

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 5 June 2013

TIME: 7.30 pm

VENUE: Committee Rooms 1 & 2,
Harrow Civic Centre

MEMBERSHIP (Quorum 3)

Chairman: To be appointed at the Extraordinary Council Meeting of 23 May 2013

Councillors: To be appointed at the Extraordinary Council Meeting of 23 May 2013

Advisers: To be appointed at the meeting

Reserve Members: To be appointed at the Extraordinary Council Meeting of 23 May 2013

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

AGENDA - PART I

1. ATTENDANCE BY RESERVE MEMBERS

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

Reserve Members may attend meetings:-

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

2. DECLARATIONS OF INTEREST

To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

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

3. APPOINTMENT OF VICE-CHAIRMAN

To appoint a Vice-Chairman for the 2013/14 Municipal Year.

4. MINUTES (Pages 1 - 12)

That the minutes of the meeting held on 6 February 2013 be taken as read and signed as a correct record.

5. 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).

6. PETITIONS

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

7. DEPUTATIONS

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

8. APPOINTMENT OF ADVISERS TO THE PANEL 2013/14 (Pages 13 - 18)

Report of the Director of Legal and Governance Services.

- 9. INFORMATION REPORT: PETITIONS RELATING TO:- 1. WALTON AVENUE - COMPLAINT ABOUT ROAD HUMPS; 2. BLENHEIM ROAD - REQUEST FOR CHANGES TO SHARED PARKING BAYS; 3. MILTON ROAD - REQUEST TO REMOVE PARKING PERMIT ZONE H5; 4.REYNOLDS DRIVE - REQUEST TO DEAL WITH OBSTRUCTIVE PARKING (Pages 19 - 30)**

Report of the Corporate Director, Environment and Enterprise.

- 10. ROSSLYN CRESCENT AND FROGNAL AVENUE PARKING REVIEW - STATUTORY CONSULTATION (Pages 31 - 46)**

Report of the Corporate Director, Environment and Enterprise.

- 11. TFL LOCAL TRANSPORT FUND SCHEMES (Pages 47 - 70)**

Report of the Corporate Director, Environment and Enterprise.

- 12. INFORMATION REPORT: TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 71 - 84)**

Report of the Corporate Director, Environment and Enterprise.

- 13. ANY OTHER URGENT BUSINESS**

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

6 FEBRUARY 2013

Chairman: Councillor Mrinal Choudhury

Councillors:

* Susan Hall	* John Nickolay
* Manji Kara (1)	* David Perry
* Ajay Maru	* Sachin Shah (3)
* Jerry Miles (Vice-Chair in the Chair)	

Advisers:

* Mr A Blann	* Mr A Wood
† Mr L Gray	

In attendance: Kairul Kareema Marikar Minute 164
(Councillors)

* Denotes Member present
(1) and (2) Denote category of Reserve Members
† Denotes apologies received

156. Attendance by Reserve Members

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

Ordinary Member

Councillor Mrinal Choudhury
Councillor Mrs Vina Mithani

Reserve Member

Councillor Sachin Shah
Councillor Manji Kara

157. Members' Right to Speak

RESOLVED: In accordance with Executive Procedure Rule 40.1 – Part 4D of the Constitution, the Panel agreed that the following Member could speak at the meeting:

Councillor Kairul Kareema Marikar.

158. Declarations of Interest

Agenda Item 10 – Controlled Parking Zones and Parking Schemes – annual Review

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

159. Minutes

RESOLVED: That the minutes of the meeting held on 29 November 2012 be taken as read and signed as a correct record subject to the amendments listed below:

Page 1 to be amended to read:

In attendance:	Husain Akhtar	Minute 151
(Councillors)	Mrs Camilla Bath	Minute 152
	Stephen Greek	Minute 153
	Joyce Nickolay	Minute 154
	Bill Stephenson	Minute 150

The second paragraph on page 16 be amended to read:

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

- request to reduce the double yellow lines proposed in Torbay Road north of the barrier where it joins Widdecombe Avenue from three sides to two sides;
- request to have double yellow lines at the junction of Malvern Avenue and Field End Road as traffic often backs up into Field End Road which is a main through road;
- reduction of the parking restrictions proposed along Waverley Road at the back entrance of the school as this would cause more parking across residents' driveways which was already an issue between parents and residents;

- request to change the times of the proposed parking restrictions from 8.30 am – 6.30 pm Monday to Saturday to 8.30 am – 4.30 pm Monday to Friday;
- request to have alternative speed reducing methods instead of road humps in Clovelly Way, which had no houses and was at least a half-mile from the school, and Dunster Way which was very short;
- consider the necessity to have the proposed road humps on the upper end of Torbay Road, Waverley Road and Yeading Avenue, as they were access roads only and consequently very quiet except at school times;
- to have speed monitoring exercises carried out on the roads with road humps to see if these had been successful in reducing vehicle speeds;
- the consultation questionnaire could be made more explicit and be amended to read; 'Are you in favour of the proposed 20 mph zone? If yes, then which form of traffic calming measure would you prefer?';
- minimal traffic calming measures had been implemented in the vicinity of nearby schools, such as Welldon Park, Earlsmead, Longfield, Cannon Lane and Newton Farm, and the same should apply to Roxbourne School;
- request for officers and Panel Members to carry out a site visit which would help them to understand the traffic issues in the area and inform their decision-making.

160. Public Questions and Deputations

RESOLVED: To note that no public questions were put or deputations received at the meeting.

161. Petitions

RESOLVED: To note the receipt of the following petition, which was referred to the Divisional Director Environment and Enterprise for consideration:

Petition presented by the Chairman on behalf of residents of Somervell Road, Harrow, containing 11 signatures, with the following terms of reference:

'We the undersigned would like the Council to extend the placement of footpath/drive to no _ and including across the road. We think our pathway/drive are just as "bad" as where they have chosen to repair. When leaflets were dropped it didn't say where on Somervell, it just said "Somervell Road" scored highly enough to carry out these reconstructions. Please reconsider!'

