that there has been a shift in attitude from the residents

and businesses in the area. This has produced results that are now in conflict with the proposals developed based on the previous responses. Some roads or sections of road now have the opposite view from the ones they initially indicated.

- 2.10 The TARSAP report of 25<sup>th</sup> November 2009 that recommended the implementation of CPZ zones V and W went on to recommend under item (14) that after 6-12 months from implementation of those zones that officers consult residents in the areas around Whitmore School, the Honeybun Estate and Bessborough Road. As previously reported to TARSAP September 2011, this review was put on hold while the results of a previous consultation were given to the West Harrow Residents' Group (WHRG) for their consideration and review.
- 2.11 Within the original West Harrow CPZ consultation area, 24 respondents used part or all of standard paragraphs (shown below) to object to the proposals. The majority of respondents that included this wording in their objection were residents of Butler Avenue (9 no.) and Bowen Road (8 no.) that were outside of any current or proposed CPZ area.

*I object to the CPZ Statutory Consultation in West Harrow on the basis that you did not provide me with all the information in July 2011 Consultation to allow me make an informed decision i.e. you did not explain that you were proposing a CPZ on Whitmore Road, Porlock Avenue, Treve Avenue & Lascelles which would surround West Harrow and have logical implications.*

*The documents you circulated also demonstrate this i.e. the July 2011 consultation is entitled "Review of Controlled Parking Zones and Waiting Restrictions in West Harrow" and the current document entitled "Statutory Consultation on Parking Controls in your area - West Harrow, Honeybun Estate and Whitmore School area". No mention of Honeybun Estate and Whitmore School area in the July 2011 consultation.*

- 2.12 With regard to the above statement, although the information about the Whitmore School area was not specifically mentioned within the 'West Harrow' consultation of July 2011 it was well known within the area and by the WHRG that this was going to be included as this had been discussed previously through regular contact. During the statutory consultation there was no formal response received from the WHRG.

### **Consultation responses**

#### West Harrow CPZ

- 2.13 There were 266 responses received from 1737 addresses within the West Harrow consultation area. These were by return of the questionnaire, email and web submissions. This represented an overall return rate of 15.3%. Of those that responded 84 were formal objections.

#### Whitmore Road area CPZ

- 2.14 From the Whitmore Road and Honeybun area 145 responses were received from 612 addresses within the consultation areas. These were

by return of the questionnaire, email and web submissions. This represented an overall return rate of 23.7%. Of those that responded 32 were formal objections.

- 2.15 A table showing the number of responses from each road or section of road are shown in **APPENDIX B**. It should be noted that some respondents did not indicate a tick or completed more than one tick box for some questions.
- 2.16 A summary of the comments and objections submitted and Council responses are shown in more detail in **APPENDIX C**. It should be noted that some respondents made more than one comment about the proposals and therefore they may appear more than once in the summary.

### Quality Assurance

- 2.17 Quality assurance checks have been carried out on the responses from both consultations and a copy of all replies received in response to the consultations are available for members to review in the member's library.

### Analysis of results - West Harrow CPZ zones V & W

#### Bouverie Road -

- 2.18 This relates to the section of Bouverie Road between Vaughan Road and the existing CPZ zone 'W' boundary. Due to the responses that were received during the public consultation in July 2011 it was proposed to extend the existing CPZ W into the 'through road' section of Bouverie Road only. This was the section of road that showed support for a CPZ at the time. Of those that responded from the cul-de-sac end of Bouverie Road all showed no support for a CPZ.

Bouverie Road results	Responses from within proposed extension	Responses from within CPZ zone W	Responses from outside CPZ
Number consulted	34	24	19
Number responses	6	3	3
Do you agree with the proposals - Yes	3	3	1
Do you agree with the proposals - No	2	0	2
Do you agree with the proposals – Don't know/No opinion	1	0	0
Submitted formal objection	0	0	1

- 2.19 The following specific comments were received:
- a. In favour of proposals but should include all of Bouverie Road particularly due to the development at the end of the cul-de-sac section of road – submitted by 1 respondent from within the CPZ zone W and 1 respondent from the proposed extension;
  - b. Considered it a money making exercise by the council – submitted by 4 respondents;

- c. Based on financial claims of already paying enough taxes and civil penalties for minor infringements – submitted as a formal objection by 1 respondent from outside of the existing or proposed CPZ areas.

2.20 It is recommended to only install the CPZ in the section of Bouverie Road as advertised.

Butler Avenue

2.21 This relates to the remaining section of Butler Avenue outside of the existing CPZ zone V.

Butler Avenue results	Responses from within CPZ zone V	Responses from outside CPZ zone V
Number consulted	23	71
Number responses	3	11
Do you agree with the proposals - Yes	2	0
Do you agree with the proposals - No	1	11
Do you agree with the proposals – Don't know/No opinion	0	0
Submitted formal objection	1	9

2.22 The following specific comments were received:

- a. The council was putting in CPZs despite the majority of residents opposed from the start - submitted as a formal objection by 2 respondents;
- b. Concerned that the proposals would impact on already stretched parking and urged the council to make all of Butler Avenue a CPZ as they couldn't understand why a section of road had been left out. It was also claimed that a growing number of residents are very much in favour of being added to the CPZ – submitted as a formal objection by 1 respondent;
- c. The new CPZ were too big and was concerned about displaced parking into their section of road – submitted as a formal objection by 1 respondent;
- d. The CPZ would reduce the number of parking spaces available to residents – submitted as a formal objection by 1 respondent;
- e. The proposals were not needed on any public safety or improvement grounds or any other reasons to extend CPZ zone W – submitted as a formal objection by 1 respondent;
- f. Comment was made about the number of flat conversions that Harrow Council are allowing without sufficient off-street parking – submitted as a formal objection by 1 respondent;
- g. The Pay & Display (P&D) bays in the unnamed link road should be available to all residents not just permit holders – submitted as a formal objection by 1 respondent;
- h. The 'standard paragraph', as detailed in 2.11 above, was used as part or all of their response – submitted as a formal objection by 1 respondent from within the CPZ V and 7 respondents from outside the CPZ V;

- 2.23 It is recommended that this section of Butler Avenue remains outside of the CPZ.

Butler Road – (Western extremity)

- 2.24 This relates to the western extremity of Butler Road currently within CPZ zone W.

Butler Road results	Number
Number consulted	20
Number responses	11
Do you agree with the proposals - Yes	1
Do you agree with the proposals - No	10
Do you agree with the proposals – Don't know/No opinion	0
Submitted formal objection	4

- 2.25 The western extremity of Butler Road is within CPZ zone W and it was previously indicated that it be removed based on the wishes of the majority of residents that responded to the informal consultation in July 2011 (reported to TARSAP in September 2011).

- 2.26 The following specific comments were received:

- a. The removal of the CPZ would return the road to a free for all and would increase traffic congestion and chaos – submitted by 7 respondents;
- b. Did not support the removal of the CPZ because they claimed they would not be able to park near their house due to commuters and non residents parking in the area – submitted by 3 respondents;
- c. It would be a waste of money to have to remove the CPZ signs and lines – submitted by 3 respondents;
- d. It would put children safety in jeopardy if the CPZ was removed because of increase in traffic looking for parking – submitted by 2 respondents;
- e. The CPZ should be funded through the high Council Tax and not be seen as an additional revenue stream by the council – submitted by 1 respondent.

- 2.27 A petition was also received signed by 22 residents from 19 properties from within the area where the CPZ was to be removed objecting to that proposal. It is obvious that some of the respondents have changed their view since the previous consultation and that this has changed the balance of the majority view.

- 2.28 It is therefore recommended NOT to remove the western extremity of Butler Road from CPZ zone W.

Drury Road

- 2.29 This relates to the section of Drury Road between Vaughan Road and Sumner Road, which is not currently within a CPZ.

Drury Road results	Responses from proposed extension	Responses from outside
Number consulted	37	60
Number responses	13	23
Do you agree with the proposals - Yes	9	0
Do you agree with the proposals - No	4	22
Do you agree with the proposals – Don't know/No opinion	0	1
Submitted formal objection	1	16

2.30 The following specific comments were received:

- a. The 'standard paragraph' as detailed in 2.11 above was used as part or all of their response – submitted as a formal objection by 3 respondents from outside of the proposed extension;
- b. The CPZ cover the whole road – submitted by 1 respondent from within the proposed area and 7 respondents from outside the proposed area;
- c. The proposal was only a revenue generating scheme by the council – submitted by 7 respondents;
- d. Do not want to pay to park outside their house particularly as it would not necessarily guarantee a space – submitted by 5 respondents;
- e. Concerned about the knock on effect of people looking for parking outside of a CPZ – submitted by 3 respondents;
- f. The council should restrict development of existing sites that then puts extra demand on the parking – submitted by 1 respondent.

2.31 There was 1 property (household) that submitted four responses with exactly the same text objecting to the proposals as they felt it would not be beneficial and would create congestion as parking spaces would be reduced, and they didn't want to pay to park in the road when a space was not guaranteed and that the problem was in the evening when everyone was home and felt that extending the CPZ would not improve that.

2.32 It is recommended that the northern end of Drury Road be included in CPZ W as advertised.

#### Heath Road

2.33 Heath Road is not currently within a CPZ.

Heath Road results	Number
Number consulted	44
Number responses	14
Do you agree with the proposals - Yes	7
Do you agree with the proposals - No	7
Do you agree with the proposals – Don't know/No opinion	0
Submitted formal objection	4

- 2.34 It was proposed to install a CPZ in Heath Road based on the majority of responses that were received from the residents during the consultation in July 2011.
- 2.35 During the statutory consultation 4 respondents claimed that the previous consultation in July 2011 was not representative and the scheme was proposed with a minority of support. The results presented to TARSAP on 20 September 2011 clearly show that 11 residents wanted to join a CPZ and only 4 did not. During the statutory consultation one less household responded than responded in July 2011. Of those that responded support is still shown for a CPZ in Heath Road.
- 2.36 The following specific comments were received:
- a. The 'standard paragraph' as detailed in 2.11 above was used as part or all of their response – submitted as a formal objection by 1 respondent;
  - b. The CPZ was being introduced by stealth – submitted by 1 respondent
- 2.37 It is recommended to proceed with the introduction Heath Road into CPZ zone W extension as advertised.

Sandhurst Avenue

- 2.38 Sandhurst Avenue is not currently within a CPZ.

Sandhurst Avenue results	Number
Number consulted	16
Number responses	13
Do you agree with the proposals - Yes	1
Do you agree with the proposals - No	12
Do you agree with the proposals – Don't know/No opinion	0
Submitted formal objection	10

- 2.39 It was proposed to install a CPZ in Sandhurst Avenue based on the majority of responses that were received from the residents during the consultation in July 2011. Although the response rate was low, officers were taking a consistent approach and only proposed extensions or removals in areas that showed a majority, regardless of how big the majority was. .
- 2.40 The following specific comments were received:
- a. It is a money making scheme by the council – submitted by 7 respondents;
  - b. There was no parking problems caused by commuters – submitted by 6 respondents;
  - c. Respondents could not see why they had to pay to park in their own road – submitted by 5 respondents.
- 2.41 It is obvious that some of the respondents have changed their view since the previous consultation and that this has changed the balance of the majority view.



- 2.42 It is therefore recommended NOT to progress the installation of a CPZ in Sandhurst Avenue.

Vaughan Road

- 2.43 This relates to the section of Vaughan Road between the boundaries of the two existing CPZ zones V and W is not currently in a CPZ.

Vaughan Road results	Responses from within proposed extension	Responses from within CPZ W	Responses from within CPZ V
Number consulted	142	59	126
Number responses	24	8	7
Do you agree with the proposals - Yes	6	5	6
Do you agree with the proposals - No	17	3	0
Do you agree with the proposals – Don't know/No opinion	1	0	1
Submitted formal objection	12	1	0

- 2.44 It was proposed to include the section of Vaughan Road between the existing CPZ zones V and W into one of the CPZs based on the results from the July 2011 consultation. Although the responses were evenly split it was recommended that a CPZ be introduced.

- 2.45 A range of conflicting views from residents were evident from the responses received. The following specific comments were received:

- a. From within the proposed extension 1 respondent said that the proposals do not represent the views of the Village and another said that it was a shame the CPZ were not introduced in their entirety originally so that all the residents could benefit.
- b. From within the existing CPZ W 1 respondent said there was an urgent need to extend the control hours to 2-3pm to discourage workers and shoppers while another respondent said that the 2-3pm restriction was pointless and that there should be restrictions in the evening.
- c. Having part of Vaughan Road out of any CPZ creates traffic problems as commuters look for parking space and that the logical solution was to make all of Vaughan Road a CPZ – submitted by 1 respondent;
- d. Completely distrusted the councils method of traffic management, parking and house/flat building programmes and that the problem was there were too many cars owned by local people than there was space for – submitted by 1 respondent;
- e. It was only revenue generating by the council and why should they, visitors and tradesmen, have to pay to park outside their house – submitted by 1 respondent from within existing CPZ W and 3 respondents in the proposed extension. One went further to suggest it is against the wishes of the majority of residents in West Harrow.
- f. Outraged that the uncontrolled section of Vaughan Road is included as there was no majority previously – submitted by 1 respondent;

- g. Pay & Display (P&D) bays would be bad for business and put off customers from coming into the area and would cause further parking congestion elsewhere – submitted as a formal objection by 1 respondent and 5 businesses;
- h. The ‘standard paragraph’ as detailed in 2.11 above was used as part or all of their response – submitted as a formal objection by 1 respondent.

2.46 It is recommended that the proposed CPZ extension, pay and display and Loading bays for Vaughan Road are NOT implemented.

#### Marshall Close – south side

2.47 As reported to TARSAP in September 2011 it was requested that the existing double yellow lines at the shoulders of the lay-by parking bay be cut back to allow more parking space. There were no comments received regarding this during the statutory consultation.

2.48 It is therefore recommended that this alteration to the double yellow lines be implemented as advertised.

#### Vaughan Road – west of Bowen Road

2.49 It is proposed to make a small alteration to shorten a permit parking bay at the junction with Bowen Road.

2.50 Of the responses received, 1 respondent questioned why the first part of the permit parking bay was being removed and the yellow lines extended. As reported to TARSAP in September 2011 the Police had requested this be done as they considered it hazardous to have a parking space positioned over a give way line. It is not possible to move the Give Way line back due to the sightline requirements in this location.

2.51 It is therefore recommended that this alteration progress as advertised.

#### Unnamed link road between Vaughan Road and Butler Avenue

2.52 It is proposed to convert the existing bays into shared use bays for zone V permits and pay & display use.

2.53 Only one response was which received mentioned the change of use for the pay & display (P&D) bay in the unnamed link road. The respondent was from outside of any existing or proposed CPZ and suggested that the P&D bays should be available to all residents not just permit holders.

2.54 It is therefore recommended that the additional eligibility of Zone V resident permit holders for the P&D pays be progressed as advertised.

#### Extension of the operational times of CPZ zone W

2.55 It was proposed to extend the operational hours to include an extra one hour control in the afternoon from 2–3 pm in response to previous representations to the council.

2.56 There were 9 responses from within CPZ zone W that made mention of the additional 2-3pm control hour. Of those that responded 6 did not

agree or objected to the introduction of the additional hour and 3 that supported the introduction of the extra afternoon control hour.

- 2.57 There was also 1 response from a local business outside the CPZ zone W that did not agree with the proposal for the additional hour as it would be bad for their business. This business was mentioned by another respondent who suggested that they were part of the parking problem in the area.
- 2.58 It was reported to TARSAP in September 2011 that there was no overall majority of those that responded to the July 2011 consultation supporting the addition of an extra control hour in the afternoon. This was included in the proposal, however, it has been contentious and objections have been raised.
- 2.59 It is therefore recommended that the additional afternoon hour restriction is NOT implemented.

### **Analysis of results – Whitmore School area CPZ**

#### Bessborough Road

- 2.60 This relates to Bessborough Road, between Roxborough Avenue and Whitmore Road, which is not currently within a CPZ,

Bessborough Road results	Number
Number consulted	96
Number responses	12
Do you agree with the proposals - Yes	5
Do you agree with the proposals - No	7
Do you agree with the proposals – Don't know/No opinion	0
Submitted formal objection	4

- 2.61 Of the responses received, 3 objectors suggested the proposed control times were too restrictive with 2 suggesting only 1 hour was needed in the morning and afternoon and 1 suggesting only 1 hour was needed in the morning. A comment was made that parents parking to drop off and pick up children from St Anselm's Catholic Primary School would be badly affected by any changes to the parking restrictions in Bessborough Road.
- 2.62 It was suggested by 2 objectors that the wide section of Bessborough Road near Whitmore Road was more than wide enough to allow some parking bays to be installed rather than the proposed single and double yellow line restrictions.
- 2.63 During the Statutory Consultation correspondence was received from the head teacher of St Anselm's Catholic Primary School in Roxborough Park. The school is surrounded by the current Harrow Town Centre CPZ but not in the consultation area. It was proposed that the existing CPZ be extended to include Bessborough Road. The head teacher expressed concern that if Bessborough Road and Whitmore Road were included in the CPZ the parents dropping off and picking up children would

experience difficulty finding parking within walking distance of the school as they currently use both of these roads.

- 2.64 During the Statutory Consultation correspondence was also received from two business premises that are located in the current Harrow Town Centre CPZ but not within the consultation area. There were three objections received from employees of one company, using the same text, concerned about the loss of parking for their workers as they provide valuable income for the borough. The other business submitted an objection from the CEO based on the same concerns about loss of parking for their employees.
- 2.65 The businesses do raise a valid concern, however, the proposed extension to the CPZ in Bessborough Road had been proposed due to concerns raised by the local residents about the amount of commuter parking occurring in the area.
- 2.66 It is therefore recommended that a CPZ is NOT introduced in Bessborough Road but that the double yellow lines located at the junctions of Roxborough Avenue, Kingsfield Road, Andrews Close, Whitmore Road and other strategic locations are implemented.

Honeybun Estate south

- 2.67 The Honeybun Estate, south, consisting of Charles Crescent, Pool Road, Wood Close and Farmborough Close is not currently within a CPZ.

Honeybun Estate (south) results	Number
Number consulted	205
Number responses	22
Do you agree with the proposals - Yes	13
Do you agree with the proposals - No	8
Do you agree with the proposals – Don't know/No opinion	1
Submitted formal objection	1

- 2.68 Within this part of the Honeybun Estate there are several large private areas used for parking and garages that are not public highway and cannot therefore be subject to parking controls. These areas are looked after by the local housing authority or a private company and together provide approximately 120 parking and garage spaces off the public highway. Residents are able to utilise these parking areas, although it is understood that these areas are managed by the housing department. Discussions have been held with housing officers who are aware of these proposals but did not raise any concerns but would monitor the situation if the proposals go ahead.
- 2.69 There are three unauthorised disabled bays on the public highway in Farmborough Close that would need to be formalised assuming the councils criteria for disabled bays on the public highway are met by the residents in the area. If the criteria are not met the current informal disabled parking bays will be removed and standard permit parking areas will be provided. Separate letters will be sent to the residents of the road to ascertain the need for any disabled parking bay facility in the road.

- 2.70 A resident that objected from the 'northern' arm of Charles Crescent said they wanted resident and visitor parking only. There was no other comment or explanation.
- 2.71 Similar responses were received from 2 respondents with one suggesting there was not enough parking provided and the council should survey the residents to find out how many vehicles there are and then provide the amount of parking that is needed. The other saying there were no problems with double parking or any safety issues and that this was a waste of council tax payers money and that providing more parking areas would be more useful.
- 2.72 There was 1 respondent who was happy with the proposals as it would eliminate people using the road as a car park but was concerned that the double yellow lines in Wood Close would reduce parking.
- 2.73 A respondent from outside of the immediate area objected to the double yellow lines in Pool Road as it would limit parking for her to assist a resident in the road and affect other residents that have carers calling to assist them.
- 2.74 It is recommended that the waiting restrictions and CPZ in the Honeybun Estate (south) is implemented as advertised.