RECOMMENDED ITEMS

162. Hatch End Area Parking Review and Public Consultations

The Panel received a report of the Corporate Director of Environment and Enterprise which set out details of the public and statutory consultation exercises carried out in November / December 2012 regarding the introduction of parking controls in various residential roads in Hatch End and the introduction of parking charges for Grimsdyke Car Park and on the Uxbridge Road near the station. The report recommended that the parking charges be implemented and further statutory consultation in the residential roads be undertaken.

An officer highlighted the following areas of the report:

- objections received during the statutory consultation related mainly to concerns regarding the impact of the proposals on traders in the area and the perception that the proposed 20 pence per hour charge for the car park was too low and would not cover all associated costs;
- there had been majority support for the proposals from residents in the roads surrounding Hatch End station;
- officers had attended meetings with local Ward Councillors, local residents, and traders and staff from the nursery who had presented a petition to the Panel in 2012, to clarify how the charges would operate. Officers had also offered to help Nursery staff to issue guidance to parents using the car park.

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

That

- (1) a CPZ operating Mon – Sat, 10.00 am – 11.00 am and 3.00 – 4.00 pm be introduced in the following roads and taken forward to a statutory consultation:
 - Anselm Road
 - Devonshire Road (including Avon Mews)
 - Dove Park
 - The Avenue - from the junction of Uxbridge Road to the junction of Royston Grove
 - Westfield Park Area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens and St Cuthberts Gardens)

- (2) the objections raised during the statutory consultation be overruled and the measures in the following locations be implemented:
- Grlmsdyke Car Park to become pay & display (20p/hour) operating Mon-Sat, 8.00 am - 6.30 pm,
 - Uxbridge Road parking bays (near the Station) to become pay & display (10p/20 mins, £4 over 6 hours) Mon-Sat, 8.00 am – 6.30 pm.

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

163. Rossllyn Crescent and Frognal Avenue Parking Review - Public Consultation

The Panel received a report of the Corporate Director of Environment and Enterprise which set out details of the results of the public consultation carried out in Controlled Parking Zone (CPZ) P in November 2012 (Rossllyn Crescent, Frognal Avenue and Station Road) and proposed the implementation of additional parking controls and progressing the scheme to statutory consultation stage.

An officer highlighted the following areas of the report:

- the review of CPZ zone P had been triggered by residents' requests to restrict parking in the streets surrounding Harrow Central Mosque. Section 106 funds were available to fund the review;
- officers had met with Ward Councillors and agreed that only minor modifications to the controls such as the implementation of 2 loading bays, loading restrictions where required and an additional shared use bay, would be necessary.

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

That the following roads and measures be considered for statutory consultation:

- (1) the proposed extension of the control hours of the existing Controlled Parking Zone (CPZ) P not be implemented;
- (2) the proposed "at any time" waiting restrictions (double yellow lines) be implemented on junctions, corners and bends as shown in the public consultation document;
- (3) the proposed loading restrictions be implemented on junctions, corners and bends as shown in the public consultation document;

- (4) the proposed extension of the shared use parking bay in Rosslyn Crescent be implemented as shown in the public consultation document;
- (5) the proposed loading bay in Rosslyn Crescent be implemented as shown in the public consultation document;
- (6) a loading bay be installed outside 31 to 37 Rosslyn Crescent as requested by local businesses.

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

164. Controlled Parking Zones and Parking Schemes - Annual Review

The Panel received a report of the Corporate Director of Environment and Enterprise which provided information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It also set out any requests for parking schemes received by the Council and recommended a programme of work for 2013/14.

An officer advised that:

- the funding for the recommended programme and priority list for 2013/14 was subject to agreement at the 14 February Cabinet meeting;
- the amounts set out in brackets would be sourced from Section 106 (S106) monies which would only be triggered when the works related to the S106 were completed;
- Localised issues usually in smaller areas would be incorporated into the Local Safety Scheme (LSS);
- although Queensbury station fell within Brent, some of the roads surrounding the station where there were issues with commuter parking, were in Harrow.

A Member stated that she had serious concerns regarding the viability of this and future schemes if the staff restructuring proposals contained within the PRISM report relating to the Environment and Enterprise Directorate were implemented. Appropriate levels and quality of staffing within the Directorate would be crucial to ensuring the work of the Panel and the traffic works programme was successfully implemented in future years.

An adviser to the Panel agreed with the Member's comments regarding staffing. The adviser added that the LSS budget was important, particularly when implementing double yellow lines for safety reasons.

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

- where funding had not been identified for a scheme, small adjustments to parking could be covered by the Neighbourhood Improvement Scheme (NIS) funds which were available to all Ward Councillors;
- the costing for any scheme included all costs such as the cost of consultations, officer time, etc. Recently, two such schemes in Pinner and one in Greenhill had been implemented with NIS funds;

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

- residents in her Ward, living on Welbeck Road and surrounding streets had serious, long standing concerns relating to parking and congestion in the area;
- one of these residents had suggested that parking and congestion might be eased by implementing the following measures:
 - one side of the road under the arches be made a no parking zone and that this be enforced;
 - Welbeck Road be designated a residents' only parking zone;
 - traders who regularly parked their commercial vehicles on Welbeck Road be banned from doing so.

The Member circulated copies of photographs of the streets in question to Panel Members and officers and requested that officers investigate this issue and feedback to residents about possible solutions and implementation times.

An officer advised that Welbeck Road was currently programmed for investigating parking controls, and the process for implementing parking controls could take some time and would require the following stages: stakeholders meeting to share information, an informal consultation, consideration of any proposed scheme by the Panel followed by a Recommendation made to the Portfolio Holder, followed by formal consultation and implementation. All of which was contingent on there being sufficient funds available in the budget. The current policy was to consider all current and prospective schemes holistically, as the introduction of parking controls sometimes simply displaced any parking problems to surrounding streets which were not subject to parking controls.

Members made the following points:

- that the photographs showed numerous potholes, probably caused by the heavy goods vehicles which visited the commercial premises in the arches;

- the road serving the arches was not public highway and HGVs frequently used Welbeck Road to access the arches, which did not allow for two-way traffic;
- officers should look into the possibility of introducing parking controls in the area, although residents should be aware that the process may take some time to complete.