Lascelles Avenue

- 2.75 Lascelles Avenue is not currently within a CPZ.

Lascelles Avenue results	Number
Number consulted	43
Number responses	10
Do you agree with the proposals - Yes	6
Do you agree with the proposals - No	1
Do you agree with the proposals – Don't know/No opinion	0
Submitted formal objection	0

- 2.76 It was proposed to include the existing free inset parking bays on Lascelles Avenue in the proposed CPZ for the Honeybun Estate area if it was approved, to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road. It should be noted that Lascelles Avenue is classed as a Borough Distributor Road and serves the 140 bus route which operates 24 hours a day. The inset parking bays were installed due to delays experienced by the bus operators. It is also a regular topic of discussion with the Harrow Public Transport Users Association (HPTUA).
- 2.77 If the Honeybun Estate is implemented without including the inset parking bays in Lascelles Avenue it is likely that commuter parking would park in the bays affecting those residents that do not choose to purchase permits.

- 2.78 There was 1 respondent that was concerned the council would expect the residents to pay and it is just another stealth tax, but they agreed with the proposals.
- 2.79 Concern was also expressed by another respondent with a disabled family member that wanted a disabled bay provided outside. In a situation such as this the council usually allows the CPZ to become operational for approximately 6 months as this does remove the long term commuter or shopper parking outside a particular property. This can allow better availability for the family and they may not need a disabled bay after the introduction of a CPZ. As part of this process, a disabled parking bay application pack has been sent to the resident to ensure they met the council criteria, to keep the information on file. It should be noted that a disabled badge holder can park free of charge within a resident permit parking bay in Harrow, as long as their blue badge is displayed.
- 2.80 It is recommended that the proposals to include the inset parking bays on Lascelles Avenue in the Honeybun Estate CPZ be implemented as advertised.

Merton Road, Ferring Close and Porlock Avenue

- 2.81 Merton Road, Ferring Close and Porlock Avenue are not currently within a CPZ.

Merton Road, Ferring Close and Porlock Avenue results	Number
Number consulted	108
Number responses	41
Do you agree with the proposals - Yes	23
Do you agree with the proposals - No	16
Do you agree with the proposals – Don't know/No opinion	2
Submitted formal objection	2

- 2.82 There was a clear split in the responses received from Merton Road and Ferring Close. Merton Road residents that responded were 18 to 6 in favour of the proposals but Ferring Close residents that responded were 10 to 1 against the proposals. There was one formal objection from Merton Road and one from Ferring Close. All four residents that responded from Porlock Avenue were in favour of the proposals.
- 2.83 The following specific comments were received from Merton Road:
- a. Do not think the proposals were necessary as there was no parking problem in the road – submitted by 3 respondents;
  - b. Concerned about the cost to residents and it was only a money making scheme by the council – submitted by 3 respondents with one further suggesting the council charge non residents for parking in the road;
  - c. The proposals were a good idea as it was long overdue, will reduce litter dumped by non residents parked in the street and would ease congestion in the road – submitted by 3 respondents;
  - d. There were 2 respondents, although supportive of the proposals, were concerned that one of the new entrances to Whitmore High

School was opposite the end of Merton Road. They were concerned that this was hazardous and would cause accidents. One went on further to say they considered the junction of Merton Road and Shaftesbury Avenue to be dangerous due to the parking that occurs in the inset parking bays on Shaftesbury Avenue. This last point is being considered by the road safety team as part of a route treatment for Shaftesbury Avenue.

- 2.84 The following specific comments were received from Ferring Close:
- a. The parking problems had eased since the redevelopment of the school had finished and they had opened up their own parking within the school – submitted by 2 respondents;
  - b. It was only a money making scheme by the council – submitted by 3 respondents;
  - c. The proposals would create problems for visitors to the road – submitted by 2 respondents;
  - d. There was no parking problems in the road and the residents had their 'own space' on the road – submitted by 2 respondents. One went on to say that having the double yellow lines (dyl) down the road would substantially reduce the availability of parking on the road
- 2.85 The proposals put forward to Statutory Consultation were developed from the previous informal consultation undertaken at the time when the school was being redeveloped and the area was affected by an increase in demand for on street parking. This demand has subsequently reduced and views have changed as a consequence.
- 2.86 It should be noted by the Panel that because Ferring Close will not be included within the CPZ it will be more vulnerable to any vehicles looking for free available parking near the school and playing fields during periods of high demand.
- 2.87 It is therefore recommended that the proposals for Merton Road and Porlock Avenue proceed to implementation as advertised and Ferring Close is NOT included.
- 2.88 It is also recommended that the double yellow lines proposed in Ferring Close along one side of the road (odd numbers) be installed as advertised to ensure emergency vehicle access is maintained to the end of the cul-de-sac. It has been witnessed on site that the residents along the road tend to park on the even numbered side of the road so this proposal is formalising the existing parking trend. This would not include the double yellow lines in the turning head at the end of the road because there are enough driveway entrances at this point to allow smaller vehicles to carry out three point turns and larger vehicles would always be required to back into the road as there isn't enough space for them to turn around in the turning head.

#### Whitmore Road

- 2.89 Whitmore Road between Bessborough Road and Shaftesbury Avenue is not currently within a CPZ.

Whitmore Road results	Number
Number consulted	145
Number responses	52
Do you agree with the proposals - Yes	18
Do you agree with the proposals - No	32
Do you agree with the proposals – Don't know/No opinion	2
Submitted formal objection	22

- 2.90 The proposals put forward to Statutory Consultation were developed from the previous informal consultation undertaken during September 2010 at the time when the school was being redeveloped and the area was affected by an increase in demand for on street parking. This demand has subsequently reduced and views have changed as a consequence.
- 2.91 Since that time the redevelopment of the school has been completed and 10 respondents now indicated that the proposed parking restrictions are no longer needed as a consequence.
- 2.92 There were comments submitted by 7 respondents suggesting that the proposed double yellow lines at the junction of Whitmore Road and Porlock Avenue could be reduced in length as the junction is very wide. It was further requested by some that the double yellow lines at the junction of Bessborough Road and Whitmore Road should be extended due to the narrowness of the road at this location and the speed with which traffic enters Whitmore Road.
- 2.93 As mentioned above in the Bessborough Road section of the report a local school and two businesses responded that if restrictions were also introduced in Whitmore Road, as well as Bessborough Road, this would have an impact on their operation due to parent and staff requirements for unrestricted parking in the area. Comments were also received from residents in Shaftesbury Avenue and Bessborough Road saying that they used sections of Whitmore Road to park in as there was sometimes no parking available in their roads to park.
- 2.94 Since the original consultation took place a mini roundabout has been installed at the junction of Whitmore Road and Shaftesbury Avenue which included the installation of double yellow lines on the approaches to the roundabout in both roads to ensure adequate sightlines for traffic in accordance with technical guidance. This has already displaced some residents parking close to the junction in these roads and increased pressure to find parking space.
- 2.95 It is therefore recommended that the proposed CPZ for Whitmore Road is NOT implemented.
- 2.96 However it is recommended that the double yellow lines at the junctions along Whitmore Road be implemented with slight adjustments to take into account the comments received about the junctions with Porlock Avenue and Bessborough Road. In addition the free parking bay proposed in front of the redeveloped pavilion in the sports field be replaced with a length of double yellow line across the entrance to



ensure emergency vehicle access is maintained. This entrance has been designated an emergency vehicle access to the sport fields and pavilion as part of the planning permission for the pavilion, so this is essential to maintaining safety.

### Treve Avenue

2.97 Treve Avenue is not currently within a CPZ.

Treve Avenue results	Number
Number consulted	38
Number responses	11
Do you agree with the proposals - Yes	8
Do you agree with the proposals - No	3
Do you agree with the proposals – Don't know/No opinion	0
Submitted formal objection	2

2.98 It was intended to include Treve Avenue in the CPZ for the Whitmore Road area if that went ahead.

2.99 From the responses received in Treve Avenue it is noted that:

- a. The 7am – 7pm waiting restrictions were unreasonable and suggested 8.30am – 6.30pm Monday to Saturday as an alternative. They also suggested the free bays in Whitmore Road should be bigger to provide a better amenity for the residents – submitted as a formal objection from 1 respondent;
- b. A claim was made that vehicles parked at the parking bay locations near Whitmore Road have contributed to traffic accidents in the past – submitted as a formal objection by 1 respondent;
- c. The proposals were welcomed but expressed concern about the speed of traffic along the road if parking was removed – submitted by 1 respondent;
- d. Do not want permit bays on Treve Ave for traffic benefits. It is unclear what was meant by this comment submitted by 1 respondent as there was no other clarification of that point.
- e. Parking was rarely an issue and the proposals have nothing to do with safety but to introduce income generation for the council – submitted by 1 respondent.
- f. Of the responses received regarding Treve Avenue there was a resident from an address in Lascelles Avenue, not included above, that objected on the grounds they wanted the double yellow lines in Charles Crescent at the junction extended slightly. This had already been allowed for in the proposals for the Honeybun Estate area and may not have been clear on the plans the resident had received.

2.100 Treve Avenue does not have any waiting restrictions in place and any parking that occurs on the carriageway is uncontrolled. If this section of road was left outside of a CPZ it would become vulnerable to displaced commuter parking from the surrounding area. This road is classed as a Borough Distributor Road and serves the 140 bus route which operates 24 hours a day.

- 2.101 The Whitmore Road CPZ proposal is not being progressed at this time. However, given the level of support shown in this road it is recommended that the double yellow lines at junctions and strategic locations (e.g. bus stops) are installed as advertised and the single yellow lines along the remaining sections of Treve Avenue operating from Monday to Saturday 8am – 6.30pm are installed. In addition the two parking areas near Whitmore Road will be marked out as free parking to provide some formalisation of the on street parking in the area.

### Summary

- 2.102 This report is presenting the results of the Statutory Consultation and provides a detailed analysis of changes to the proposal required to take the scheme forward to implementation and make the supporting traffic regulation orders. The Panel is requested to recommend the amended scheme to the Portfolio Holder and to proceed with the implementation of the schemes.

### Financial Implications

- 2.103 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 35k for the implementation of the West Harrow area and 50k for the implementation in the Whitmore School / Honeybun Estate areas was made by TARSAP in February 2012.

### Risk Management Implications

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

### Equalities Implications

- 2.105 A review of equality issues at the design risk assessment stage of the scheme 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
Age	Improved availability of short term parking, residential parking and blue badge holder parking in closer proximity to local amenities and homes. This will help elderly people with restricted mobility. Restrictions on parking at crossing points will make it safer to cross the road particularly for the young and elderly.
Disability	Improved availability of short term parking, residential parking and blue badge holder parking in closer proximity to local amenities and homes.

	This will help disabled people with mobility impairment and wheelchair users.
Sex	Mothers with young children or pregnant women are more likely to benefit from parking spaces as close as possible to their destination.

## Corporate Priorities

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

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	<p>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.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
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 additional parking pay and display facilities will support local businesses to serve more customers.

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

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

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/06/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 31/05/12		

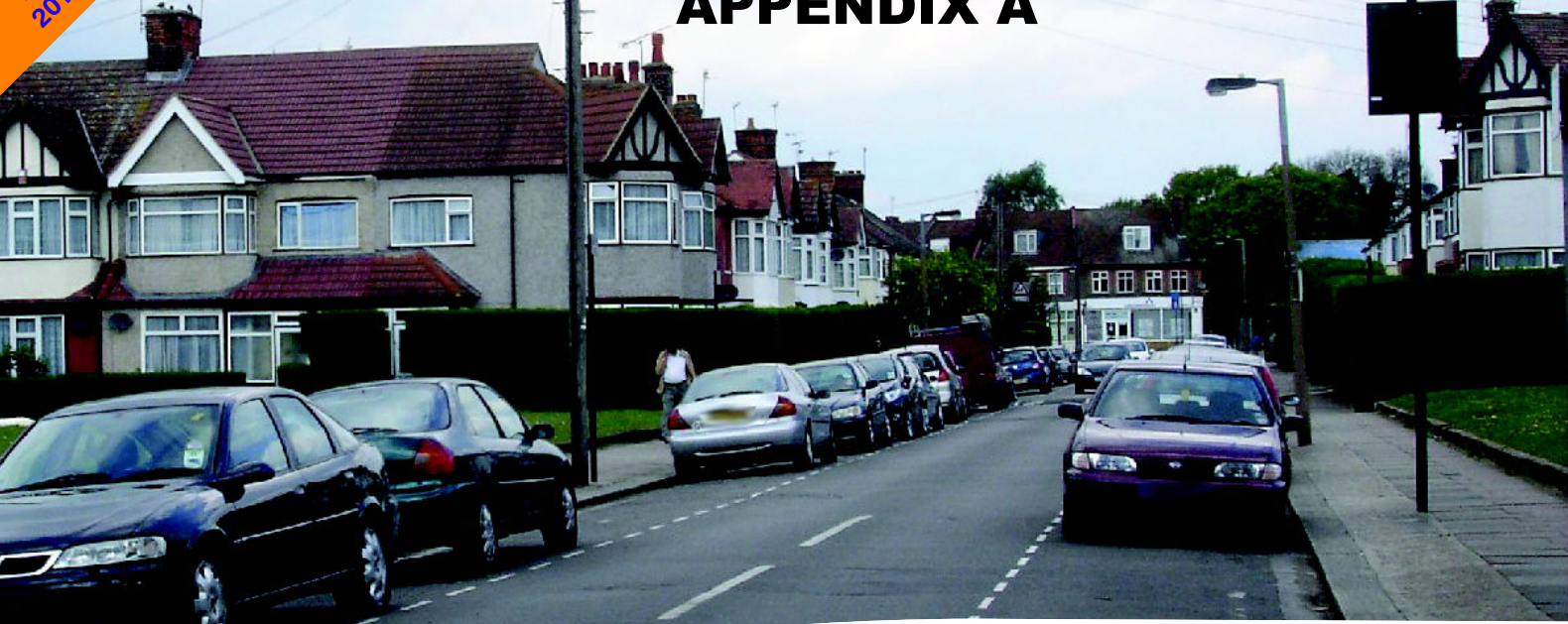
### **Section 4 - Contact Details and Background Papers**

**Contact:** Andrew Leitch - Traffic Engineer  
Tel: 020 8424 1888, E-mail: [andrew.leitch@harrow.gov.uk](mailto:andrew.leitch@harrow.gov.uk)

#### **Background Papers:**

Previous TARSAP reports of 25<sup>th</sup> November 2009 and 20<sup>th</sup> September 2011

# APPENDIX A



## STATUTORY CONSULTATION ON PARKING CONTROLS IN YOUR AREA

West Harrow, Honeybun Estate and Whitmore School area

**PUBLIC CONSULTATION**

**IMPORTANT – THIS AFFECTS YOU – PLEASE READ**



## What is this about?

A public consultation was conducted in July 2011 on the review of the Controlled Parking Zones (CPZ) and waiting and loading restrictions within the West Harrow area. A separate public consultation about parking issues in the Whitmore School and Honeybun Estate areas was carried out in September 2010. We would like to take this opportunity to thank all those that responded to these consultations.

The results of these public consultations were presented to the Traffic and Road Safety Advisory Panel (TARSAP) meeting on 20 September 2011. TARSAP were asked to approve the recommendations made in the report to take the scheme forward to Statutory Consultation. The recommendations were based on the responses from the residents in the two consultations.

Officers took a consistent approach to the consultation responses when considering recommendations to TARSAP. This meant that officers only recommended changes where there was a majority of support for such, from the residents and businesses in that section of road.

The report was presented to the Portfolio Holder for Environment and Community Safety for his final approval. The recommendations, TARSAP report, survey results and the approved minutes of the meeting can be viewed on the Harrow Council website at -

<http://tinyurl.com/blatb59>

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

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

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

- Bouverie Road - the section between Vaughan Road and the existing CPZ W - be included within CPZ W, with the exception of properties numbered 2-10 and 1-19;
- Butler Road - the western extremity be removed from the existing CPZ W;
- Drury Road (Vaughan Road to Sumner Road) - be included within the existing CPZ W;
- Heath Road - be included within the existing CPZ W;
- Sandhurst Avenue - a new Monday to Friday 10-11am and 2-3pm CPZ be created;
- Vaughan Road between the two existing CPZs - be included as part of CPZ W;
- Vaughan Road near its junction with Bouverie Road - install a time limited loading bay and 5 Pay and Display parking bays to assist local businesses in the area, both to be operational Monday to Saturday 8am – 6.30pm;
- Unnamed link road between Vaughan Road and Butler Avenue – change the existing Pay and Display (P&D)/shared business permit parking bays to be shared use P&D/ Business/Resident permit holders;

- Bessborough Road (Roxborough Avenue to Whitmore Road) - be included within the existing CPZ E;
- Honeybun Estate south (Charles Crescent, Pool Road, Wood Close, Farmborough Close) - a new Monday to Saturday 10-11am and 2-3pm CPZ be created;
- Lascelles Avenue – be included in the new CPZ for Honeybun Estate south to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road;
- Merton Road, Ferring Close and that section Porlock Avenue between the two roads - a new Monday to Friday 10-11am and 2-3pm and Saturday and Sunday 10-11am CPZ be created;
- Treve Avenue – be included in the new CPZ for Whitmore Road to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road;
- Whitmore Road (Bessborough Road to Shaftesbury Avenue) - a new Monday to Friday 10-11am CPZ be created;
- Marshall Close – south side, remove the waiting restrictions from the shoulders of the parking lay-by;
- Vaughan Road near Bowen Road - shorten the existing permit bay away from the junction and replace with a short section of waiting restrictions in response to concerns raised by the Police;
- CPZ W – an additional afternoon Monday to Friday 2-3pm control period be introduced along side the existing Monday to Friday 10-11am control period.
- Double yellow lines will be installed at junctions bends and narrowings on safety grounds to reinforce the well established rules in the Highway Code.

The results of the Statutory Consultation be presented to a future Traffic and Road Safety Advisory Panel meeting.

## What happens next?

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

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

We shall advertise the Traffic Management Order by placing notices on street lamp columns and in a local paper on or about 16 February 2012 which will also explain where the plans can be seen, this would give anyone a chance to comment or place a formal objection if they wish to do so by 7 March 2012.

The results and any formal objections will be presented to TARSAP for consideration to proceed to implementation on the agreed measures. It is anticipated that the results will be reported to TARSAP on 20 June 2012. If there are any formal objections then TARSAP will determine what action needs to be taken for the elements of the scheme to be progressed. Once approval to proceed has been obtained the scheme will be given to our contractors to implement and all residents will be informed of the outcome.

## Making a formal statutory objection

Under the legislation which controls the statutory consultation process anyone can make a comment or formal objection to the proposals. However the objection needs to be made in **writing (email is acceptable)** including the word **object** or **objection** (to distinguish it clearly from comments) and the **reason** for the basis of the objection with your name and address. The law sets out a strict timetable for considering formal objections.

Please return your comments by 7 March 2012. You can submit your comments on-line by visiting [www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) which will direct you to a page containing the survey name West Harrow Statutory Consultation.

Written objections to the scheme proposals should be sent to:

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

Or by email to [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)

**Quoting ref DP 2011-20 and making sure it is received by 7 March 2012.**

## More information

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

Andrew Leitch  
Tel: 020 8424 1888  
Email: [transportation@harrow.gov.uk](mailto:transportation@harrow.gov.uk)

Or write to: Traffic and Highway Network Manager  
Harrow Council  
P.O. Box 39  
Civic Centre  
Harrow, HA1 2XA



**STATUTORY CONSULTATION IN WEST HARROW, HONEYBUN ESTATE AND WHITMORE SCHOOL AREAS.**

**REVIEW OF PARKING CONTROLS QUESTIONNAIRE**

Please complete this questionnaire.

Please return your comments by **7 March 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/consultations** and then clicking to visit live consultations. This will direct you to a page containing the **West Harrow Statutory 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 **7 March 2012**.

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

First Name..... Family Name.....