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

That

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

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

165. Harrow Sustainable Transport Strategy

The Panel received a report of the Corporate Director of Environment and Enterprise which set out information regarding the sustainable transport policies agreed as part of Harrow's Transport Local Implementation Plan, and how this was being delivered in the borough. An officer advised that:

- providing a strategy on each transport mode separately (e.g. walking, cycling, etc.) had been considered, however, there was a significant overlap between the transport modes, and a strategy focused on sustainable transport generally was considered more effective;
- the Strategy focused on a reduction in barriers to cycling, improvement of the walking environment, and the interface of these with public transport, as well as liaison with pedestrian, cycling and other local user groups.

A Member praised the work of officers on this initiative and asked if the proposals in the PRISM report would mean the loss of the officers involved in this area of work, who in her view, were fundamental to delivery of these

priorities. An officer advised that the PRISM report had identified policy as a key area for retention, and it was his understanding that a policy team with responsibility for all areas, not simply transport would remain.

An adviser to the Panel stated that some of the administrative work relating to Fora such as the Public Transport Liaison Panel was carried out on a voluntary basis by those not employed by the council and that this should be recognised.

The adviser representing cyclists' interests stated that, in his view, the strategy did not address the key issue of how the modal shift would be achieved and urged officers to take the following into consideration:

- the culture of car ownership and driving in Harrow was strong, as indicated by the increasing number of Controlled Parking Zones in the borough;
- to achieve greater modal shift would require increased improvement in safety and prioritisation of the needs of public transport users, pedestrians and cyclists;
- all residential streets should operate 20 miles per hour restrictions;
- more road space should be given over for cycling and more segregated cycle lanes introduced.

A Member stated that the policy needed to be realistic and take into account the needs of motorists as well. 20 mph zones were notoriously difficult to enforce. Another Member concurred with this view, stating that Harrow had a very high proportion of second car families.

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

- the promotion of cycling was high on the Mayor of London's agenda and officers were investigating funding opportunities to improve the cycling infrastructure in Harrow;
- the extent of cycle lanes in Harrow in comparison to other boroughs was average and the council promoted cycling among residents in the borough;
- in 2006, there were only four 20mph zones in Harrow and this figure had risen to 22 in 2013. This meant that a third of the borough, especially areas surrounding local schools, operated 20 mph zones;
- the strategy was required to be in keeping with the LIP, which in turn was required to be in keeping with the Mayor of London's Transport Strategy.

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

That the Sustainable Transport Strategy be adopted.

Reason for Recommendation: The Sustainable Transport Strategy would broaden the understanding of the way all aspects of sustainable transport were being addressed as well as highlight the achievements made so far.

RESOLVED ITEMS

166. Information Report: Traffic and Parking Schemes Programme Update

The Panel received a report of the Corporate Director of Environment and Enterprise which provided an update on progress with delivering the 2012/13 programme of traffic and parking schemes, which included schemes funded by Transport for London (TfL) and those included in Harrow's Capital Programme.

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

- the Roxbourne School 20mph zone scheme had been amended to take on board any issues and concerns highlighted by the consultation;
- no build-outs would be used as part of the Old Redding accident remedial scheme;
- a comprehensive advisory signage strategy would be implemented as part of the freight management scheme;
- the proposed bus priority scheme on Eastcote Lane/Rayners Lane/Roxeth Green Avenue was being implemented with TfL funding to improve bus movement in the area;
- the St Ann's Road public realm improvement was being finalised. The Kymberley Road project was being funded through the Harrow Capital programme, LIP funding and Section 106 monies, the Capital funding element of which was at risk. The S106 and LIP funding would not cover the costs of the entire scheme and it may be necessary to progress only some elements of the scheme in the interim. Consultants for the scheme had provided several options, and the preferred option was still under discussion.

An adviser to the Panel stated that congestion and safety at Harrow bus station should be prioritised for improvement.

A Member requested officers to look into the problem of parked cars opposite Malvern Avenue and double yellow lines in Malvern Avenue and Alexandra Avenue.

The Chairman stated that this would be the final meeting of the Panel until the new Municipal Year and thanked officers, Members and advisers for their hard work over the past year.

RESOLVED: That the report be noted.

167. Information Report: Petitions relating to 1.South Hill Grove - request for waiting restrictions 2.Rosslyn Crescent & Frogna Avenue - opposition to extending hours of CPZ 3.Dove Park, Hatch End - opposition to parking charges but support for CPZ

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

RESOLVED: That the report be noted.

(Note: The meeting, having commenced at 7.33 pm, closed at 9.05 pm).

(Signed) COUNCILLOR JERRY MILES
Vice-Chairman in the Chair

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

Date of Meeting: 5 June 2013

Subject: Appointment of Advisers to the Panel
2013/14

Key Decision: No

Responsible Officer: Hugh Peart, Director of Legal and
Governance Services

Portfolio Holder: Cllr Asad Omar, Deputy Leader & Portfolio
Holder for Environment & Community Safety

Exempt: No

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

Enclosures: Appendix 1 – Nominations Received
Appendix 2 – Supporting statement from
nominee

Section 1 – Summary and Recommendations

This report advises Members about the appointment of co-opted, non-voting advisers to the Panel for the 2013/14 Municipal Year. Members are requested to consider the report and agree the nominations for 2013/14 Municipal Year.

Recommendations: That the nominations detailed at appendix 1 be agreed.

Reason: (For recommendation)

To appoint advisers to the Panel for the 2013/14 Municipal Year, to assist in the work of the Panel.

Section 2 – Report

2.1.1 Rule 22.4 of the Executive Procedure Rules and Rule 1.5 of the Protocol on Co-optees and Advisers provides for a Panel to recommend to the Executive that non-voting, co-opted advisers be appointed to assist in the work of the Panel either generally or on specific matters.

2.2 The Panel appointed advisers to assist with its work for the Municipal Year 2012/13 and this term has now expired. Existing advisers have been contacted and asked to confirm whether their nominating organisation wishes them to continue to act as advisers to the Panel for the 2013/14 Municipal year.

2.3 The following advisers nominating organisations have confirmed that they wish to stay on as advisers to the Panel for the 2013/14 Municipal year:

(1) Mr Len Gray, representing Pedestrians' Interests, nominated by Living Streets;

(2) Mr Anthony Wood, representing the interests of public transport users and nominated by Harrow Public Transport Users' Association (HPTUA);

Mr Alan Blann has decided to step down as adviser for 2013/14 and has forwarded a nomination for Dr Anoop Shah from Harrow Cyclists.