Business Name (if applicable).....

Property Number/Name..... Street Name.....

Postcode..... Date.....

Please tick as appropriate (If you disagree you must also write in formally to object as detailed in the accompanying leaflet as a 'No' response here will not be treated as a formal objection to the proposals)

**Q1 Do you agree with the proposals developed for your section of road or area?**

Yes

No

Don't know / No opinion

**Please Note:** The double yellow lines are required on safety grounds for emergency vehicle access and reinforce the well established rules of the Highway Code (Rule 243, Revised 2007 Edition). It may be possible to make minor amendments if community safety is not compromised.

Thank you for taking the time to complete this questionnaire.

**ANY OTHER COMMENTS**

Please use this space to provide any further comments you have about the existing Controlled Parking Zone or any comments to support your answers to the questionnaire.

Unfortunately it is not practical to reply to each individual response, however all comments will be noted and reported to the Traffic and Road Safety Advisory Panel.

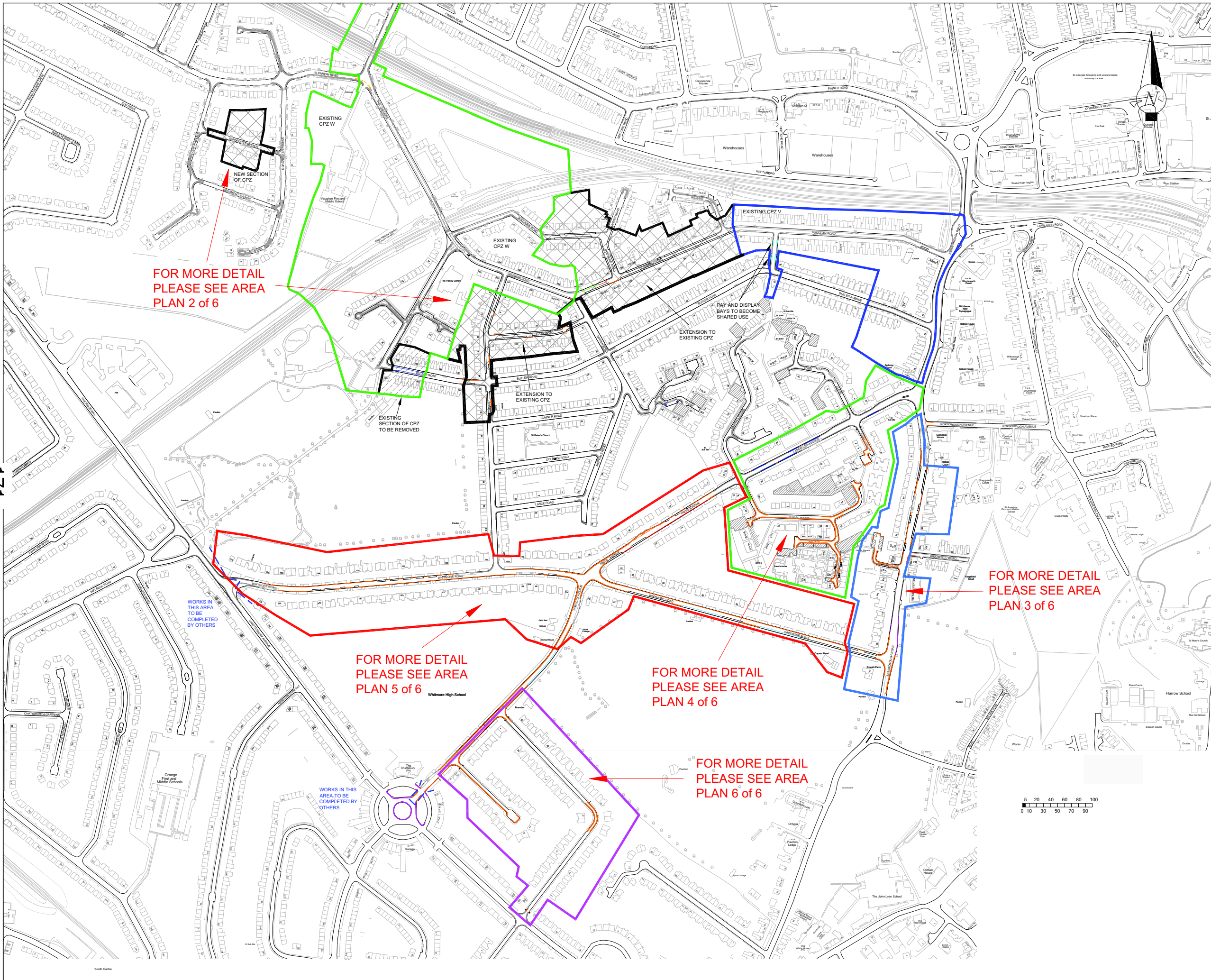
If you **DO NOT** want your response to be available for public inspection please tick here.

**NOTE:** All questionnaire responses and comments will be available in full for the private viewing by the Ward Councillors and the Portfolio Holder for Environment and Community Safety so they will be able to confirm all the comments made by individuals if required.

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

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

**020 8424 1677**



- NOTES:**
- EXISTING WEST HARROW CPZ V
  - EXISTING WEST HARROW CPZ W
  - PROPOSED EXTENSIONS OF CPZ
  - PROPOSED DELETION OF WEST HARROW CPZ W
  - PROPOSED BESSBOROUGH ROAD AREA TO JOIN EXISTING CPZ E Mon-Sat 8.30am-6.30pm
  - PROPOSED NEW HONEYBUN ESTATE SOUTH CPZ (INCLUDING LASCELLES AVENUE) Mon-Sat 10-11am & 2-3pm
  - PROPOSED NEW WHITMORE ROAD CPZ (INCLUDING TREVE AVENUE) Mon-Fri 10-11am
  - PROPOSED NEW MERTON ROAD AND FERRING CLOSE CPZ (INCLUDING PORLOCK AVENUE) Mon-Fri 10-11am & 2-3pm and Sat-Sun 10-11am

FOR MORE DETAILED PLANS SEE INDIVIDUAL AREA PLANS 2 TO 6

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Designation: WEST HARROW, HONEYBUN ESTATE AND WHITMORE SCHOOL AREA PARKING CONTROLS

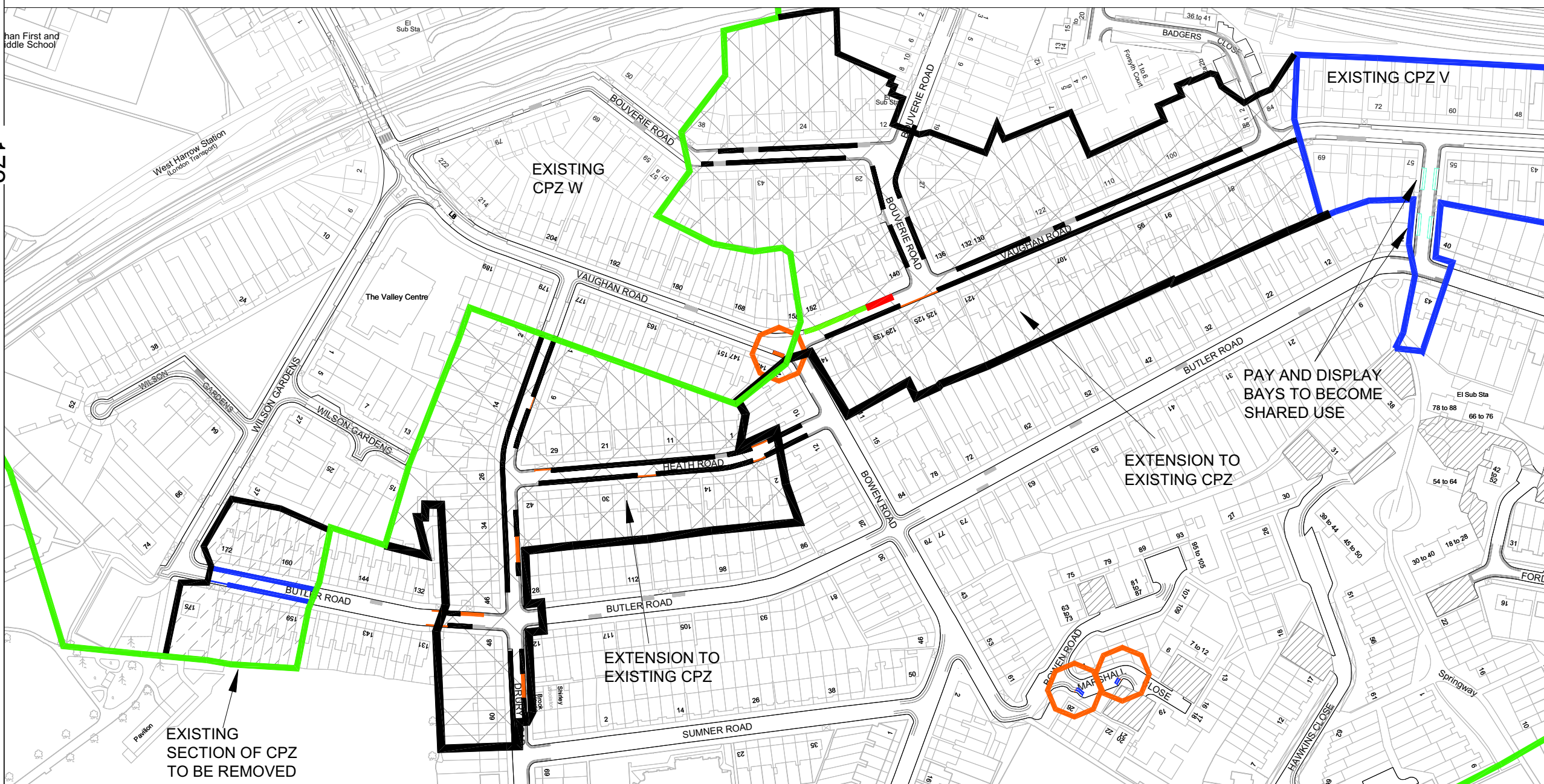
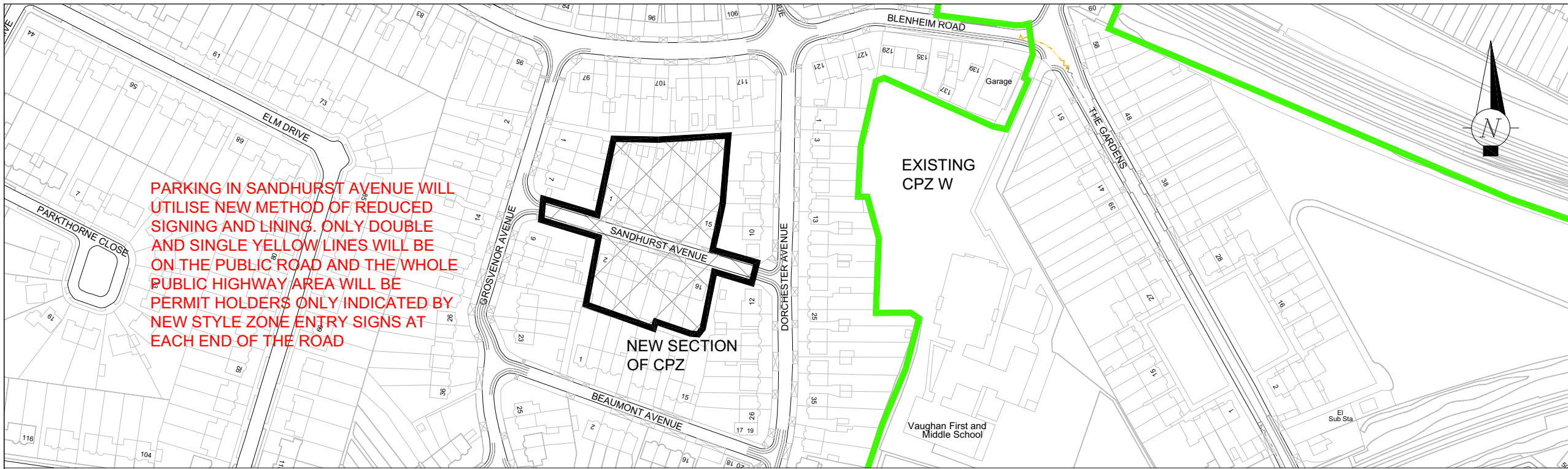
Project: STATUTORY CONSULTATION PLANS OVERVIEW PLAN (1 of 6)

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- NOTES:**
- PROPOSED PERMIT PARKING BAY
  - PROPOSED FREE PARKING BAY
  - PROPOSED PAY AND DISPLAY PARKING BAY
  - PROPOSED LOADING BAY
  - PROPOSED SHARED USE PARKING BAY AVAILABLE TO BE USED BY PAY AND DISPLAY-BUSINESS PERMIT-RESIDENT PERMIT FOR ZONE V
  - PROPOSED REMOVAL OF EXISTING ROAD MARKINGS
  - PROPOSED DOUBLE YELLOW LINE
  - PROPOSED SINGLE YELLOW LINE - ZONE TIME
  - LOCATION OF SMALL ALTERATION TO YELLOW LINES
  - EXISTING WEST HARROW CPZ W
  - PROPOSED EXTENSION OF WEST HARROW CPZ W
  - PROPOSED DELETION OF WEST HARROW CPZ W
  - EXISTING WEST HARROW CPZ V

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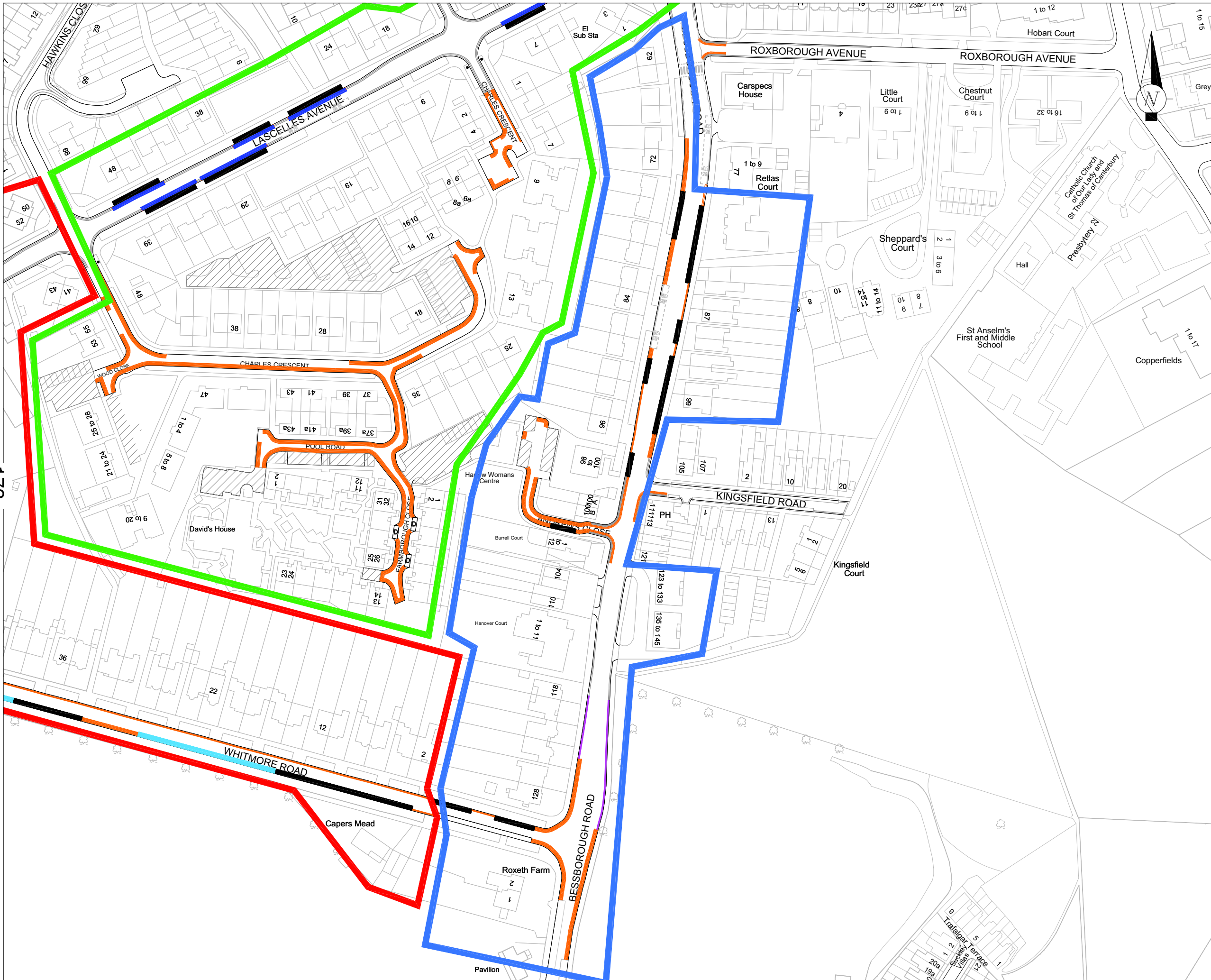
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Designation Details of Revision			
Project			
WEST HARROW, HONEYBUN ESTATE AND WHITMORE SCHOOL AREA PARKING CONTROLS			
Title			
STATUTORY CONSULTATION PLANS WEST HARROW AREA (2 of 6)			
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- NOTES:**
- PROPOSED PERMIT PARKING BAY
  - PROPOSED FREE PARKING BAY
  - PROPOSED DISABLED PARKING BAY
  - PROPOSED REMOVAL OF EXISTING ROAD MARKINGS
  - PROPOSED DOUBLE YELLOW LINE
  - PROPOSED SINGLE YELLOW LINE - ZONE TIME
  - PROPOSED SINGLE YELLOW LINE - MONDAY TO SATURDAY 8am - 6.30pm
  - PROPOSED SINGLE YELLOW LINE - ANY DAY 7am - 7pm
  - PRIVATE ROAD OR PARKING AREA
  - EXISTING WEST HARROW CPZ V
  - PROPOSED BESSBOROUGH ROAD AREA TO JOIN EXISTING CPZ E Mon-Sat 8.30am-6.30pm
  - PROPOSED NEW HONEYBUN ESTATE SOUTH CPZ (INCLUDING LASCELLES AVENUE) Mon-Sat 10-11am & 2-3pm
  - PROPOSED NEW WHITMORE ROAD CPZ (INCLUDING TREVE AVENUE) Mon-Fri 10-11am

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Designation Details of Revision Date Sign