Financial Implications

2.4 None.

Risk Management Implications

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

Equalities implications

- 2.6 Promotes and enhances local democracy by allowing representation from the voluntary and community sector in Harrow on an advisory panel of the Executive.

Corporate Priorities

- 2.7 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: Steve Tingle	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 21 May 2013		
Name: Paresh Mehta	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 22 May 2013		

Section 4 - Contact Details and Background Papers

Contact: Manize Talukdar, Democratic & Electoral Services Officer
Tel: 020 8424 1323

Background Papers: The Council's Constitution, Report to TARSAP meeting held on 23 June 2011, Portfolio Holder Decision (PHD) 002/11

Appendix 1 – Nominations Received

1. **Harrow Cyclists** - The Harrow Cyclists are a cycle campaign group whose aim is to encourage cycling in north west London. The group organise the following activities: a rides calendar; social nights; working with the council to make Harrow roads more bike friendly; helping with bicycle maintenance.

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

Nominee

Dr Anoop Shah – Please see the brief supporting statement submitted by the nominee overleaf.

2. **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>

Nominee

Mr Leonard Gray - has served on the Panel since 2006.

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

Further info -

<http://www.harrow.gov.uk/info/200078/public-transport/1704/harrow-public-transport-users-association/1>

Nominee

Mr Anthony Wood, Chairman of the HPTUA, has served on the Panel since 2006.

Appendix 2 - Supporting Statement from Dr Anoop Shah

I have local knowledge of Harrow, having lived here all my life, and I have experience of using different modes of transport in Harrow.

As a doctor and medical researcher I have experience in understanding the scientific literature which is particularly relevant as it relates to transport and health. I have a masters in medical statistics so I can appraise the validity of statistical analyses in studies or reports. In my current research post at University College London I have contacts with the Transport and Health Study Group.

I am the secretary of the Harrow Cyclists group, the local branch of the London Cycling Campaign, and I attend meetings with council officers to discuss new schemes. The London Cycling Campaign is a membership organisation seeking to improve conditions for cycling in London, and has had a major influence in the Mayor's Vision for Cycling in London.

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

Date of Meeting: 5 June 2013

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

1. Walton Avenue - complaint about road humps
2. Blenheim Road - request for changes to shared parking bays
3. Milton Road - request to remove Parking Permit Zone H5
4. Reynolds Drive - request to deal with obstructive parking

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

Exempt: No

Enclosures: Appendix A - Blenheim Road parking arrangement
Appendix B - Milton Road parking arrangement

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

Walton Avenue – complaint about speed bumps.

- 2.1 A petition has been received from Walton Avenue containing six signatures. The petition states:

“My neighbours and myself are writing to complain about the speed bumps located in Walton Avenue. When first installed the bumps did not disrupt our lives so much but at the moment the vibrations from large vehicles going over the bumps are causing us a lot of problems and we require action to be taken urgently.

I believe the Highway Department did inspect the bumps. I would like to request that work to repair the bumps begin as soon as possible if the bumps or road surface have deteriorated. I also suggest that notices to slow down are placed near to where the bumps are. At present there is a 20 mph traffic zone notice at the beginning of the zone and there is one at the roundabout but there is not one near the bumps.

At present I am woken up every night by the vibrations and they disturb us while we are at home. We are an elderly couple and are often at home so our lives are very disrupted. I am also worried about structural damage to my property because the vibrations are so strong they cause my house to shake.”

- 2.2 The highway inspectors have inspected the road humps in Walton Avenue following the receipt of the petition and ordered repairs to those road humps that were within the council's intervention levels for reactive works to be undertaken. That work has been completed. *(BP to check)*
- 2.3 With regard to the request for additional 20mph repeater signs to be provided, unfortunately this is not possible because the road humps are within a 20mph zone and the signing regulations issued by the Department for Transport only permit 20 mph zone signs to be placed at the entry and exit points of the zone. One of the principles of a 20 mph zone is to implement an effective low speed environment that does not require excessive signing to reinforce the speed limit.

- 2.4 In respect of vibration and noise arising from road humps there have been extensive studies carried out by the Transport Research Laboratory (TRL) that concluded that although traffic vibration can cause severe nuisance to occupants there is no evidence that this vibration can cause structural damage to buildings. In general most of the vibration is airborne vibration which can cause windows to rattle but will not result in damage or cracking to buildings. It is therefore highly unlikely that vehicular traffic, including heavy goods vehicles, will cause any damage to property.

Blenheim Road, West Harrow - Request for changes to shared parking bays

- 2.5 A petition has been received signed by 119 customers and clients of businesses at 126 - 130 Blenheim Road West Harrow. The petition states:

“Please find enclosed a petition of 119 signed signatures by our customers/clients who are finding it increasingly difficult to park when they wish to come to the above shops/salon. We are requesting that the 3 parking bays outside the shops/salon be for pay and display only. We request the permit sign is removed from the pay and display machine. We are gradually losing customers as the road is increasingly becoming congested and with the proposal of Vaughan School being revamped we believe our businesses will be severely affected whilst undergoing building work.”

- 2.6 The background to this situation is that in 2010, following public and statutory consultation, a scheme consisting of 4 shared use bays (pay and display / permit holders) and a loading bay was implemented. This scheme was designed to remove the long stay commuter parking outside the shops and retail premises in order to make provision for customers to park and load as well as access the premises. The layout of the parking bays is shown on the plan at **Appendix A**.
- 2.7 A follow up parking review was carried out throughout the West Harrow area in 2012 after the original scheme had settled down to see if there was any need for revisions to be made, however, no requests were received.
- 2.8 Early in 2013 a request was made for some changes to the parking bays from one of the ward councillors. This appears to have been triggered as a consequence of nearby shared use parking bays in The Gardens being temporarily suspended to facilitate works on the adjacent railway embankment. Resident’s vehicles were displaced and began to lawfully park in the Blenheim Road shared use bays because of the works. The situation was also compounded by the parking of contractors’ vehicles involved in the embankment works.
- 2.9 Discussions between officers and the lead petitioners showed they were unaware of the ability of permit holders to park in the bays and they had assumed they were only available to pay and display customers. However, this shared use was clearly indicated in the consultations

undertaken with local residents and businesses prior to the implementation of the scheme as shown in Appendix A.

- 2.10 As the matter was not raised during the follow up parking review there is now no further opportunity to consider the changes in this area because it is not included within the currently agreed parking management programme of works. Making these changes is not simply a case of changing the signs, as stated in the petition, but involves advertising legal traffic orders and carrying out statutory consultation in the same method as when the bays were originally proposed and would need a budget to be assigned in order to take this forward.
- 2.11 Officers have discussed the situation with the lead ward councillor involved and it has been suggested that the changes are funded through the Neighbourhood Investment Scheme (NIS). This has been accepted in principle by the ward councillor concerned. This type of funding has been successfully utilised to take forward other small parking amendments in recent years where it has been a priority for the ward concerned. Subject to confirmation of the NIS funding levels for 2013/14 it is the intention to make an application for funds for this work. Once agreed the necessary statutory consultation will commence and proceed to implementation.
- 2.12 This amendment will prevent permit holders, mainly residents, from parking in the bays during the CPZ operational times. An assessment of bay usage has indicated that there would be adequate provision in The Gardens for permit holders to park. The amendment would not affect the ability of residents or anyone else to park in the bays outside of the CPZ operational times.
- 2.13 Panel members are asked to note the intended course of action and that the lead petitioners have been suitably advised.

Milton Road - Request to remove Permit Zone H5

- 2.14 A petition has been received signed by eight residents in Milton Road. The petition states:
- “We the undersigned, call upon Harrow Council, to abolish the new Residents/Visitors Scheme Zone H5 Milton Road, as the economic effect on our residents is severer. There is a controlled parking zone that is currently in operation on our street and introducing a permit scheme for the residential car park will mean residents who like both parking options will be charged separately to park in their front street and also in the residential car park. The residential car park is part of the facilities for Milton Road residents and is covered in our rent and service charges and if the council want to introduce a separate compulsory charge to use the car park facility then the residents believe the council will need to also conduct a review of our tenancy/leaseholder agreement as well as a review of our rent and service charges.---”*
- 2.15 The petition continues with issues relating to the maintenance of the car park and concludes:

“Furthermore, the main perpetrators of authorised vehicles in the residential car park belong to Harrow Council staff and it is wrong that residents should be the ones to pay the bill to stop council staff from parking there”

- 2.16 The background to the situation is that the car park referred to as Milton Road H5 is the responsibility of the housing department. A plan of the location is shown in **Appendix B**.
- 2.17 The housing department have over the last few years been considering how to manage a number of their car parks and have held consultations with their tenants and leaseholders over a range of options. Some years ago they appointed a private clamping contractor to deal with parking problems but this contract ran into difficulties. As the panel will be aware since autumn 2012 the use of private clamping companies has become illegal in the public sector.
- 2.18 Having considered options such as gates and bollards and investigated their implementation and running costs and the advantages and disadvantages officers in Housing considered using the council’s civil enforcement officers to manage a number of their car parks. This could be achieved by the implementation of an off-street parking order similar to that used in public council operated car parks. Housing subsequently proceeded with a scheme to implement an off-street parking order and the necessary statutory consultation process was carried out. No unresolved objections were received and following consultation with the Portfolio Holder for Environment and Community Safety the scheme was implemented.
- 2.19 As this petition primarily relates to the housing department’s decision to manage the car park in this way it was referred to Housing for consideration. After due consideration the Portfolio Holder for Housing decided to proceed with implementation and enforcement of the scheme commenced in early April 2013. As a consequence of considering this petition there was a slight delay in introducing the scheme in the Milton Road site compared with the other four housing sites.
- 2.20 The scheme introduced at Milton Road housing car park requires users parked in the car park to have a permit. The parking controls on-street also requires users to have a zone C permit to park in the on-street bays. The permits in the housing car park and on-street are not interchangeable and can only be used for their designated purpose. In the CPZ in Milton Road (zone C) any valid premises within the zone can purchase a resident permit for the on-street bays (including the residents of the adjacent block of flats) whereas in the housing car park H5 only residents of the adjacent block of flats are eligible to obtain permits.
- 2.21 The costs of permits for the car park are identical to those for the on-street Controlled Parking Zones (CPZ) in the borough. Anyone contravening the car park restrictions is liable to receive a Penalty Charge Notice (PCN).

- 2.22 The housing department will be monitoring the Milton Road car park over the coming months. The Panel is asked to note the situation.

Reynolds Drive - Request for Parking Controls

- 2.24 The council has received 19 identical pro forma letters from residents in Reynolds Drive that effectively constitutes a petition. The letters state:

“In Reynolds Drive we have an ongoing problem with commuter and non residents parking. Because of the present parking boxes anyone can park across our driveways which prevents us from either entering or driving out of our properties. When these boxes were introduced in 2002 we as residents were given the “choice” of either the present boxes or double yellow lines outside our homes, which we were informed would be in force 24 hours a day seven days a week 365 days a year. It seems that the boxes were installed as if in spite, continuous aprking lines either side of trees and lamp posts. No definitive parking boxes that allow residents clear access to our properties. Commuters using Queensbury station seem to think that we are their car park, they often complain to us that they cannot park in Reynolds Drive but refuse to use the station car park. Even as early as 7am some non resident “parkers” have been known to park across our driveways in the early mornings and not return for a few days. Some solution needs to be found to stop this problem and stop the obstruction of our driveways”

- 2.25 The background to this situation is that a hybrid parking scheme, not found elsewhere in the borough, was introduced over 10 years ago in an effort to meet a range of conflicting views within legislative requirements. This scheme, however, has not addressed the issues successfully and residents still have significant problems with commuter parking for the station.
- 2.26 Parking in this area has been a growing problem and has been reported to the Panel each February for a number of years. Queensbury station lies within Brent but is surrounded to the North, West and South by roads within Harrow. Brent implemented parking controls within its area in the roads immediately surrounding the station several years ago and this has had the undesirable effect of displacing parked vehicles into Harrow’s roads.
- 2.27 It is obviously important that any review of parking in the area is holistic if problems are not simply to be displaced to adjoining roads. At the Panel meeting in February 2013 the Panel recommended that a comprehensive review of parking is carried out in the area around Reynolds Drive during 2013/14. This was ratified by the Portfolio Holder for Environment and Community Safety on 7th March 2013.
- 2.28 At the time of writing this report preparations were being made for a stakeholders meeting and a public consultation. The results of consultation would subsequently be reported to future meetings of the Panel in the normal manner. All petitioners have been advised and the panel is asked to note the situation.