Project  
**WEST HARROW, HONEYBUN ESTATE AND WHITMORE SCHOOL AREA PARKING CONTROLS**

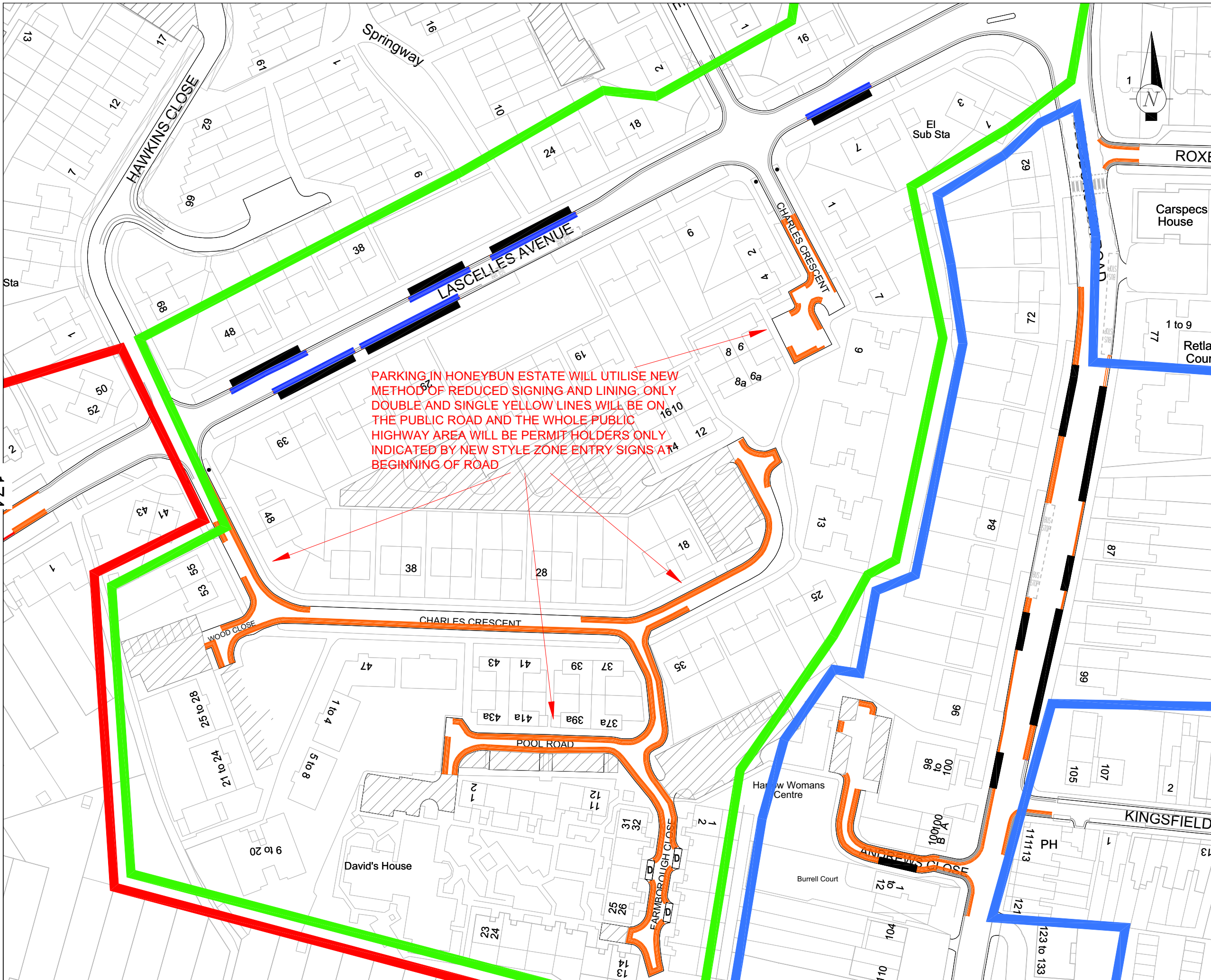
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	Date 23/01/2012	

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PARKING IN HONEYBUN ESTATE WILL UTILISE NEW METHOD OF REDUCED SIGNING AND LINING. ONLY DOUBLE AND SINGLE YELLOW LINES WILL BE ON THE PUBLIC ROAD AND THE WHOLE PUBLIC HIGHWAY AREA WILL BE PERMIT HOLDERS ONLY INDICATED BY NEW STYLE ZONE ENTRY SIGNS AT BEGINNING OF ROAD

- NOTES:**
- PROPOSED PERMIT PARKING BAY
  - PROPOSED FREE PARKING BAY
  - PROPOSED DISABLED PARKING BAY
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  - PRIVATE ROAD OR PARKING AREA
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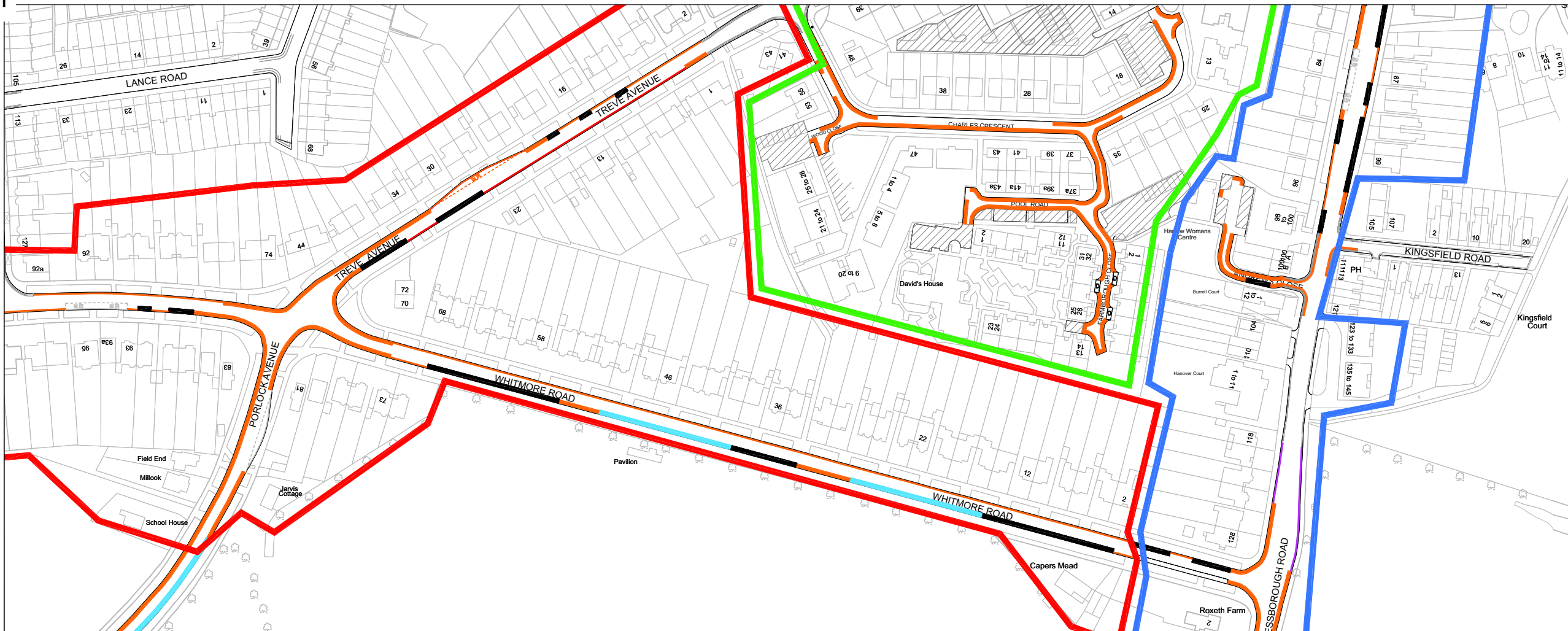
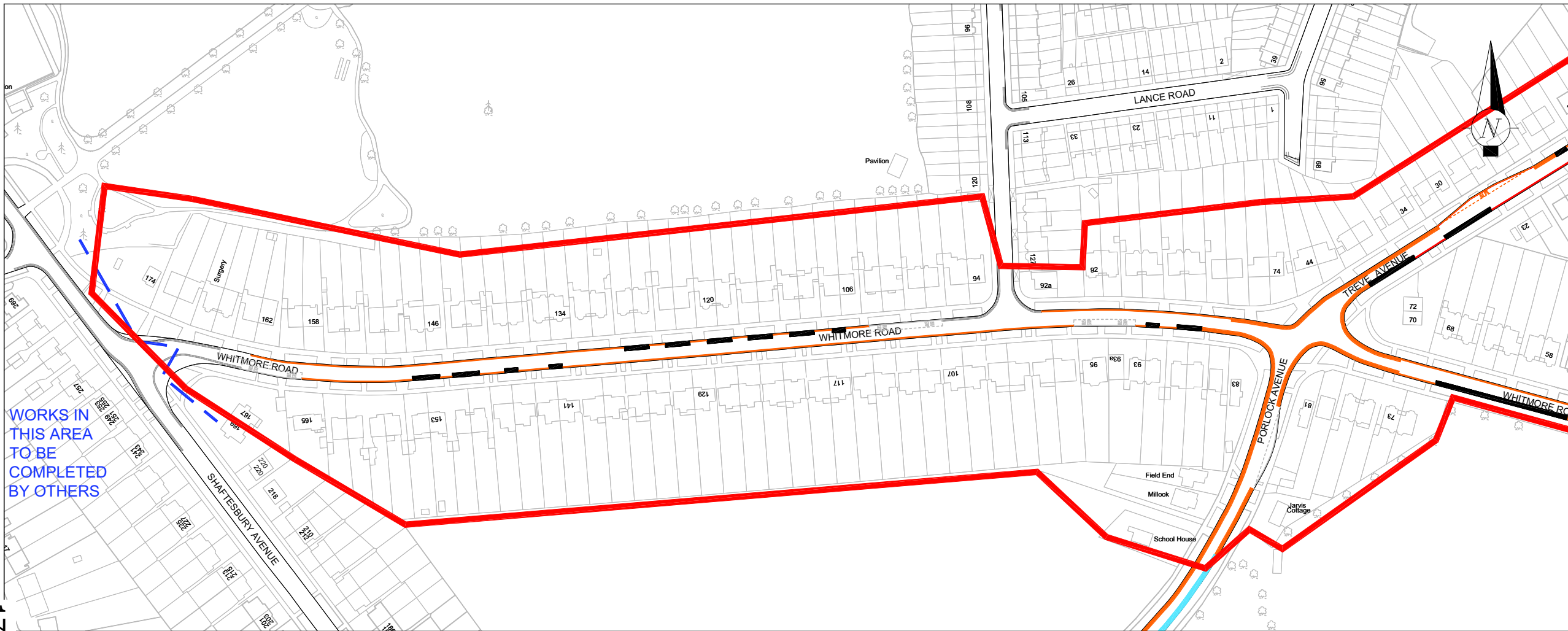
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Title		STATUTORY CONSULTATION PLANS HONEYBUN ESTATE (SOUTH) AREA (4 of 6)	
Scale	1:500	Drawn	AJL
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- NOTES:**
- PROPOSED PERMIT PARKING BAY
  - PROPOSED FREE PARKING BAY
  - PROPOSED DISABLED PARKING BAY
  - PROPOSED REMOVAL OF EXISTING ROAD MARKINGS
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WORKS IN THIS AREA TO BE COMPLETED BY OTHERS

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Designation: Details of Revision Date Sign

Project: **WEST HARROW, HONEYBUN ESTATE AND WHITMORE SCHOOL AREA PARKING CONTROLS**

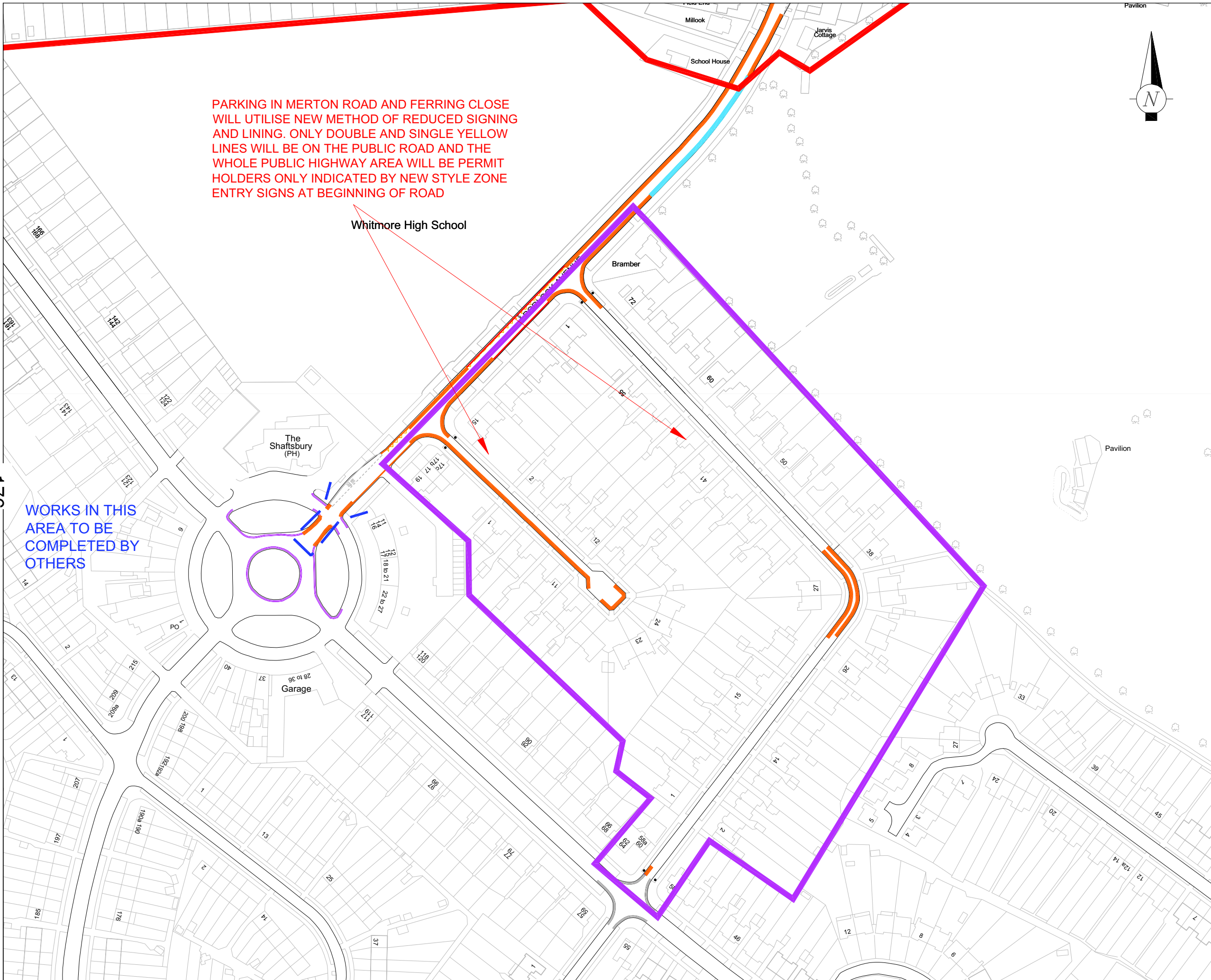
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	Date: 23/01/2012	

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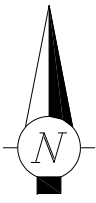
176

PARKING IN MERTON ROAD AND FERRING CLOSE WILL UTILISE NEW METHOD OF REDUCED SIGNING AND LINING. ONLY DOUBLE AND SINGLE YELLOW LINES WILL BE ON THE PUBLIC ROAD AND THE WHOLE PUBLIC HIGHWAY AREA WILL BE PERMIT HOLDERS ONLY INDICATED BY NEW STYLE ZONE ENTRY SIGNS AT BEGINNING OF ROAD

Whitmore High School

WORKS IN THIS AREA TO BE COMPLETED BY OTHERS

- NOTES:**
-  PROPOSED PERMIT PARKING BAY
  -  PROPOSED FREE PARKING BAY
  -  PROPOSED DOUBLE YELLOW LINE
  -  PROPOSED SINGLE YELLOW LINE - ZONE TIME
  -  PROPOSED SINGLE YELLOW LINE - ANY DAY 7am - 7pm
  -  PROPOSED NEW WHITMORE ROAD CPZ (INCLUDING TREVE AVENUE) Mon-Fri 10-11am
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Designation: Details of Revision

Project: **WEST HARROW, HONEYBUN ESTATE AND WHITMORE SCHOOL AREA PARKING CONTROLS**

Title: **STATUTORY CONSULTATION PLANS WHITMORE SCHOOL AREA (6 of 6)**

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## APPENDIX B

## Tabulated summary of Statutory Consultation results

Road	Number of properties consulted in road	Do you agree with proposal - Yes	Do you agree with proposal - No	Do you agree with proposal - Don't know / No opinion	Was there a formal objection from those that responded - Yes
(not in harrow)			4		4
BADGERS CLOSE	57			1	
BEAUMONT AVENUE	16	1			
BESSBOROUGH ROAD	96	5	7		4
BLENHEIM ROAD	96		2	1	
BOUVERIE ROAD (Extn)	34	3	2	1	
BOUVERIE ROAD (CPZ W)	24	3			
BOUVERIE ROAD (Out)	19	1	2		1
BOWEN ROAD	66	2	15		10
BUTLER AVENUE (CPZ V)	23	2	1		1
BUTLER AVENUE (Out)	71		11		9
BUTLER ROAD	198	6	22	1	7
BUTLER ROAD (west extreme)	20	1	10		4
CHARLES CRESCENT	95	8	4		1
COLBECK ROAD	19	1	2		1
DORCHESTER AVENUE	77	3	5	2	
DRURY ROAD (Extn)	37	9	4		1
DRURY ROAD (Out)	60		22	1	16
FARMBOROUGH CLOSE	32	2	1	1	
FERRING CLOSE	25	1	10		1
FORD CLOSE	68	2	1	1	
GROSVENOR AVENUE	66	1	7	1	7
HAWKINS CLOSE	75	2	2		
HEATH ROAD	44	7	7		4
HIGH STREET			1		1
LANCE ROAD	33		4	1	2
LASCELLES AVENUE (Honeybun)	43	6	1		
LASCELLES AVENUE (Treve)	4		1		1
MARSHALL CLOSE	27			1	
MERIVALE ROAD	73	5	5		3
MERTON ROAD	64	18	6	2	1
NORTH AVENUE	14			1	
PINNER ROAD			1		
PINNER VIEW			1		1
POOL ROAD	43	1			
PORLOCK AVENUE (Merton)	13	4			
PORLOCK AVENUE (Whitmore)	4				
ROXBOROUGH PARK			1		
SANDHURST AVENUE	16	1	12		10
SHAFTESBURY AVENUE	6		2		1
SPRINGWAY	22		1		1
SUMNER ROAD	42	2	6		3
THE GARDENS	59	7	3		1
TREVE AVENUE	34	8	3		2
VAUGHAN ROAD (extn)	142	6	17	1	12
VAUGHAN ROAD (CPZ W)	59	5	3		1
VAUGHAN ROAD (CPZ V)	126	6		1	
WHITMORE ROAD	141	18	32	2	23
WILSON GARDENS	58	3	6	1	3
WOOD CLOSE	35	2	3		

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## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
BADGERS CLOSE 175	I do not own a car.	No response required
BESSBOROUGH ROAD 982	For 25 years there is no parking to the front of our property. The new proposed parking restriction is going to cause a huge inconvenience to our whole family. Suggested alternative times for restrictions.	Bessborough Road and Whitmore Road CPZ not progressing.
BESSBOROUGH ROAD 027, 755, 966	Restrictions and times excessive.	Bessborough Road and Whitmore Road CPZ not progressing.
BESSBOROUGH ROAD 885	Business objecting to loss of employee parking nearby if Bessborough Road and Whitmore Road CPZ went ahead.	Business already located within existing CPZ. Bessborough Road and Whitmore Road CPZ not progressing.
BESSBOROUGH ROAD 939	Please upgrade the zebra crossing at the junction of Bessborough Road and Roxborough Avenue	Defects identified forward to street lighting team. Request for different style of lights forward to road safety team. Both issues outside remit of this consultation.
BESSBOROUGH ROAD 027, 755	Parking could be accommodated on wide part of Bessborough Road which would help school	Bessborough Road and Whitmore Road CPZ not progressing. Parking could be provided as part of revised scheme.
BLENHEIM ROAD 029	Pay and display parking bay on Blenheim Road and The Gardens should be taken out and apply restricted 10.00am - 11.00am no parking zone.	Not advertised as part of the Statutory Consultation so cannot be considered in this process.
BLENHEIM ROAD 029	Additional hour Mon-Friday-2.00-3.00pm will not restrict further commuters traffic but will hinder our local businesses	Afternoon hour not being progressed. Other residents have said this business is part of the parking problem in area.
BLENHEIM ROAD 028	There should be double yellow lines opposite Bladdon Close and single yellow line on Blenheim Road because of commuter parking.	Not considered as part of Statutory Consultation but is noted.
BOUVERIE ROAD 176, 994	More restrictions will turn West Harrow into a No go area. The current parking arrangements are adequate	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ
BOUVERIE ROAD 176, 898, 950, 994	It's all about the Council getting in more money. I do not wish to have to pay to park where I live.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
BOUVERIE ROAD 950, 994	I do NOT agree with pay and display meters on Vaughan Road as I believe in the present economic climate, the small businesses will suffer and the Council should be doing all it can to support these businesses	It was intended that these Pay & Display bays would help local businesses by freeing up short term parking outside the shops
BOUVERIE ROAD 994	The council have, in fact, exacerbated the parking situation by allowing 9 new flats on Bouverie Road, without adequate consultation and without requiring parking facilities specifically for the flats.	The flats does have limited parking as part of the development as per national guidelines
BOUVERIE ROAD 994	Taking into account the very wide width of this road - the length of the double yellow line at junction is totally unnecessary	Following the fire service test and TARSAP report there was no plan for consulting on the DYLL although some short sections are being altered.

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
BOUVERIE ROAD	Email response received requesting clarification of permit costs	Reply provided and no further communication was received from resident
BOUVERIE ROAD 031, 305, 950	Rest of the road should be in CPZ because of new flats. Traffic congestion of more people looking for parking space.	Not considered as part of Statutory Consultation as previous consultation indicated there was no support for CPZ in end of road
BOUVERIE ROAD 033	Fully support the changes/additions to CPZ-W and hope it is monitored on a daily basis especially the new 2-3pm slot	Additional afternoon time not being progressed
BOWEN ROAD 609, 874, 1006	I want to be included in the CPZ.	Not considered as part of Statutory Consultation as previous consultation indicated there was no support for CPZ in road
BOWEN ROAD 607, 751, 753, 804, 807, 826, 867, 874	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time
BOWEN ROAD 608, 826, 1006	The real parking issue in the area is in the evenings and is regularly at it's worst on Sunday evenings therefore the parking issue is not a commuter or day time issue.	Previous consultations indicated commuter and shopper parking as the main issue. The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
BOWEN ROAD 608	Fail to understand the need for a parking zone for Whitmore Road, which has plenty of off road parking & space particularly by the cricket pitches.	Requested by residents at the time of their consultation in September 2010 due to excessive parking in area due to school redevelopment
BOWEN ROAD 704	The parking in this area meets everybody's needs and needs no further restrictions.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
BOWEN ROAD 704, 804, 826	I strongly object to any further restrictions in the west harrow area. It is not necessary and I feel it is just a way for the council to make extra revenue.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
BOWEN ROAD 964	Claims consultation is confusing and misleading. If "I agree with the proposals developed for my section of road or area" By the answer above (YES) I mean that I DO NOT want CPZ in Bowen Road.	The consultation documents are as concise as possible and no assistance was requested by the resident in seeking clarification.
BOWEN ROAD 804	The council never do anything to alleviate the traffic problems they simply push them down the road moving the problem in the same direction	The council does try to keep the highway network operational for all road users although it is accepted that some residents may disagree. However, parking controls are very effective at reducing congestion caused by obstructive vehicles and making roads accessible to traffic.
BOWEN ROAD 306, 965	Commuters will park in roads like mine. Make everywhere controlled and give all residents a permit which has to be displayed	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
BOWEN ROAD 607	Didn't include any consultation on the length of the DYL.	Following the fire service test and TARSAP report there was no plan for consulting on the DYL although some short sections are being altered.
BOWEN ROAD 874	Previous overnight parking survey results inaccurate and mis-leading. This misrepresentation of the true situation did not allow residents to make an informed decision	The overnight parking space survey was conducted and the councillors and the WHRG were given these numbers to verify.
BUTLER AVENUE 896	I still cannot understand why the council is not including the whole of Butler Avenue in the revision to the CPZ.	Not all residents agree with this statement and was not considered as part of Statutory Consultation as previous consultation indicated there was no support for CPZ in end of road
BUTLER AVENUE 180, 307, 611	It will not work, but will merely push parking problems from one street to another.	Displaced parking can be an issue. Residents have to decide if this is a factor to consider and complete their responses appropriately.
BUTLER AVENUE 178, 828, 845, 855, 864, 865, 866, 897, 1000	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.
BUTLER AVENUE 828	Opposed to the extension of all CPZ W without exception. There is no requirement on any public safety or improvement grounds or any other reasons to extend the CPZ W	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
BUTLER AVENUE 182	Happy with status quo	No response required
BUTLER AVENUE 864	Object to the CPZ plans because they reduce the total number of parking spaces wherever they are introduced.	CPZ parking areas are designed to allow parking where it is safe to do so and does not reduce emergency vehicle access. Out of hours single yellow lines allow residents to park in these areas overnight and at weekends if no other restrictions in place. Double yellow lines 'remove' parking following the well established rules of the Highway Code that forbids parking within 10 metres of junctions, narrowings or where likely to cause obstruction for emergency vehicles.
BUTLER AVENUE 864	Object to the proposal to allow CPZ residents to make use of the metered parking on the unnamed road that links Butler Ave/Rd with Vaughan Road Concerned that the metered spaces are more likely to be filled by CPZ users despite their ample parking options, and that this will leave me unable to park anywhere near my own home	The P&D bays are available to all outside of the restriction times. If CPZ permit holders use these bays this may free up other areas not within the CPZ for those other residents who do not have permits.
BUTLER AVENUE 864	Many of the new buildings nearby are being granted planning permission with significantly less than one parking space per dwelling and this can only add to the pressure on the limited road space available	The number of parking spaces for developments are controlled by national guidelines. The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.

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### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
BUTLER AVENUE 1000	If this current strategy persists, Harrow Council will have fulfilled it's determined agenda to impose a CPZ on the entirety of West Harrow by stealth, when at the outset of the process by far the majority of West Harrow residents were firmly opposed to having a CPZ.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
BUTLER ROAD 178, 956	I would like you to extend CPZ on Butler Rd. The commuters take away all the parking for the day and we have no parking at ALL.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
BUTLER ROAD 812	I cannot see any justification for leaving our section of Butler Road - the closest to central Harrow - out of CPZ when the benefits of CPZs are being extended to so much of the adjacent area.	Not all residents agree with this statement and was not considered as part of Statutory Consultation as previous consultation indicated there was no support for CPZ in this section of road.
BUTLER ROAD 888	I have not had a strong opinion regarding the parking controls to date, other than I feel they should be funded from our Council Tax and not seen as an additional revenue stream for the council.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
BUTLER ROAD 888	Due to the vastly extended double yellow lines imposed when originally brought in, and the extension of parking controls elsewhere, we already do not have sufficient parking for those who live here, therefore increasing the pressure on this short section of road will hinder the lives of the people living on this street, greatly effecting our quality of life	Following the fire service test and TARSAP report there was no plan for consulting on the DYL although some short sections are being altered. The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
BUTLER ROAD 036, 185, 886	The extension of parking controls is almost certain to have a-knock on effect as cars displaced by the CPZ seek other places to park Want to be in CPZ	Displaced parking can be an issue. Residents have to decide if this is a factor to consider and complete their responses appropriately.
BUTLER ROAD 834, 886	Parking controls do not make parking any easier for residents in evening	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
BUTLER ROAD 038, 184, 664, 665, 858, 951, 963, 968, 988	Wants to keep CPZ for safety and to deter commuters	Consultation conducted in July 2011 indicated that there was support to remove the CPZ from this area and a scheme was developed following this. It would have been beneficial if more residents of the area responded to the previous consultation
BUTLER ROAD 834	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.

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Road (Consultation response ref no.)	Comments	Engineer Response
BUTLER ROAD 971	Please re-consult Butler Road residents (where Butler Road joins Butler Avenue), as to whether they wish to be included in CPZ V Re: Pay & Display bays in unnamed link road between Vaughan Road and Butler Avenue – wants available to all.	Not all residents agree with this statement and was not considered as part of Statutory Consultation as previous consultation indicated there was no support for this from residents outside of a CPZ.
BUTLER ROAD 308, 962	Too many people use Butler Road to commute from West Harrow tube without caring for people who live in this street.	One reason for proposing CPZ in West Harrow but results show no support for CPZ in most of Butler Road
BUTLER ROAD 036	It' a parking Tax.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
BUTLER ROAD 036	Stop wasting money on all these consultations. Scrap the lot of it.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
BUTLER ROAD 036	CPZ leads people requiring care with difficulties and expenses when visiting, it kills the sense of community.	Heath visitor permits are available. Not all road included. Free spaces in other roads nearby or park car park
BUTLER ROAD 037	Unnamed link road between Vaughan Rd and Butler Ave-should be resident permit holders too	Part of the statutory consultation to proceed
BUTLER ROAD 183	Where do my family park if and when the CPZ is in force.	Not all road included. Free spaces in other roads nearby or park car park
BUTLER ROAD 956	Low response rate to consultation in July 2011, low by any standard for democratic consultations	The council cannot force people to complete the questionnaire. Officers take a consistent approach to recommend what the majority of those that chose to respond wish regardless of the response rate or the outcome
BUTLER ROAD 036, 956	Develop a parking area near to the West Harrow station	The council does not have the budgets for that sort of endeavour
CHARLES CRESCENT 312	There is not a problem of double parking or any safety issue. It would be a waste of tax payers money.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
CHARLES CRESCENT 311, 312	Providing more parking areas for residents and visitors would be more useful rather than this continuous attack on motorists and would help local businesses to run better i.e. window cleaners, gardeners, builders etc.	There is approximately 120 private car parking and garage spaces in Charles Crescent area that residents and tradesmen can use. The majority of land in the area are under control of others and not the council highway authority.
CHARLES CRESCENT 311, 947	Happy CPZ be introduced in my road as parking has become a complete trial over the last couple of years. Concerned the introduction of double yellow lines on the corners and not enough space for all residents.	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
CHARLES CRESCENT 187	Residents, visitors parking only.	That is what a CPZ is but other parts of the road need to be controlled with single or double yellow lines
COLBECK ROAD 042	By increasing CPZ you will simply push the problem into other roads in the area	Displaced parking can be an issue. Residents have to decide if this is a factor to consider and complete their responses appropriately.
COLBECK ROAD 009	CPZs should be fully monitored by wardens and double yellow lines extended along side roads	CPZ regularly patrolled to seek compliance.

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Road (Consultation response ref no.)	Comments	Engineer Response
COLBECK ROAD 009	Passing places in The Gardens	Not considered as part of statutory consultation but noted
COLBECK ROAD 612	I object to the extension of the CPZ to Drury Road as far as Sumner Road and including Heath Road and Colbeck Road. Existing CPZ has already increased parking in Colbeck Road, so that patients to the surgery sometimes very ill, either alone or accompanied, are preventing from parking close to the surgery, this being necessary.	CPZ not proposed for Colbeck Rd.  Short term emergency parking could be accommodated in church car park
DORCHESTER AVENUE 011	Our road some houses got 4 or 5 car & van and parking on the drive way and part of car & van on the street or pavement. The children walking & cycles using the payment is danger. Please do something	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
DORCHESTER AVENUE 043, 313	Displaced parking from Sandhurst Avenue CPZ	CPZ in Sandhurst Avenue not being progressed
DORCHESTER AVENUE 045	Historically in our street cars have only parked on one side extension of the CPZ there is a danger that cars may start parking on both sides.	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
DORCHESTER AVENUE 188	Low response – no point in making Sandhurst Ave. part of the CPZ and not the other 3 avenues surrounding it.	Not all residents agree with this statement and was not considered as part of Statutory Consultation as previous consultation indicated there was no support from residents in other roads. Sandhurst Avenue not being progressed
DRURY ROAD 315, 667, 670, 730, 744	I do not want permit parking in any way or form outside residential homes as no parking problem	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
DRURY ROAD 052, 318, 319, 320, 613, 614, 616, 667, 670, 744, 952, 970	CPZ is a fully fledged money making scheme for the council Permit should be free The payment of a parking permit does not guarantee a space	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
DRURY ROAD 738	Profanity laden rant in capitals by resident and also included the standard objection paragraphs in normal text	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.
DRURY ROAD 319, 320, 616, 701, 744, 758, 860, 895, 952	Concerned about displaced parking outside area	The boundary was drawn in consultation with the ward councillors based on responses for road and majority support shown above Sumner Rd.



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Road (Consultation response ref no.)	Comments	Engineer Response
DRURY ROAD 051, 316, 613, 756	CPZ as proposed on Drury Rd will displace cars to the non CPZ parts of Drury Road. Residents will find it harder to finding parking in front of their houses. CPZ should be all of Drury Road or none	The boundary was drawn in consultation with the ward councillors based on responses for road and majority support shown above Sumner Rd. As with all public highway there is no right or guarantee that any resident or business will be able to park in front of their own property
DRURY ROAD 319, 758	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.
DRURY ROAD 320, 758	No need to introduce it into the Whitmore Road and Treve Avenue- very few cars parked there or have drives	Consultation conducted in September 2010 indicated that there was support for installing a CPZ as the residents considered there was a problem with the amount of commuter and construction parking in the area.
DRURY ROAD 194	We thought it would be the end of matter when parking restrictions and yellow lines were introduced for the first time in West harrow	The councils policy was to review any CPZ scheme 6 – 12 months after installation and the consultation in July 2011 was the start of that process that this scheme was developed from.
DRURY ROAD 321	CPZ will significantly reduce the number of commuters using West Harrow tube station. Creating a real risk that this station may be closed by TFL in the future.	Unsubstantiated claim and commuter parking is highlighted by some as a major concern
DRURY ROAD 047	Commuter parking causes major inconvenience to residents. No other tube stations in the area have unrestricted parking so close to the station	Hence proposals that were supported in some sections of Drury Road
FARMBOROUGH CLOSE 269, 322	There should be a no parking at the junctions	The proposed double yellow lines will cover these
FARMBOROUGH CLOSE 323	Yellow lines are needed in Farmborough Close to prevent commuters & outsiders parking once the parking restrictions are in place.	The proposals cover this
FARMBOROUGH CLOSE 269	Make grass verges parking areas	The council does not have the budgets for that sort of endeavour
FERRING CLOSE 059, 619, 890	We do not have parking problems in this small close.	Consultation conducted in September 2010 indicated that there was support for installing a CPZ as the residents considered there was a problem with the amount of commuter and construction parking in the area. Ferring Close not being progressed
FERRING CLOSE 618, 620	More money grabbing ideas from Council, another Tax	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ

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Road (Consultation response ref no.)	Comments	Engineer Response
FERRING CLOSE 057	Excessive parking in the road could be resolved by increasing parking spaces at Whitmore School, as this is the primary cause of excessive parking.	School has provided some on site parking
FERRING CLOSE 056	Why need to have the scheme on Sat and Sun. This will affect visitors to residents and create yet another expense to already tight family budget.	Consultation conducted in September 2010 indicated that there was support for installing a CPZ as the residents considered there was a problem with the amount of commuter and construction parking in the area. Ferring Close not being progressed
FORD CLOSE 325	If you go ahead with the proposals you will force the commuters into Ford Close. We have very little parking as it is and this will cause upset with the residents. At least include FORD CLOSE in you plans.	The council was taking a consistent approach to the proposals. The consultation conducted in September 2010 indicated that there was no support for installing a CPZ in road
FORD CLOSE 013	No comments	No response required
GROSVENOR AVENUE 063, 064, 066, 705, 823, 945	I object to the introduction of a CPZ in Sandhurst Avenue Displaced parking Low response rate	The council was taking a consistent approach to the proposals. The consultation conducted in September 2010 indicated that there was support for installing a CPZ in Sandhurst Avenue as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road. Residents in other roads nearby indicated they did not want any parking controls in their road and therefore none were proposed.
GROSVENOR AVENUE 326	These area has more split maisonette properties and all properties don't have driveways to park. Bringing such control increase the pressure on residents to park in unsafe or distance area.	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
GROSVENOR AVENUE 852	I would also advise you that filling in your questionnaire with a "No" should be also regarded as a formal objection - why require the public to write in separately to log it as a formal objection?	By legislation formal objects to a Statutory Consultation must be submitted in writing and must contain the wording 'object' or 'objection'
GROSVENOR AVENUE 852	Why do you persist in returning to this subject? You know from previous input that parking controls and other restrictions are rejected by a democratic mass majority	The councils policy was to review any CPZ scheme 6 – 12 months after installation and the consultation in July 2011 was the start of that process that this scheme was developed from. Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
GROSVENOR AVENUE 852	You have not explained through any independent research why you are imposing the double yellow lines - you have previously placed these in areas where for many years there have been no accidents.	Following the fire service test and TARSAP report there was no plan for consulting on the DYL although some short sections are being altered. Double yellow lines remove parking following the well established rules of the Highway Code that forbids parking within 10 metres of junctions, narrowings or where likely to cause obstruction for emergency vehicles regardless of collisions
HAWKINS CLOSE 327	Do not reduce the parking places to both residents and visitors.	Nothing proposed for Hawkings Close

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Road (Consultation response ref no.)	Comments	Engineer Response
HAWKINS CLOSE 975	These changes are going to create a lot more of parking problems than there are nowadays.	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was no support for installing a CPZ in road.
HEATH ROAD 624, 806, 863, 878	Additional cost is most unwelcome. Revenue generator	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
HEATH ROAD 806	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.
HEATH ROAD 624, 806, 863, 878	No reason for the council to have included Heath Road in this proposal.	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was support for installing a CPZ as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road.
HEATH ROAD 328, 806, 863	Parking more problem in evenings	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
HEATH ROAD 806	The lengths of double yellow lines should be reassessed and measured, as they seem far longer than is necessary on grounds of safety.	Following the fire service test and TARSAP report there was no plan for consulting on the DYL although some short sections are being altered. Double yellow lines remove parking following the well established rules of the Highway Code that forbids parking within 10 metres of junctions, narrowings or where likely to cause obstruction for emergency vehicles. These can be altered for site specific conditions
HEATH ROAD 070	New double yellow lines highlighted as new on Heath Road are unnecessary as they are at entrance to driveways and are used by those householders to park their cars.	All road space within a CPZ has to be controlled. Parking across drives is not a way of reserving a parking space and is difficult for parking wardens to determine if owned by property owner or someone that should not be there. There may not be the need to park across drives if commuter parking removed.
HEATH ROAD 967	The CPZ needs to be extended/widened as the problem with displaced parking from the current scheme is significant.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.