Section 3 – Further Information

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

Section 4 – Financial Implications

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

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? No.
- 5.2 The petitions raise issues about existing schemes in the transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Corporate Priorities

- 6.1. Any suggested measures in the report accord with our corporate priorities:
- Keeping neighbourhoods clean, green and safe
 - United and involved communities: a Council that listens and leads
 - Supporting and protecting people who are most in need
 - Supporting our Town Centre, our local shopping centres and businesses

Section 7 - Statutory Officer Clearance

Name: Kanta Halai	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/05/13		

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

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

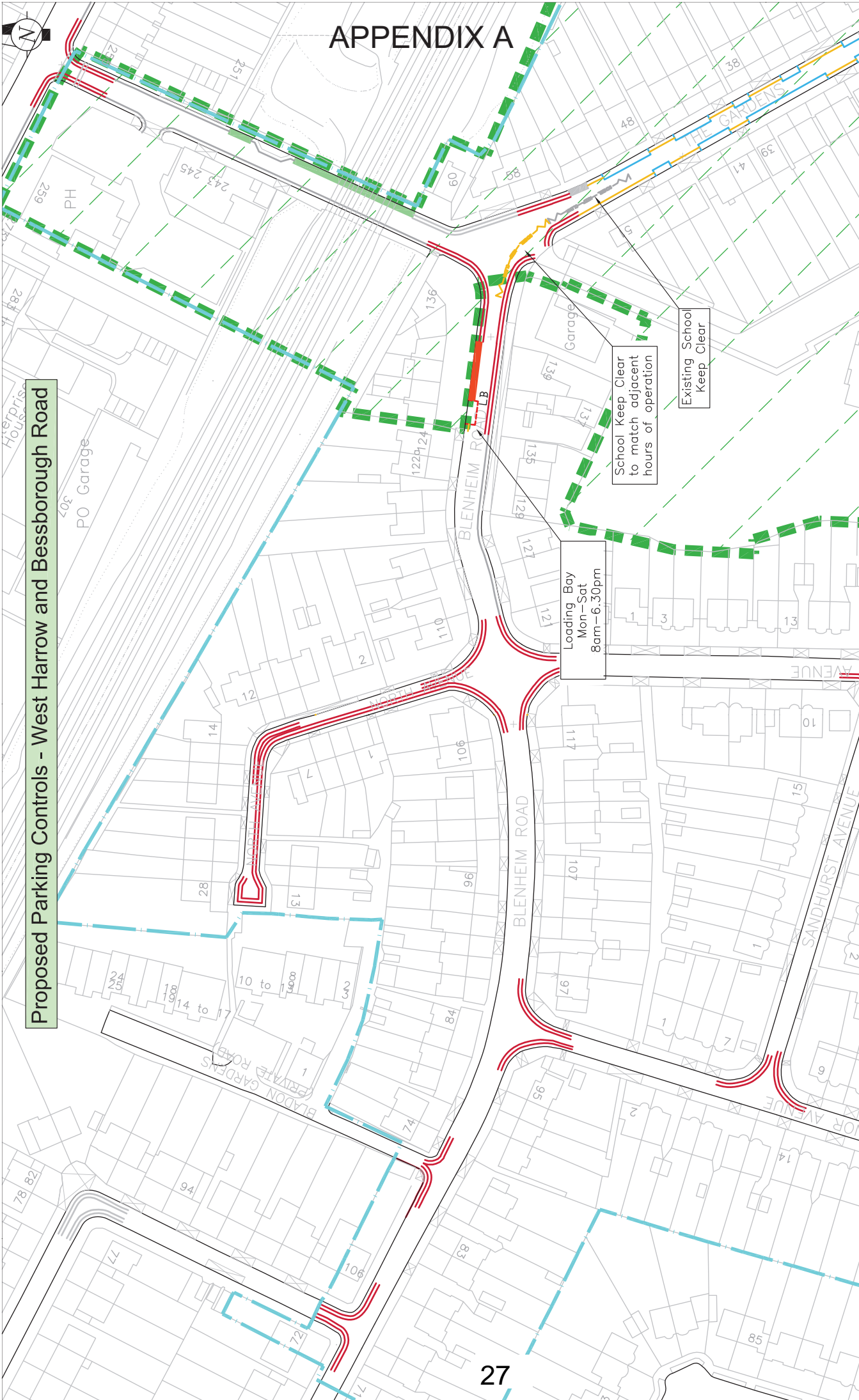
Background Papers:

TRL Report 235: Traffic Calming: Vehicle generated ground-borne vibration alongside speed control cushions and road humps