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Road (Consultation response ref no.)	Comments	Engineer Response
HEATH ROAD 767	Low response and does not consider it a majority	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was support for installing a CPZ as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road. The council cannot force residents to respond if they do not for whatever reason.
HEATH ROAD 767	Should be bigger penalties for those households with more than one vehicle	There is a scale of charges for resident parking permits and it does increase as the number of permits per household rise. The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
LANCE ROAD 073	Concerned about displaced parking	Displaced parking can be an issue. Residents have to decide if this is a factor to consider and complete their responses appropriately.
LANCE ROAD 625, 961, 996	I believe the proposals to be more about finance than safety. Do not want to pay for parking in my road	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
LANCE ROAD 625, 985	I totally object to your proposals. We have no parking problems in our area apart from the ones you have created by bringing in a controlled zone near West Harrow Station.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
LASCELLES AVENUE 074	Wants yellow lines extended at entrance into Charles	Engineer feels there is no need to extend dyl on this side as new dyl are to be installed on other side of road from existing DYL at junction to around first bend in road
LASCELLES AVENUE 949	i agree with the control parking zones but would like to request some disabled parking space in Lascelles Avenue.	Usually a CPZ will remove significant parking enabling residents better parking availability. The council usually wait for a period after installation of a CPZ before considering a disabled bay. Application pack has been sent to resident as standard practice.
LASCELLES AVENUE 075, 368	I do hope this go through, parking is not getting any better.	No response required
LASCELLES AVENUE 075	Yet another stealth tax.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
MARSHALL CLOSE 626	I do not have a car so its immaterial to me.	No response required

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Road (Consultation response ref no.)	Comments	Engineer Response
MERIVALE ROAD 336	We welcome any scheme which should make crossing roads easier. However surprised whole of Drury Road is not included	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was support for installing a CPZ as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road.
MERIVALE ROAD 010, 014	Why are you intent on making money out of the CPZ	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
MERIVALE ROAD 015	No justifications or statistical evidence is given to support the recommendations of the TARSAP panel.	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was support for installing a CPZ as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road.
MERIVALE ROAD 016	The enclosed map was very hard to read	Noted. It can be difficult to include the information we need to while still keeping the leaflets to a sensible size
MERIVALE ROAD 854	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.
MERIVALE ROAD 854	We have no off street parking and we are already struggling to find car parking spaces.	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was no support for installing a CPZ in this road.
MERIVALE ROAD 099	Concerned about displaced parking	Displaced parking can be an issue. Residents have to decide if this is a factor to consider and complete their responses appropriately.
MERIVALE ROAD 097	I strongly object to the CPZ and yet another extension of it.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
MERIVALE ROAD 098	Yellow lines obstruct comers - making parking difficult.	Double yellow lines remove parking following the well established rules of the Highway Code that forbids parking within 10 metres of junctions, narrowings or where likely to cause obstruction for emergency vehicles.
MERTON ROAD 089	Has any thought been given to how this will be enforced?	CPZ regularly patrolled to seek compliance.
MERTON ROAD 1002	I am a little confused by the timings you have chosen for the CPZ on Merton Road	Timings can from responses from residents about when the parking by non residents was a problem

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Road (Consultation response ref no.)	Comments	Engineer Response
MERTON ROAD 992	The charges are unfair and effectively are financially punishing local residents. Any charges should be levied against users other than residents of the associated roads.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
MERTON ROAD 087, 957	I do not want this parking restriction to be enforced in the road I live.	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was support for installing a CPZ as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road.
MERTON ROAD 941	A sensible and modest improvement for safer parking on Merton Road	No response required
MERTON ROAD 083	The Whitmore school end of Merton Road is hazardous in the morning with cars erratically parked on the corner dropping children off. This needs to be absolutely NO PARKING.	Proposals include restriction along Porlock Avenue to address these concerns
MERTON ROAD 084	Good Ideas - Long overdue but thanks at last	No response required
MERTON ROAD 085	I am hoping that the parking restrictions, when they come into force, will decrease the litter	In areas where a CPZ is introduced it can provide better availability for street cleaning
MERTON ROAD 088	I feel the proposals are extremely unnecessary.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
MERTON ROAD 198	Would it be possible to have financial help to drop the kerb outside	The council cannot offer this type of assistance.
MERTON ROAD	Worry of the costs to residents of permits.	The councillor set the permit charges and is applied across the borough. Harrow are still one of the cheapest resident permit boroughs in greater London.
MERTON ROAD 094	The exit from Merton Rd. to Shaftesbury Ave. is in my opinion quite dangerous as because of parked cars on the inset cars park on Shaftesbury Ave. its not possible to see on coming traffic.	This is outside the remit of this consultation. It will be forward to the road safety team for their consideration.
PINNER VIEW 711	Objects to proposed parking controls in Charles Crescent and Pool Road because of limited parking in road and requirement for carer to some	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.  Health care workers can apply for borough wide permits
POOL ROAD 104	I would like to know if I can apply for a visitor permit. And from where I need to apply.	Details provided and will be sent to all resident and businesses in area once scheme progresses
PORLOCK AVENUE 857	Concerned free parking bay may cause accidents and cause congestion	Location of bay on site will be determined by site conditions and road width
PORLOCK AVENUE 102	I do not require a residents parking bay outside my property. I have a garage and there is ample parking on the drive and paved area of my front garden.	No permit bays proposed for Porlock Avenue

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Road (Consultation response ref no.)	Comments	Engineer Response
SANDHURST AVENUE 105, 339, 340, 341, 342, 343, 344, 345, 627, 628, 848	No parking problems and proposal unnecessary	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that there was support for installing a CPZ as the residents that responded considered there was a problem with the amount of non resident parking occurring in their road. Sandhurst Avenue is not being progressed due to responses now received, it would have been beneficial for all concerned if more residents of the road had responded to the previous consultation in July 2011
SANDHURST AVENUE 105, 339, 340, 342, 345, 627, 848	We pay enough money as it is through council and government taxes, next we will be paying to park our cars.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ Sandhurst Avenue is not being progressed, it would have been beneficial for all concerned if more residents of the road had responded to the previous consultation in July 2011
SANDHURST AVENUE 106	The proposed CPZ will benefit us greatly by increasing the prospects of being able to park close to our house.	Sandhurst Avenue is not being progressed due to responses now received, it would have been beneficial for all concerned if more residents of the road had responded to the previous consultation in July 2011
SHAFTESBURY AVENUE 902	email received requesting info on whether their road will be included in the new cpz -	Spoke with resident to advise that there were no plans at this stage to include Shaftesbury Ave - suggested they return consultation response even being out of area - no further communication received from resident
SHAFTESBURY AVENUE 1008	The proposals do not stipulate if the controlled zones will be implemented in pans or in the whole of Merton Road	CPZ proposal plans clearly show CPZ area for whole of road.  Resident was confusing this consultation with a previous consultation for a safety scheme along Shaftesbury Ave which had no bearing on the CPZ proposals
SHAFTESBURY AVENUE 972	Having a CPZ on Whitmore Road between Shaftesbury Avenue and Treve Anevue is not required in my opinion.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
SPRINGWAY 111	Displaced parking from other CPZ	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that residents is these roads still did not want to be in a CPZ and therefore none are proposed
SUMNER ROAD 953	Already have commuters parking here. If the parking restriction are extended this will make it even more difficult for residents and the community.	The council was taking a consistent approach to the proposals. The consultation conducted in July 2011 indicated that residents is these roads still did not want to be in a CPZ and therefore none are proposed

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
SUMNER ROAD 893	Most cars are parked in this area at night when everyone is at home. A CPZ extension will not change this.	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
SUMNER ROAD 893	The form needs to be read very carefully to notice that it is necessary to write in formally with objections. Many people may just tick "NO"	By legislation formal objects to a Statutory Consultation must be submitted in writing and must contain the wording 'object' or 'objection'
SUMNER ROAD 893	I suspect that the motivation to extend the CPZ is financially driven	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
SUMNER ROAD 893	Many people in this area do not have English as their language. Your leaflet includes the standard invitation to ask for translations in their own Language, but don't realise importance of completing form	Language translation is available but not practical or cost effective to include this for the rest of the document and which languages would be chosen?
SUMNER ROAD 892	Objected at both consultations, but the officious officials just ignored the majority who objected to this CPZ.	The council was taking a consistent approach to the proposals. The areas that showed a majority of support from those that responded were progressed. Sumner Road has always showed a majority against any CPZ so they have not been included in any proposals for such
SUMNER ROAD 346	The reason Labour won overall majority at the last council election, was because the last conservative would not listen to the large majority of us.	The council was taking a consistent approach to the proposals. The areas that showed a majority of support from those that responded were progressed.
SUMNER ROAD 703	In the West Harrow Parking Review of 2011, the majority of residents not already in the CPZ in Bouverie Road and Vaughan Road voted against having the CPZ. Why, then, has it been extended in these areas?	The council was taking a consistent approach to the proposals. The areas that showed a majority of support from those that responded were progressed.
SUMNER ROAD 703	The only reason I can see for the scheme is for the council to raise revenue	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
SUMNER ROAD 703	Despite the comments about double yellow lines on the leaflet, there are still areas in West Harrow where the double yellow lines could be reduced slightly without causing problems to the Emergency services or refuse collectors.	Following the fire service test and TARSAP report there was no plan for consulting on the DYL although some short sections are being altered. Double yellow lines remove parking following the well established rules of the Highway Code that forbids parking within 10 metres of junctions, narrowings or where likely to cause obstruction for emergency vehicles.
SUMNER ROAD 107	This part of West Harrow seems to have far too many cars all contribute to the difficulties experienced in a mainly Edwardian development with short front gardens and small narrow roads.	The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.



## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
THE GARDENS 889	It is an excellent plan to introduce an additional afternoon Monday to Friday between 2-3 p.m. in the CPZ W as this would deter a local business for using the existing Resident Parking places as soon as the clock strikes 11 a.m.	Low response to this portion of the statutory consultation but majority object to the additional afternoon hour and is recommended that this not progress
THE GARDENS 367	We are very glad to see that the council recognises the need of the residents and sent through this consultation.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
THE GARDENS 965	I agree with the proposals as far as they go but would ideally like to see the hours extended to include Saturday	Does not form part of this consultation which was based on responses received during the consultation in July 2011
THE GARDENS 110, 622	I only object to the 2 - 3 pm restriction	Low response to this portion of the statutory consultation but majority object to the additional afternoon hour and is recommended that this not progress
THE GARDENS 109	Vaughan School is to be extended therefore the immediate area needs all the help available in the way of parking controls.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
TREVE AVENUE 113	I welcome a CPZ for Treve Avenue, but a clear road means traffic tends to speed up, therefore a pedestrian crossing or traffic island would be helpful for the old folk in Treve Ave.	Not part of the remit for this consultation. Has been forwarded to the road safety team for their consideration
TREVE AVENUE 349, 882	Permit bays in Treve Avenue will cause accidents as have been witnessed over the years in road.	Personal injury collisions are reported to the council by the Police.  Location of parking bays will be adjusted on site when detailed design is drawn up to ensure the necessary clearances and sightlines are maintained.
TREVE AVENUE 932	Wants short term parking on north side of Whitmore Road opposite park	CPZ parking was to be on park (south) side of road to reduce street clutter because of signing regulations and the number of driveway on the north side. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
TREVE AVENUE 955	There is rarely any issue with parking causing serious obstruction or increased risk on Treve Avenue. Another attempt to introduce measures aimed at income generation.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
TREVE AVENUE 859	Proposed single yellow line - any day 7 a.m. to 7 p.m. is unreasonable and excessively detracts from the amenity that residents of the area have enjoyed hereto.	As with all public highway there is no right or guarantee that any resident or business will be able to park in front of their own property The 7-7 restriction has been proposed to assist the 24hour bus route that uses Treve Ave and Lascelles Ave
TREVE AVENUE 859	The free parking bay on Whitmore Road. This free parking bay should be extended to run from Capers Mead to No. 71 Whitmore Road. This will provide an amenity to the residents of the area without inconveniencing any residents.	The parking bays have been proposed to provide a mixture of solutions for the various requirements in this area of few properties. It is also de[pendant on the Whitmore area CPZ going ahead.
VAUGHAN ROAD 120	Period should be extended to 6.00pm in the evening.	Not all residents agree with this statement and not part of this consultation which was based on previous consultation in July 2011
VAUGHAN ROAD 881	Concerned displaced parking into private area	Enforcement of these private areas is outside of the control of the highway authority

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
VAUGHAN ROAD 722, 809	Standard objection paragraphs used	This response contains some of the text objecting to the proposals that was circulated in the area by persons unknown, claiming the residents were not given all the information particularly concerning the Whitmore area consultations. The West Harrow Residents' Group (WHRG) was aware that other consultations had taken place as it was made clear to them that the council was waiting for them to review the initial West Harrow consultation results and that then both consultations would be conducted at the same time.
VAUGHAN ROAD 809	The proposed pay and display parking on Vaughan Road, which will worsen parking congestion	The pay and display bays were proposed to provide some short term parking near the shops which operate during the day and currently seem to be occupied by long term parkers. These are available to any resident to park in the evening.
VAUGHAN ROAD 809	The proposed extension of Zone W parking controls to the rest of Vaughan Road, which will have no positive impact on the parking situation in the area	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
VAUGHAN ROAD 121, 139, 771, 809, 894	Will be an added cost to residents	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
VAUGHAN ROAD 122, 771	The main problem on our stretch of road is parking in the evening. There are too many flat conversions without parking facilities allowed by the Council	The number of parking spaces for developments are controlled by national guidelines. The council cannot control the number of vehicle residents choose to own or choose to park on the public highway regardless of the number of properties in a road.
VAUGHAN ROAD 771, 894, 935, 940, 1005	The situation has also been made worse by the elongated double yellow lines on every corner, which has reduced the number of parking spaces available. Should be reassessed	Following the Fire Service test, that was organised by the WHRG, the Police and Fire Service both submitted written responses to the effect that the yellow lines in the majority of locations tested could not be removed so for constancy they recommended that the situation remain unchanged and this was reported to TARSAP. Representatives of the WHRG were present during the test. The well established rules of the Highway Code forbids parking within 10 metres of junctions, narrowings or where likely to cause obstruction for emergency vehicles. These are the areas the WHRG claim the council have removed the residents parking from.
VAUGHAN ROAD 354, 884, 973, 977, 978, 980, 1003	Business will suffer	The pay and display bays were proposed to provide some short term parking near the shops which operate during the day and currently seem to be occupied by long term parkers. These are available to any resident to park in the evening
VAUGHAN ROAD 354	An additional control period of 2pm - 3pm is pointless it should be in the evening.	Low response to this portion of the statutory consultation but majority object to the additional afternoon hour and is recommended that this not progress

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
VAUGHAN ROAD 117	We are within the existing West Harrow CPZ and as far as I can see, there is no proposed change at our location. For this reason I have selected the "NO OPINION" box as it would be unfair to select a Yes or No when it relates to people effected elsewhere.	No response required
VAUGHAN ROAD 942	Neighbour in consistently parks encroaching space directly adjacent to our property effectively taking up 2 spaces. If your parking proposals would help to solve this then we're for it. Otherwise whether these proposals go forward or not is not so important for us. Thank you for providing this consultation facility.	No response required
VAUGHAN ROAD 884, 894	The Village is against the whole concept of the CPZ and the overbearing use of double yellow lines	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
VAUGHAN ROAD 114	Vaughan Road from Bessborough Road to Butler Road is very narrow . It is meant to be a one way street but this is often ignored. There should be more signs to indicate it is a ONE WAY ROAD.	Has point No Entry which does not make it one way. Motorists can travel either way along road as long as they have not entered off Bessborough Road
VAUGHAN ROAD 126	There is an urgent need to extend the control period in CPZ W to include 2pm - 3pm to discourage part time workers & shoppers who park here to travel into central London.	Low response to this portion of the statutory consultation but majority object to the additional afternoon hour and is recommended that this not progress
VAUGHAN ROAD 138, 143	It was a great pity that the original plan for the West Harrow CPZ was not implemented in it's entirety when the scheme was introduced. It would certainly have saved the council money and meant that all residents in area would have benefitted from CPZ.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
VAUGHAN ROAD 1003	Since the CPZ was implemented crime has risen as have the number of traffic accidents locally, which is the opposite of what we were told would happen	It is difficult to link crime, and what sort of crime with the introduction of a CPZ. Claim that traffic accidents have increased locally can be verified by the statistics that are provided to the council from the Police detailing the number of Reported Personal Injury Collisions (PIC). In the previous three years prior to the introduction of the CPZ there were 9 PIC. Since the introduction of the CPZ to the end of Dec 2011, the last date we have data available, there has been 3 PIC.
VAUGHAN ROAD 981	Formal Objection	No reasons given so no response required
VAUGHAN ROAD 1001	Introduce a free parking for 30 Mins Loading Bay for loading & unloading 8-00am - 6-30pm Extend parking restriction whole of Vaughan Road 10-11am and 2-3pm	Free parking is outside the remit of this consultation as it is a corporate policy decision
VAUGHAN ROAD 020	Very impressed with existing CPZ. New proposals developed sooner the better	No response required
VAUGHAN ROAD 1004	Will affect deliveries to vulnerable people	Unfortunately there will be some people inconvenienced by the introduction of any parking restriction. As residents of the area the parents would be able to purchase visitor permits at a reduced costs for those that visit them during the proposed control times. Outside of the control times anyone can park in the road without any permits. No extension of CPZ proposed for uncontrolled section of Vaughan Road

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
WHITMORE ROAD 631, 877, 879, 880, 991	Would like the double yellow lines at Bessborough / Whitmore Rd. junction to be extended as it is a dangerous corner.	This can be accommodated at time of implementation
WHITMORE ROAD 631	Number of free parking bays to be decreased and replaced with permit parking bays	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 631	Permit parking bays times to be designated between 10-11 am and 2-3pm	Not considered as part of the statutory consultation due to previous responses to September 2010 consultation. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 268	This road is one of the very few roads available for day-long parking for commuters, and the proposed extension of the CPZ denies them anywhere to park in this part of Harrow.	Consultation conducted in September 2010 indicated that there was support for installing a CPZ as the residents considered there was a problem with the amount of commuter and construction parking in the area. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 022, 023, 155, 157, 160, 163, 166, 358, 632, 666, 673, 707, 710, 815, 843, 870, 891, 1007	Whitmore Road has no problem with parking on the road / No problem since school construction finished.	Consultation conducted in September 2010 indicated that there was support for installing a CPZ as the residents considered there was a problem with the amount of commuter and construction parking in the area. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 632, 877, 879, 880, 991	Shorten the double yellow lines outside at junction of Whitmore / Porlock Avenue	This can be accommodated at time of implementation
WHITMORE ROAD 999	Wants to be in Whitmore CPZ not Bessborough CPZ	Whitmore Road CPZ and Bessborough Road not being progressed due to statutory consultation responses.
WHITMORE ROAD 943	Wants CPZ on both side of Whitmore Road adjacent to park	Consultation conducted in September 2010 indicated that there was support for installing a CPZ as the residents considered there was a problem with the amount of commuter and construction parking in the area. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 363	Please put double yellow line near Shaftesbury Avenue.	Double yellow lines have been installed as part of the mini roundabout works. Whitmore Road CPZ is not being progressed due to statutory consultation responses so no other double yellow lines proposed at this location.
WHITMORE ROAD 022, 155	I do not want to be forced to pay money in the form of resident parking in order to park my car on the road which I reside.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ. Whitmore Road CPZ is not being progressed due to statutory consultation responses.

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
WHITMORE ROAD 853, 944	Extend double yellow lines Whitmore Rd at Treve Avenue	This can be considered at time of implementation
WHITMORE ROAD 700, 838	Response requesting clarification of scheme	Contacted resident by phone to discuss - no further correspondence received after this
WHITMORE ROAD 165	I fail to see why my part, and perhaps any part, of Whitmore Road needs yellow lines. Parking is not an issue, certainly at this end of the street and only at the midpoint area during the morning rush hour. This smacks of "change for change's sake". Where do I find out why you are doing this? Also submitted separate email response Could somebody there please explain to me the reasoning behind the idea of putting of yellow lines on the high-numbered end of Whitmore Road, albeit for only one hour. It is presumably to stop all-day parking but, as I write on Wednesday at 10.15, there are only about twelve vehicles parked on this entire 400 metre section. I repeat, why do we need yellow lines here?	The consultation material provided a clear and concise explanation for the scheme objectives.
WHITMORE ROAD 164, 870, 873	Speed checks, traffic calming	Forwarded to road safety team for their consideration
WHITMORE ROAD 156	Concerned free parking bay may cause accidents and cause congestion	Location of bay on site will be determined by site conditions and road width
WHITMORE ROAD 146, 150	I hope this will make the road safer for motorists, cyclists and emergency response vehicles by reducing parking by those who are currently using Whitmore Road for free all day parking and then walking to nearby public transport.	Agreed but not all residents agree with proposals hence Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 805, 873	Does not want cars parked outside house in bays	CPZ parking areas are designed to allow parking where it is safe to do so and does not reduce emergency vehicle access. Out of hours single yellow lines allow residents to park in these areas overnight and at weekends if no restrictions in place. Parking bays need to be provided and unfortunately they have to go outside someones house. The parking bays are to be positioned on the road and no grass verge will be taken. The grass verge forms part of the public highway and no resident has a claim of ownership of such. Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WHITMORE ROAD 861	Glad getting rid of all day parking but still wants to park outside own house	Whitmore Road CPZ is not being progressed due to statutory consultation responses.
WILSON GARDENS 167	Total waste of rate payers money. No extra restriction one required. This is a money grabbing exercise.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
WILSON GARDENS 669	Objects to CPZ and objects to removal of CPZ in Butler Road	Objects to proposals but does not submit any reasons to back up objection. Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.

## APPENDIX C

### Summary of comments submitted

Road (Consultation response ref no.)	Comments	Engineer Response
WILSON GARDENS 366, 936, 984	The extension of the scheme to include the hour in the afternoon makes no sense.	Representation was received after the July 2011 consultation requesting an additional hour restriction in part of CPZ W. It is not possible to have split restriction zones within the one CPZ. This was reported to TARSAP and it was decided to consult on this as part of the Statutory Consultation process. Additional afternoon hour not being progressed
WILSON GARDENS 856	Does not support any expansion of the current CPZ It is simply another revenue stream for the council.	All CPZ, by national legislation, must be self financing and must cover all costs from initial conception to implementation, enforcement and maintenance. It should not come out of general council tax funds as residents in other parts of the borough should not have to pay for the amenity of some residents who request or live in a CPZ
WOOD CLOSE 173	I don't mind double lines on Lascelles Ave. but I am very much against in Honeybun Estate. It is bad in Harrow if family comes to visit.	Not all residents agree with this statement as borne out by previous requests from local residents for the initial and the expansion of the CPZ.
ROXBOROUGH PARK 1124	Request that you reconsider the proposed arrangements. This is an area where the parents of St. Anselm's Primary School currently park legally, to drop off and pick up their children.	Considered and along with other responses from statutory consultation Whitmore Road CPZ and Bessborough Road CPZ are not being progressed
HIGH STREET 1125	There is currently adequate parking on the roads and the schemes proposed are simply unnecessary.	Considered and along with other responses from statutory consultation Whitmore Road CPZ and Bessborough Road CPZ are not being progressed
OUT OF BOROUGH 1052, 1053, 1054	Employees from local business complex objecting to loss of employee parking nearby if Bessborough Road and Whitmore Road CPZ went ahead.	Business already located within existing CPZ. Bessborough Road and Whitmore Road CPZ not progressing.
OUT OF BOROUGH 1051	Displaced parking into road that they visit to help disabled friend	Road not currently in CPZ or extension so their current situation will remain unchanged.

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

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**Date of Meeting:** 21 June 2012

**Subject:** **INFORMATION REPORT**

Petitions relating to:

1. Roxeth School and Safety Matters in Brickfield, Harrow on the Hill
2. Butler Road West Harrow - Objection to removal of CPZ
3. Anselm Road Hatch End - Request for parking restrictions
4. Grimsdyke Car Park Hatch End - Objection to introduction of parking charges
5. Pinner Road – Petition to support introduction of pay and display bays
6. 40 Eastcote Road, Pinner - request for parking restrictions
7. Objections to the proposed bus service along Wood Lane

**Responsible Officer:** John Edwards - Divisional Director  
Environmental Services

**Exempt:** No

**Enclosures:** Appendix A – Location of Nursery  
Grimsdyke Car Park  
Appendix B – Wood Lane Bus Route  
Letter

## 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

### Roxeth School and Safety Matters in Brickfield, Harrow on the Hill

- 2.1 A petition was presented to the council by a Governor of Roxeth School. The petition contained 40 signatures and states:

*“We the undersigned protest to Harrow Council our concerns for the safety of children in this narrow cul-de-sac which is the only route into the rear entrance to Roxeth School. The real problem is the speed of traffic, combined with motorist's lack of awareness of pedestrians and indiscriminate parking. This has previously been drawn to the attention of the traffic department.*

*We do not believe that the Localised Safety Parking Programme which has recently been out to consultation fully addresses these concerns. We do believe that the proposals to put some double yellow lines around corners – while welcome- are insufficient to cope with the problems. More enforcement is required.*

*We formally request that the council takes urgent action to enforce the restrictions which are already in place there: and also that it should liaise with the Police to ensure their presence at the road at least on some afternoons so that they can take action to alleviate the perceived dangers to children.*

*We are also unhappy that during the recent bad weather the council was apparently unable to clear the snow/ice from the pavements here. This means the children must walk in the road to get to school. This is not very good in terms of road safety training. We ask that the council should make every effort to clear the pavements in similar bad weather in future as a necessary protection for the children.*

- 2.2 This is a commonly received complaint that we receive for most schools in the borough and is not easily resolved. Parents driving their children to school can cause severe congestion in the peak hours and this is likely to get worse as car ownership increases. It is necessary for attitudes to change and recognise that there is a need to use more sustainable forms of transport, such as rail, the bus, cycling and walking where this is possible.



- 2.3 In this context, it is important to encourage these alternatives by providing the right infrastructure so that alternative choices can be made. Officers from our road safety team regularly attend schools to talk about the problems that the “school run” can cause and suggest alternatives.
- 2.4 There is more emphasis being given to buses, cyclists and those who walk and to the council works in partnership with the schools, parents and children in developing infrastructure schemes that will encourage walking and/or cycling. At the moment this programme is targeted at primary and middle schools where we hope we can change attitudes about the use of the car at an early stage of development.
- 2.5 We have made the Parking enforcement team aware of the contents of the petition for their attention.
- 2.6 With regard to winter gritting during periods of snowfall the Council does endeavour to clear snow from certain areas that generate heavy footfall, unfortunately it is not feasible to clear all such areas. Whilst the petitioners' concerns are noted no assurance can be given that these footways will be cleared in future.

#### **Butler Road West Harrow - Objection to removal of CPZ**

- 2.7 A petition has been received from residents of the western end of Butler currently within the Controlled Parking Zone which was implemented in April 2010.
- 2.8 The petition was signed by 22 residents from 19 households and states:

*“We, the undersigned, object to proposed removal of permit parking on Butler Road, West Harrow, for the following reasons;*

- 1) *Our road will be the only one in the area where commuters can park.*
- 2) *This will be dangerous and there will be road rage incidents*
- 3) *Our cars will be damaged as commutes squeeze into the tiniest of spaces”*

- 2.9 The background is that public consultation was carried out in June/July 2011 as part of a review of the implemented scheme. The results were;

Butler Road results	Number
Number consulted	20
Number responses	7
Do you wish to remain in CPZ - Yes	3
Do you wish to remain in CPZ – No	4

- 2.10 Based upon these results and the consistent approach taken when dealing with the area it was recommended by the Panel that the removal of the area from the CPZ should be progressed to Statutory Consultation.

- 2.11 The Statutory Consultation was carried out in February/March 2012 and the results are the subject of a separate report on the agenda for this Panel meeting. This petition is considered as part of this report. Based upon this petition 19 of the 20 households in the section of road within the CPZ now do not wish the CPZ to be removed
- 2.12 The lead petitioner has been advised that the petition will be reported to this meeting of the Panel and we will advise them of Panel recommendation and Portfolio Holder decision in due course.

#### **Anselm Road Hatch End - Request for parking controls in the road**

- 2.13 A petition has been received from residents in Anselm Road off Uxbridge Road Hatch End. The petition has been signed by 29 residents representing 21 of the 35 households in the road.
- 2.14 The petition states;

*“In view of the Hatch End Broadway Parking Review, residents in Anselm Road are concerned that many vehicles using the present free facilities for long term parking will attempt to use adjacent roads like Anselm Road instead. This will lead to increased problems in the road and worsen the incidence of vehicles blocking or partially blocking resident’s drives. We would ask that measures be taken to obviate this such as having a middle of the day parking ban and/or painting yellow lines across drives. Any other proposals to help would be welcome.”*

- 2.15 This petition was received during the public consultation held in March 2012 on proposals to introduce pay & display parking in the service roads off Uxbridge Road and Grimsdyke Car Park. The results of this public consultation are reported elsewhere in the agenda for this meeting of the Panel.
- 2.16 The lead petitioner was advised that the petition would be reported to this panel meeting. In addition clarification was sought if residents were indicating their wish for parking controls only if it was decided to pursue the pay and display parking in Hatch End in whole or in part. The response from the lead petitioner was that all the people who signed the petition wanted the requested parking controls regardless of the introduction of parking charges in hatch End or not.
- 2.17 Consideration of this petition is included in the consultation results reported elsewhere in the agenda for this panel meeting.

#### **Grimsdyke Road Car Park, Hatch End - Objection to introduction of charges**

- 2.18 During the consultation on introducing pay and display parking in Hatch End, which is described above in 2.15, a petition was received from The Jigsaw Nursery which uses the Scout Hut off Grimsdyke Car Park. The

petition was signed by 94 people, presumably customers of the Nursery, which states;

*“We, the undersigned, are concerned citizens who urge Harrow Council to act now to reconsider the proposed charging for the use of the Grimsdyke Road Car Park”*

- 2.19 The nursery lies off the Car park as shown on the plan at **Appendix A**. The only vehicular access to the Nursery is off the car park. There are existing arrangements to allow loading and unloading to the site but at present as the car park is free there are no restrictions on people parking in a marked bay for unlimited periods.
- 2.20 There is no intention to remove the existing arrangement if the decision is to introduce parking charges in whole or in part at Hatch End. The results of public consultation are reported separately on the agenda for this Panel meeting.
- 2.21 If the panel recommends pursuing the introduction of parking charges in the car park then users who need to stay longer than the momentary picking up or dropping off of passengers would be required to pay and display. The advertised parking charges for the car park are 20p per hour or part hour. As the borough wide review of parking strategy and charges, whose aim is to make charges more consistent, transparent and understandable, is ongoing these are indicative.
- 2.22 The petition is considered in the report on the public consultation results at Hatch End and the lead petitioner has been informed that the petition would be reported to this meeting of the Panel.

### **Pinner Road - Support of Parking provision on Pinner Road**

- 2.23 We have received a petition containing 30 signatures from Businesses/Traders and customers of premises on Pinner Road located between Oxford Road and Bedford Road. The petition states;
- “We, he undersigned Business/traders and customers who use the shopping facility on Pinner Road call on the Council to note our support to the following aspects on the (Statutory) Consultation for Pinner Road (1) Car Parking on Pinner Road There are serious problems of car parking for the shoppers and we welcome introduction of Pay and Display car parking bays outside shops as shown on plan”*
- 2.24 The background is that we carried out public consultation as part of a review of the parking scheme that was implemented on Pinner Road outside the shopping parade in May 2010. A scheme was established from first principles prior to contact with Transport for London (TfL), however, there is a requirement to consult with TfL because Pinner Road is part of London’s Strategic Road network. Following public consultation TfL subsequently objected to the introduction of pay and display parking on Pinner Road suggesting that inset parking should be provided outside the shops.

- 2.25 The provision of inset parking bays has been considered since the original parking review stakeholders meeting took place in 2007. However following several approaches to businesses there was no agreement to providing the private forecourt land to enable such facilities to be pursued and this option was abandoned.
- 2.26 In an effort to try to overcome the TfL objection further surveys and background work was carried out and an option of transposing the location of a bus stop with proposed pay and display bays between Rutland Road and Bedford Road was proposed. After much deliberation TfL finally agreed to the revised proposals and these were subject to statutory consultation in March 2012.
- 2.27 The results of statutory consultation are reported separately to this panel meeting and consideration to this petition is included in the report.
- 2.28 The lead petitioner has been informed that the petition would be reported to this Panel meeting and the Panel's recommendations and Portfolio Holder decision in due course.

#### **Eastcote Road Pinner - Request for parking restrictions**

- 2.29 A petition has been received from residents of 40 Eastcote Road, Pinner. The petition has been signed by 49 residents representing 32 of the 37 households in the apartments at that address.
- 2.30 The petition states:
- “Signatures attaching to the petition to make the area immediately to the right of the entrance of 40 Eastcote Road (when exiting) a definite no parking zone by any vehicle at any time.”*
- 2.31 There is an existing zebra crossing to the east of the entrance/exit to the off street parking attached to these apartments. The controlled area (zig-zag markings) for this crossing go across the entrance/exit but the area to the west is uncontrolled. This area frequently has parked vehicles close to the entrance which restricts the visibility for drivers leaving the entrance causing drivers to have difficulty in seeing approaching vehicles from the west.
- 2.32 This particular section of road is straight so the visibility issue is not significantly different to that experienced by drivers leaving private off-street parking onto a traffic sensitive bus route with on street parking.
- 2.33 The lead petitioner contacted the council to discuss the parking issue and explained that a petition was being circulated. He was advised that an assessment for the Local Safety Parking Schemes (LSPS) programme recently completed did not prioritise this location for consultation.
- 2.34 The introduction of yellow line waiting restrictions does involve an extensive legal consultative process which is resource intensive. The council, faced with many such requests for restrictions, therefore applies

a set of agreed objective assessment criteria to establish the very worst locations as a priority for the limited resources available to this programme.

- 2.35 In this particular instance there is an alternative to waiting restrictions due to the position of the zebra crossing and favourable consideration is being given to a modest extension of the crossing zig-zags which does not require consultation in the same way as waiting restrictions.

### **Objections to the proposed new bus service along Wood Lane**

- 2.36 We have received a petition containing 1 signature which refers to an enclosed letter with 5 signatures (See **Appendix B**). The petition states:

*“We the undersigned confirm that we have read the attached letter to Councillor Phillip O’Dell and that we support the views expressed in this letter”*

- 2.37 The background is that Section 106 (S106) of the Town and Country Planning Act 1990 allows the local planning authority to enter into a legally binding planning obligation with a landowner in association with the granting of planning permission. As part of this act, Harrow Council in conjunction with Transport for London secured funding from the developers of the new housing on the former BAE site at the northern end of The Grove to introduce a bus service in the vicinity of the development.

- 2.38 Providing a bus service along Wood Lane will serve the new housing development and other properties along this corridor including the Royal National Orthopaedic Hospital (rear entrance), the Aspire Centre, the Shia Hussein Islamic Association community centre & mosque, the Swaminarayan Satsang temple and the Harrow Rugby Football Club. The service will provide a direct connection to Stanmore Station, reducing the demand for private transport and facilitating independent travel, particularly to the RNOH which is a specialist hospital attracting patients and visitors from a wide catchment area.

- 2.39 A Hertfordshire County Council bus service route 615 currently runs between Old Church Lane and Hatfield via Stanmore Station and Brockley Hill. This is a low frequency service, which runs Mondays to Fridays between approximately 6:30am and 8.30pm. Hertfordshire County Council and the bus operator Uno Bus have agreed to route this service via Wood Lane in order to increase service frequency and introduce a Saturday service if Harrow covers the additional costs associated with the changes.

- 2.40 Following liaison between Harrow Council, TfL, Hertfordshire County Council and Uno Bus, it was agreed to consider diverting the 615 service along Wood Lane using the S106 funding secured from development.

- 2.41 In July 2011, Harrow Council informed all stakeholders including residents and businesses along Wood Lane and Warren Lane (approx.

240 properties) about the proposed bus route. The letter sent out was approved by TfL and Ward Members..

- 2.42 The letter was not a formal consultation asking for support or objection. Rather it was an information letter intended to inform stakeholders of the proposal and generate response if there were any strong objections. A total of 11 responses were received citing objections to the bus route together with 21 responses in favour. A summary of the responses and issues was presented in a Portfolio Holder report which recommend that the route go ahead together with localised works to widen the junction of Stanmore Hill with Wood Lane. The Portfolio Holder decision was to approve the recommendation.
- 2.43 The issues raised in the petition are largely covered in the original Portfolio Holder Report but for ease of reference the issues are summarised below with responses.
- 2.44 Risk of accidents to motorists, cyclists and pedestrians due to the new buses – There isn't evidence to suggest that buses increase the risk of accidents. The frequency of buses is 2 per hour so the impact of buses on the road will be marginal. The bus stops are sited with good visibility.
- 2.45 Traffic jams – two buses an hour are unlikely to have any significant adverse impact on traffic congestion.
- 2.46 Noise levels and pollution – vehicle noise including that from buses is unavoidable. However, bus stops are not sited outside directly outside any residential accommodation and the low number of buses is unlikely to mean that noise will be a significant problem.
- 2.47 The primary purpose of the proposals is to provide an alternative mode of transport to key destinations on Wood Lane and facilitate independent travel by specific groups of people such as the young and elderly or those without access to private vehicles. The change in traffic as a result of the new service being introduced is not the primary purpose of the proposals. It is intended to monitor the take up of the service in order to decide whether or not funding should be sought to continue the service after 3 years once the S106 contribution is fully utilised. This will include assessing the usage by those visiting the key destination on Wood Lane.
- 2.48 Uno Bus have advised that they plan to use shorter buses compared to their current vehicles on the route 615. The location of stops will be agreed with Transport for London and the Police and only installed where it is deemed safe to do so. The minor road widening of about 70cm at the junction of Stanmore Hill with Wood Lane was not significant to warrant a consultation. Access was maintained throughout the works to minimise disruption.
- 2.49 A fundamental benefit of the 615 route is that it will feature in mainstream public transport maps which allow visitors to plan their journeys better. Any private shuttle bus will not be publicised adequately. At the time of writing, Hertfordshire County Council advised that the new

service is due to start operating from 23rd July 2012. The Council will review the service annually.

- 2.50 Transport for London are not prepared at this stage to divert any TfL bus routes as this will impact on their service and require long term funding which they are unable to commit. However, they will be monitoring the proposed service and could be looking at changes in the future. The Brockley Hill stops do not serve the RNOH satisfactorily as the distance from the stops to the outpatient's entrance is considerable. The proposed new stops will be much closer to the entrance.
- 2.51 The Council will continue to lobby TfL for improvement to bus services such as the 142 but this is not a replacement of the 615 service which will go closer to some of the key destinations on Wood Lane.
- 2.52 The lead petitioner has been advised that the petition will be reported to this meeting of the Panel and we will advise them of the Panels views in due course.