The Harrow (Housing Land Off Street Parking Places) Traffic Order 2013

APPENDIX A

Proposed Parking Controls - West Harrow and Bessborough Road



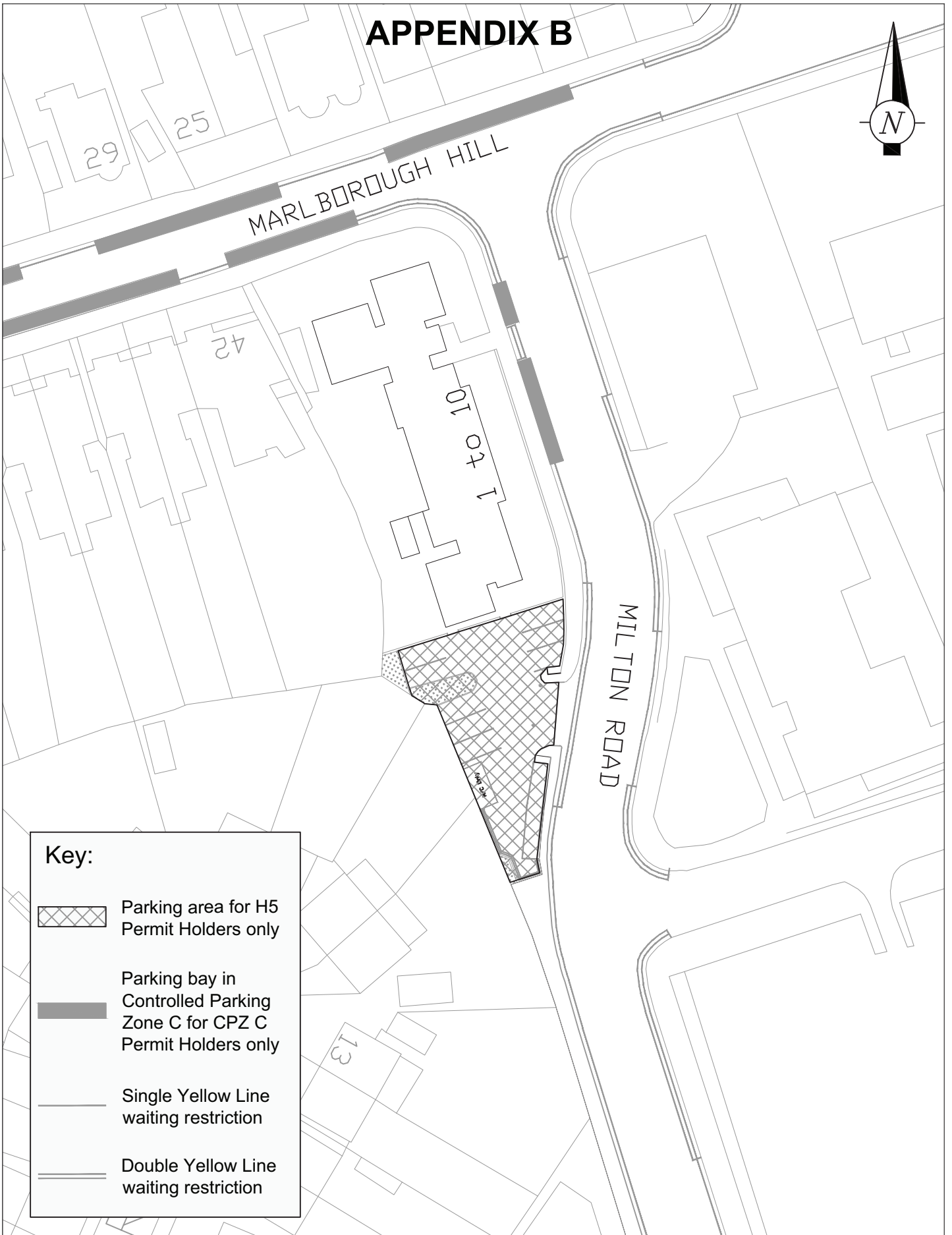
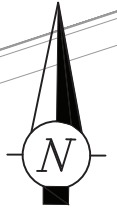
LEGEND:

- Proposed Permit Parking
- Proposed Pay and Display parking (Mo-Sa 8am-6.30pm, max stay 4h)
- Proposed Pay and Display parking (Mo-Sa 8am-6.30pm, max stay 2h)
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- - - Boundary of Properties within Zone W (Mon-Fri 10am-11am)
- - - Proposed Loading Bay (Mon-Sat 8am-6.30pm)
- - - LB
- - - Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines
- - - Consultation area boundary

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APPENDIX B



Key:

- Parking area for H5 Permit Holders only
- Parking bay in Controlled Parking Zone C for CPZ C Permit Holders only
- Single Yellow Line waiting restriction
- Double Yellow Line waiting restriction

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Harrow COUNCIL
LONDON

COMMUNITY & ENVIRONMENT
TRANSPORTATION

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

Project	HOUSING PARKING CONTROLS	
Title	Milton Road Off-street Car Park Proposed Layout	

Scale	Drawn	Checked
NTS @ A3	RLM	PN
	Date	
	20/07/12	
Drawing no T/DWG/00379		
Autocad file O:\TRAFFIC\PARKING&STT\CPZ\HousingPkCnt \Drawings\general plan 2004.dwg		

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

Date of Meeting:	5 th June 2013
Subject:	Rosslyn Crescent and Frogna Avenue Parking Review – Statutory Consultation
Key Decision:	No
Responsible Officer:	Caroline Bruce - Corporate Director of Environment and Enterprise
Portfolio Holder:	Councillor Asad Omar – Deputy Leader and Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes (following consideration by the Portfolio Holder)
Enclosures:	Appendix A Rosslyn Crescent & Frogna Avenue Parking Review - Statutory Consultation Document Appendix B Rosslyn Crescent & Frogna Avenue Parking Review - Statutory Consultation Comments

Section 1 – Summary and Recommendations

This report details the results of the statutory consultation carried out during April / May 2013 on proposed changes to the existing Controlled Parking Zone (CPZ) in Rosslyn Crescent, Frogna Avenue and Station Road. The report asks the Panel to recommend to the Portfolio Holder for Environment and Community Safety a number changes to the scheme and to proceed with implementation of the scheme.

Recommendations:

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

- (a) “at any time” waiting restrictions (double yellow lines) in Rosslyn Crescent, Frogna Avenue and Station Road be implemented on junctions, corners and bends as advertised;
- (b) “at any time” loading restrictions in Rosslyn Crescent, Frogna Avenue and Station Road be implemented on junctions, corners and bends as advertised;
- (c) an additional parking bay (one vehicle) be installed in Rosslyn Crescent (opposite 27 Rosslyn Crescent) at the end of the existing shared use parking bay as advertised;
- (d) an “at any time” loading bay be installed in Rosslyn Crescent outside the supermarket and no. 31-37 Rosslyn Crescent as advertised.

Reason: (For recommendation)

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

Section 2 – Report

Introduction

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

Options considered

- 2.2 The statutory consultation proposals were developed from the previous public consultation and took into account correspondence and petitions received from local residents and businesses.
- 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.
- 2.4 Although there was not a majority support for the loading restrictions at some junctions and bends it was agreed at TARSAP on 6th February 2013 that due to vehicles parking in an obstructive manner at these locations that loading restrictions be installed. This was to ensure that emergency and public service vehicle access is maintained at all times and ensures compliance with the Highway Code.