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

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

### **Section 4 – Financial Implications**

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

### **Section 5 – Corporate Priorities**

- 5.1. Any suggested measures in the report accord with our corporate priorities:
- Keeping neighbourhoods clean, green and safe
  - United and involved communities: a Council that listens and leads
  - Supporting and protecting people who are most in need
  - Supporting our Town Centre, our local shopping centres and businesses

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

Name: Kanta Hirani



on behalf of the  
Chief Financial Officer

Date: 01/06/12

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

### **Contact:**

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

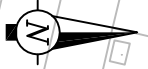
Paul Newman - Team Leader - Parking and Sustainable Transport  
Tel: 020 8424 1065, Fax: 020 8424 7622,  
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Hanif Islam – Senior Professional - Transport Planning  
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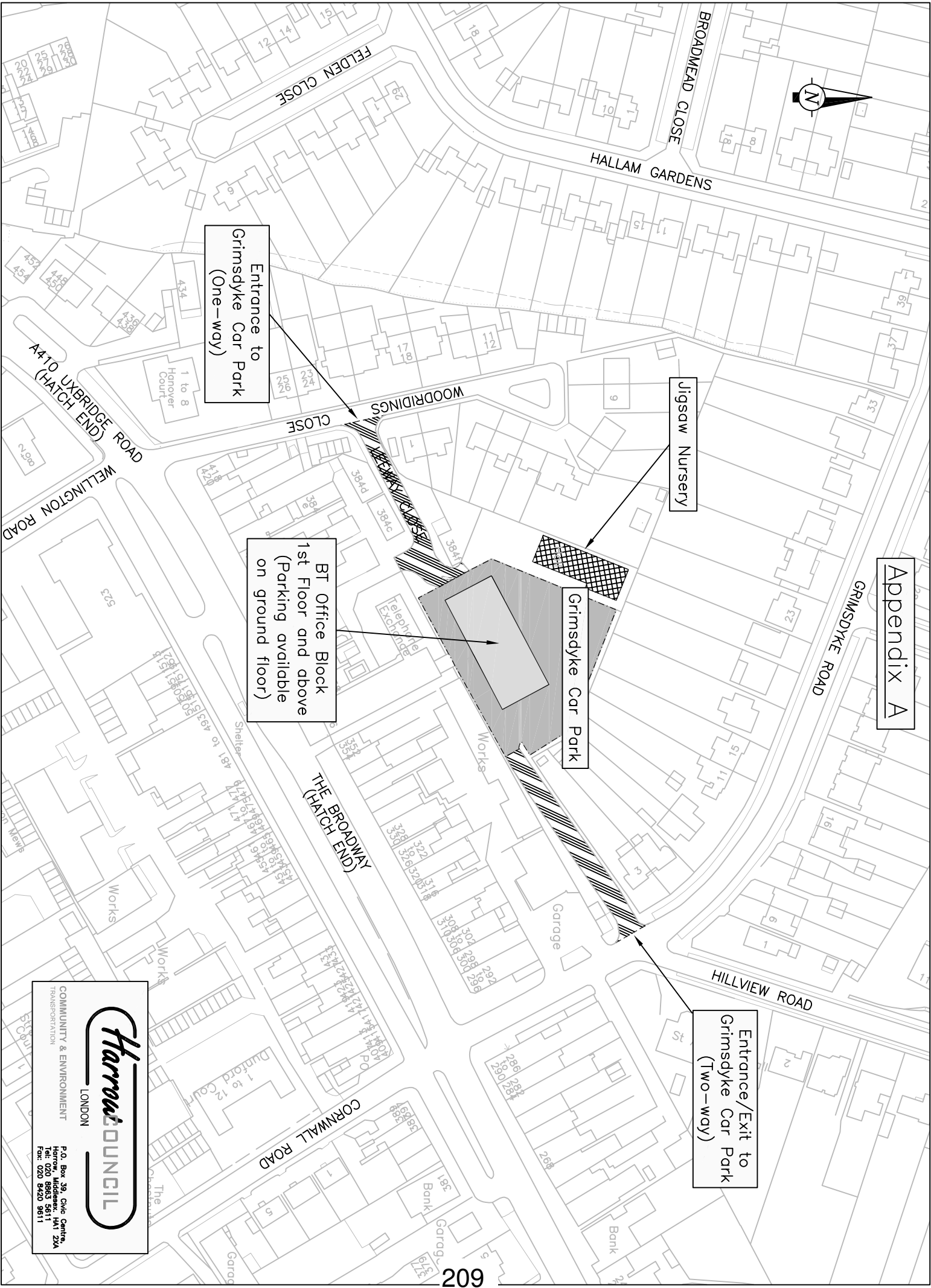
### **Background Papers:**

Previous TARSAP reports





Appendix A



Entrance to  
Grimsdyke Car Park  
(One-way)

BT Office Block  
1st Floor and above  
(Parking available  
on ground floor)

Jigsaw Nursery

Grimsdyke Car Park

Entrance/Exit to  
Grimsdyke Car Park  
(Two-way)

COMMUNITY & ENVIRONMENT  
TRANSPORTATION

LONDON

P.O. Box 39, Civic Centre,  
Harrow, Middlesex, HA1 2XA  
Tel: 020 8963 5611  
Fax: 020 8420 9811

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This letter has been sent on behalf of the signatories by



Email 

Councillor Philip O'Dell  
The Environment and Community Safety Portfolio Holder  
Room 102, Labour Group Office  
PO Box 2  
Harrow Civic Centre  
Station Road  
Harrow  
HA1 2UH

Dear Councillor O'Dell

## **Proposed Wood Lane Bus Route & Road Widening to Stanmore Hill**

We write this letter on behalf of residents of the Stanmore Hall complex, Little Common and several independent householders on Wood Lane. We believe this letter reflects the views of most of these residents and endeavours to include all the points they have raised independently. A petition will be circulated to confirm support for the views expressed in this letter.

The road widening works which started on Monday 5th March took us all by surprise. While we objected to the bus route when the plan was circulated in July last year we heard nothing further from the council and, when the new bus stop erected in Wood Lane was dismantled in the 3rd quarter of 2011, we thought our appeal had succeeded.

We submit that this route will create hazardous conditions, traffic jams, noise and pollution with no significant benefit.

We feel the council failed to provide a properly detailed proposal in July 2011, failed to consider our objections, failed to reply to them, failed to keep us informed and failed to consider alternatives. Whether legally required to or not a well run council should properly communicate with residents and stakeholders.

Our arguments and some constructive suggestions follow:

**1. Risk**

The road and pavements are narrow, pavements vary from side to side of Wood Lane, vehicles park on the corner opposite the Little Common pond. Buses will drastically increase the risk of serious accidents and injury to motorists, cyclists and pedestrians.

**2. Traffic jams.**

Wood Lane already carries much traffic, increased at times by events in the two religious centers or the sports fields. The traffic backs up at the T junctions to Brockley Hill and particularly into Stanmore Hill. Buses and their stops will obviously aggravate this severely. This coupled with any parked cars will block the road completely and create chaotic traffic conditions.

**3. Noise levels, Pollution.**

The buses will lead to stationary traffic at both ends of Wood Lane dramatically increasing noise levels, pollution, and vibration to residents whose properties border on Wood Lane. The road widening will bring the traffic and consequent noise & vibration still closer to the properties at this corner.

**4. We dispute the arguments<sup>1</sup> that:**

- a. **Buses will ease traffic.** Has any study or analysis been carried out? If so can we get copies? The two religious centers are already served by the 142 which is a 6 to 7<sup>2</sup> minute walk yet we submit few of their attendees use this service, most travel in cars.
- b. **The service will serve the Royal National Orthopaedic Hospital:** There is an existing service on the A5 with proper bus lay-bys. If this is inadequate then it could be augmented. The Aspire and RNOH complex is huge and comprises many spread out buildings. Disabled or most elderly people need an internal shuttle system from any bus stop to reach virtually anywhere within this complex. We submit that a service on Wood Lane will not solve this problem. See suggestion 6b below.
- c. **The service will serve the Religious centers:** As noted above these are 6-7 minutes walk from the 142 service in Stanmore Hill. The planned stop at Aspire is again a similar walk to these centers so offers no benefit over the 142 service to people travelling from Stanmore Station.

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<sup>1</sup> Hanif Islam emails of 6 & 9 March 2012.

<sup>2</sup> These centres are approximately 0.3 and 0.4 miles from the 142 bus stops in Stanmore Hill

- d. **The service is to serve Bentley Grove:** We understand the service is to be funded from the Bentley Grove development and is intended to serve this development. Yet the distance from Bentley Grove to the proposed bus stop in Wood Lane<sup>3</sup> is almost identical to the 142 stop in Wood Lane and about a 13 minute walk.<sup>4</sup>

## 5. Failure by the Council to provide adequate detail in July 2011

We feel some key aspects of the service were not made clear in July and some are still not clear to us. This lack of clarity will have prejudiced proper feedback from the people affected by the service and we submit that a new, clear proposal should be circulated before any such bus service is introduced. These aspects are:

- a. **The size of the buses.** We note that tests were conducted on two full size buses and they could pass, "albeit slowly". We also note that the bus company has been asked to look at smaller buses, indicating that the council shares our concerns. However it seems this is still not resolved.
- b. **The Position of Bus Stops.** We note one is positioned directly outside the Islamic centre, virtually on the T junction with Warren Lane. The traffic at this point can be heavy with people from the centre directing cars outside it. Has the impact of a bus stopping in the midst of this already difficult situation been considered?
- c. **Road Widening.** We were unaware of the road widening carried out at the intersection with Stanmore Hill.
- d. **Bus Lay-bys or wide road sections to allow other vehicles to pass.** We now understand no such road widening will be carried out.

## 6. Some constructive suggestions:

- a. Augment the 107 service to the Brockley Hill bus stops to provide a very good service to the RNOH and Aspire. In fact by diverting the 107 from Canons Corner to Stanmore Station and then back up Brockley Hill, virtually the same objectives could be achieved, with the additional advantage of linking Edgware & Stanmore Stations.
- b. Work with Aspire & RNOH to extend or provide a shuttle service within the Aspire & RNOH complex to provide good transportation within the complex and to the bus stops on Brockley Hill.<sup>5</sup>
- c. Improve the frequency and consistency of the 142 service so that it may better serve the residents. This service can be irregular and times between buses can sometimes be more than 20 minutes against the published 10.

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<sup>3</sup> We assume this will be at the entry to Aspire since this is where the bus stop that was removed was sited.

<sup>4</sup> This measures between 0.6 to 0.7 miles.

<sup>5</sup> We do not have details of any existing privately run service within this complex.

We hope this letter will encourage your group to revisit this proposal and properly explore the alternatives. If we are correct in our view that the proposal of July last year was incomplete then we submit this should be made clear and reissued for further comment.

Yours sincerely

[Redacted signature block]

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

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**Date of Meeting:** 21 June 2012

**Subject:** **INFORMATION REPORT**  
Traffic and Parking Schemes  
Programme Update

**Responsible  
Officer:** John Edwards – Divisional Director  
Environmental Services

**Exempt:** No

**Enclosures:** **Appendix A - Traffic and  
Transportation Programme Update  
2012/13**

## 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 May 2012.

**FOR INFORMATION**

## Section 2 – Report

### General

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives (2012/13) in the capital and revenue programme. This includes schemes funded by TfL grant and schemes included in Harrow's own capital programme. **Appendix A** provides a summary of progress with all the schemes in the programme.
- 2.2 More detail on certain schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages.
- 2.3 In addition to the programme update specific issues of interest to members currently under investigation, but not included in the programme, are detailed below particularly where these could result in initiatives suitable for future programmes.

### Completion of TfL schemes - 2011/12

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

- 2.4 The duct work has been substantially completed and should be finalised in June. TfL has commenced slot cutting for the loops to enable linking of the signal controllers. Hard wiring and provision of new signal equipment will then follow.
- 2.5 Once the signals have been linked we will monitor traffic flows along the Stanmore Broadway corridor and model the Stanmore Hill junction to ascertain whether it would be feasible to introduce an all red pedestrian phase without adversely affecting traffic patterns in the area.

#### Mollison Way

- 2.6 The new benches and bus shelters are to be installed shortly and the additional lectern associated with the heritage trail. The Mollison Way



heritage trail won a commendation from the Harrow Heritage Trust recently. The scheme was officially opened on 1st March by Mayor and the Director of Surface Planning at TfL.

### **TfL Schemes – 2012/13**

#### Freight management schemes

- 2.7 The development of a borough strategy to regulate freight traffic on the road network was reported to cabinet in January 2012 and a public consultation subsequently undertaken. A PH report outlining consultation responses and seeking approval of the strategy was being finalised at the time of writing this report.
- 2.8 Funds are available from TfL this year to begin the implementation of the schemes that will start to implement the objectives in the strategy, particularly in regard to improved traffic signing and traffic restrictions. Traffic volume surveys have recently been commissioned to identify HGV movement.

#### 20 mph Zone programme

- 2.9 The development of 20mph zones in 2012/13 are planned in the vicinity of Weald School, Roxbourne School and Elmgrove School. Initial surveys and scheme development work is currently underway.

#### Local safety schemes - Old Redding

- 2.10 A review of accident statistics has identified a significant cluster in Old Redding. As a part of this year's local safety schemes allocation from TfL a specific scheme is currently being developed in this location.

## **Section 3 – Further Information**

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

## **Section 4 – Financial Implications**

- 4.1 Any schemes and works programmes mentioned in this report are being taken forward using identified resources and funding from TfL Capital and Harrow Capital in 2011/12.

## **Section 5 – Corporate Priorities**

- 5.1 The funds allocated by TfL and Harrow for transport improvements will help achieve the corporate priorities as follows:

**Keeping neighbourhoods clean, green and safe**

This will be supported by the following programmes of work:

- 20mph zones
- Electric vehicle charging points
- Car clubs
- Freight loading bays
- Local safety schemes
- Road safety campaigns

**Supporting and protecting people who are most in need**

This will be supported by the following programmes of work:

- Shopmobility
- Bus stop accessibility schemes
- Bus priority schemes
- Pedestrian crossings

**United and involved communities: a Council that listens and leads**

This will be supported by the following programmes of work:

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

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

This will be supported by the following programmes of work

- Controlled Parking Zones
- Local safety schemes
- Cycling parking
- Shopmobility
- Major Schemes

**Section 6 - Statutory Officer Clearance**

Name: Kanta Hirani



on behalf of the  
Chief Financial Officer

Date: 01/06/12

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

### **Contact:**

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### **Background Papers:**

Approved 2012/13 TfL Programme and Harrow Capital Programme  
February 2012 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	Statutory consultation results reported to June 2012 Panel meeting	Paul Newman	Oct 2012
CPZ zone W West Harrow review	Review of CPZ Zone around West Harrow Station which was introduced 1 April 2010	17.5	Statutory consultation results reported to June 2012 Panel meeting	Paul Newman	Oct 2012
New CPZ Whitmore School area / Honeybun Estate areas	Parking control issues associated with and in close proximity to West Harrow CPZ area	50	Statutory consultation results reported to June 2012 Panel meeting	Paul Newman	Oct 2012
CPZ zone U Pinner Road review	Review of Parking controls along Pinner Road, County Road CPZ and Neptune Road.	15	Statutory consultation results reported to June 2012 Panel meeting	Paul Newman	Oct 2012
CPZ zone U County Road and Neptune Road	Review of Parking controls County Road CPZ and Neptune Road.	25	Statutory consultation to commence when decision on Pinner Road is made. Resulted expected to be reported to November Panel meeting	Paul Newman	Mar 2013
New zone/controls Hatch End Pay and Display Parking - shopping centre and car park	Review of parking in the service roads and off street car park	70	Public Consultation results reported to June 2012 Panel meeting. Subject to agreement to proceed to statutory consultation results expected to be reported to November Panel meeting	Paul Newman	Mar 2013

Scheme	Details	£ K	Status	Contact officer	Planned finish
New zone/controls Canons Park station area	Review of parking in area generally within the vicinity of the station	40	Statutory Consultation expected June 2012. Results expected to be reported to October Panel meeting (40k of S106 funding may become available during 12/13)	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 <sup>st</sup> April 2010	15	Statutory Consultation expected June 2012. Results expected to be reported to October Panel meeting	Paul Newman	Mar 2013
CPZ zone L Rayners Lane Central Ave North/Alfriston Ave/Fernbrook DriveRaynton Close/Trescoe Gds/Newlyn Gds	Re-consultation on parking controls as requested by Panel in 2011	10	Statutory Consultation carried out May 2012. Results expected to be reported to October Panel Meeting	Paul Newman	Mar 2013
New zone/controls North Harrow	Review of parking in North Harrow including County Roads north west of Pinner View	0	Start of review subject to receipt of monies from two S106 agreements. Provisional programme is a Stakeholders meeting in early July, a public consultation in the autumn and results reported to Nov TARSAP. (40k of S106 funding is expected during 12/13)	Paul Newman	Summer 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	Phase 2 of the programme is out to statutory consultation utilising new scoring criteria agreed at the last TARSAP meeting in June.	Barry Philips	Mar 2013

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

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

Scheme	Details	£ k	Status	Contact officer	Planned finish
Petts Hill	The scheme is completed, however, funding is for the repayment of a loan.	333	The final payment.	Hanif Islam	N/A
Stanmore Hill / The Broadway / Marsh Lane / Elm Park	Scheme to introduce a SCOOT system to improve congestion by linking five sets of traffic signals along the Stanmore Broadway corridor.	30	See update in main body of the report.	Barry Philips	Mar 2013
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	Design work commenced, continuation of works carried out nearby in 2011/12	Paul Newman	Dec 2012
Belmont Trail	Scheme to maximise the use of this important green corridor (former railway line) through the urban environment.	62	Ongoing Improvement / accessibility works (combined with green grid works). New access to embankment at Christchurch Avenue	Paul Newman	Dec 2012
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. Budget increased from £33K in 2011/12	Paul Newman	Mar 2013
Elmgrove School – 20 mph zone	A 20mph zone is proposed in the area surrounding Elmgrove First and Middle School.	50	Initial scheme design underway	Barry Philips	Nov 2012

Scheme	Details	£ k	Status	Contact officer	Planned finish
Roxbourne School – 20 mph zone	A 20mph zone is proposed in the area surrounding Roxbourne School.	50	Initial scheme design underway	Barry Philips	Mar 2013
Bus Priority Eastcote Lane, South Harrow	Junction redesign to improve bus journey time	60	Topographical surveys and outline design have commenced.	Barry Philips	Mar 2013
Bus Priority Common Rd / High Rd, Stanmore	Junction redesign to improve bus journey time	75	Topographical surveys and outline design have commenced.	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	Topographical surveys and outline design have commenced	Barry Philips	Mar 2013
Freight strategy schemes investigation and implementation	This will involve further investigating and implementing freight facilities and improved signing as set out in the Freight movement operational strategy.	100	Surveys commenced	Barry Philips	Mar 2013
Bus stop accessibility schemes	Works to improve access to bus stops	50	Identified works underway	Barry Philips	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
Local safety scheme Mass action - killed and seriously injured ( KSI) casualties reduction	To address accident hotspots in the borough and improve pedestrian facilities	80	Initial KSI investigation underway.	Barry Philips	Mar 2013

Scheme	Details	£ k	Status	Contact officer	Planned finish
Local Transport Fund	Schemes identified by borough to meet Mayors Transport Strategy	100	Report on the agenda for this Panel meeting to select schemes	Barry Philips / Paul Newman	Mar 2013
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to keep Shopmobility open on the first Saturday of every month. Extra services planned for Christmas period.	Hanif Islam	Mar 2013
Rights of Way	This will enable the borough to update the definitive map and further investigate rights of way in the borough	10	To undertake a review of the definitive map and update and consolidate all known rights of way, including public footpaths	David Eaglesham	Mar 2013
School support	Various initiatives: <ul style="list-style-type: none"> <li>• Walk to School promotions</li> <li>• Schools quarterly newsletter</li> <li>• Small grant funding to support travel plans</li> <li>• Theatre in education</li> <li>• School Travel Maps</li> <li>• Cycle repair workshops</li> </ul>	70	Ongoing support for schools to support modal shift and promote sustainable travel and discourage use of private car to travel to school.  Development and updating of school travel plans including requests for grant funding to implement measures to support school travel plans  Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions	Hanif Islam	Mar 2013
Promoting sustainability	Various initiatives: <ul style="list-style-type: none"> <li>• Campaigns</li> <li>• Car Clubs</li> <li>• Bike Week and Cycling promotions</li> <li>• Walking and walking works promotions</li> <li>• Promotion of electric</li> </ul>	45	Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes.  Ongoing programme of promotions for sustainable transport initiatives including smarter driving throughout the year.	Hanif Islam	Mar 2013



Scheme	Details	£ k	Status	Contact officer	Planned finish
	vehicle technology and charging points <ul style="list-style-type: none"> <li>Awareness campaign and integration with smarter travel</li> </ul>		Car clubs and electric charging points are promoted via the sustainable transport campaign and through travel plans secured via the planning process.		
Road safety education	Various road safety education initiatives	35	Interactive road safety education programs continue in all schools in Harrow from nursery children and parents up to 6th form students.  Scooter training continues to be very popular for KS 1 children and training is on going across several schools in Harrow.  Pedestrian distraction talks continue to be popular as well as the school congestion role play presentation.	Barry Philips	Mar 2013
Adult and Child cycle training	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	95	Level 2 "Bikeability" training for year 6 students will be offered to every school in the borough. Students in years 7 and 8 are also offered "Bikeability" level 3 training to increase the number of children cycling to high school. Adult training continues to be popular especially at beginner level.  The council's contract with 'Cycle Experience Ltd.' Has been extended until the end of August 2012 pending a new contract being awarded.	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

<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Pedestrian and cycle safety campaign	Undertake road safety campaigns to educate and warn vulnerable cyclists of hazards on the boroughs roads.	10	Cycle campaign to roll out to coincide with national bike week in June in the form of posters and newsletters.  Pedestrian campaign in development	Barry Philips	July 2012  Aug/ Sept 2012
Travel Training	This will provide support to those with learning difficulties to use public transport	5	Supplier being organised to provide training	Hanif Islam	Mar 2013
Future programme development	Support ongoing work and for traffic surveys	25	Traffic surveys to support ongoing work.	Barry Philips	Mar 2013
	Identify future work through assessments and studies.	25	Studies and traffic surveys to develop future work programmes	Hanif Islam	Mar 2013