Background

- 2.5 The Harrow Central Mosque has been rebuilt over recent years and now occupies a larger building within its location in the existing CPZ compared with its previous use of the site in a smaller building. As a result of this the building now attracts a significant number of worshipers and generates larger volumes of pedestrian and vehicular traffic.
- 2.6 Due to the parking activities associated with the Mosque there is an increased level of parking for events and services and the council has received correspondence from local residents requesting an extension of the control hours of the existing zone. The current operational hours are Monday to Sunday, 8.30am to 8.30pm.
- 2.7 The planning process required the developer to enter into a Section 106 (s106) agreement and to provide a funding contribution to make changes to parking controls in order to mitigate the impact of the development. This provided £15k to carry out consultation and implement appropriate changes to the parking controls on site. The s106 agreement specifically states that the monies are to be used in Rosslyn Crescent and Frogna Avenue.

Statutory consultation

- 2.8 The Statutory Consultation took place during April and May 2013. The documents were hand delivered to all residents and businesses within the existing CPZ and a copy of the consultation document and questionnaire can be seen in **Appendix A**.

- 2.9 The statutory notice of Intent, for the traffic order, was also advertised at the same time. This was advertised in a local newspaper, the London Gazette and on street notices placed at strategic locations within the area. The Notice of Intent was also available to view on the Harrow Council public website.
- 2.10 It should be noted that within the consultation area there is a significant number of flat conversions and maisonettes and not all properties have individual letter boxes. Every effort was made to circulate material to people in the area.

Responses

- 2.11 Of the 492 properties consulted only two responses were received. Both of these responses were formal objections.
- 2.12 A summary of the comments and objections submitted and the Council responses are shown in more detail in **Appendix B**.
- 2.13 Both respondents made objections and opposed the conversion of the single yellow lines to double yellow lines ("at any time"). The objectors are concerned that this will reduce the amount of parking for residents and visitors outside of the CPZ operational times.
- 2.14 It should be noted that these measures were originally proposed because vehicles were parking at these locations, generally on bends and at junctions, potentially causing obstruction to emergency services and compromising road safety. Vehicles parking at these locations are in clear contravention of the Highway Code.
- 2.15 The TARSAP report of 6th February 2013 indicated that this aspect of the proposals was supported by the majority of those that responded to the public consultation.
- 2.16 One respondent claimed to have missed the opportunity to respond to the previous public consultation because of personal circumstances and work load but hopes their concerns are fully addressed within the statutory consultation.
- 2.17 The other respondent also claimed not to have received the previous public consultation. As mentioned in 2.10 above the council cannot ensure delivery of consultation material if the multi occupancy property only has one mail access point. There were responses received from addresses nearby to this respondent however it is noted that none was received from either property at this address. This respondent also objected to not extending the CPZ control times. They were disappointed that this was not going ahead and if they had known about this they would have made sure more residents responded. This part of their objection is not relevant as an extension to the operating times was not agreed by TARSAP on 6th February 2013 and was not included in the statutory consultation.
- 2.18 There was one other response received requesting yellow lines be extended across their driveway. They are experiencing problems with others parking across their driveway particularly on Fridays. All the driveways within the CPZ are currently protected by at least a zone time single yellow line. The details of this comment have been forwarded to the Parking Operations team as they can deal with the enforcement of this infringement.

Legal implications

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

Financial Implications

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

Risk Management Implications

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

Equalities implications

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

Equalities Group	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for

	long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

- 2.26 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously during the previous public consultation. These responses are broadly comparable alongside the data taken from the most recent census.

Corporate Priorities

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

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

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

Section 3 - Statutory Officer Clearance

Name: Kanta Halai	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/05/13		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/05/13		

Section 4 - Contact Details and Background Papers

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

Background Papers:

TARSAP meeting report 6 February 2013
Consultation responses

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Rosslyn Crescent Frognal Avenue Parking Review

STATUTORY CONSULTATION
This affects you – PLEASE READ

What is this about?

A Public consultation was carried out during November 2012 on a review of the existing Controlled Parking Zone (CPZ) waiting and loading restrictions and the Pay and Display (P&D) bays in the Rosslyn Crescent and Frogna Avenue. Thank you to all those that took the opportunity to respond.

The results of the public consultation were presented to the Traffic and Road Safety Advisory Panel (TARSAP) on 6 February 2013. TARSAP were asked to approve the recommendations made in the report to take the changes forward to Statutory Consultation. The recommendations were based on the responses from the residents and businesses during the public consultation.

There was no overall support for an extension of the operating hours of the CPZ as indicated in the table below.

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

However there was support for the other measures in the consultation and these are detailed further in the report.

The report was presented to the Portfolio Holder (PH) for Environment and Community Safety for his final approval 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. A copy of the PH decision notice, including a copy of the report and recommendations, are available to view on the Harrow Council website at - <http://tinyurl.com/cgmlzyt>

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 of relevant sections can be provided on request. The recommendations are also summarised below and a copy of the proposals in plan is enclosed for your convenience.

A summary of the recommendations agreed are listed below for your convenience:

1. the proposed extension of the control hours of the existing Controlled Parking Zone (CPZ) P are **not** implemented;
2. the proposed "at any time" waiting restrictions (double yellow lines) be implemented on junctions, corners and bends as shown in the public consultation document;
3. the proposed loading restrictions be implemented on junctions, corners and bends as shown in the public consultation document;
4. the proposed extension of the shared use parking bay in Rosslyn Crescent be implemented as shown in the public consultation document;
5. the proposed loading bay in Rosslyn Crescent be implemented as shown in the public consultation document;
6. a loading bay be installed outside 31 to 37 Rosslyn Crescent as requested by a local businesses.

What happens next?

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

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

We shall advertise the Traffic Management Order by placing notices on street lamp columns and in a local paper on or about 18 April 2013 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 8 May 2013.

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 6 June 2013. 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 8 May 2013.

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

Quoting ref DP 2013-02 and making sure it is received by 8 May 2013

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

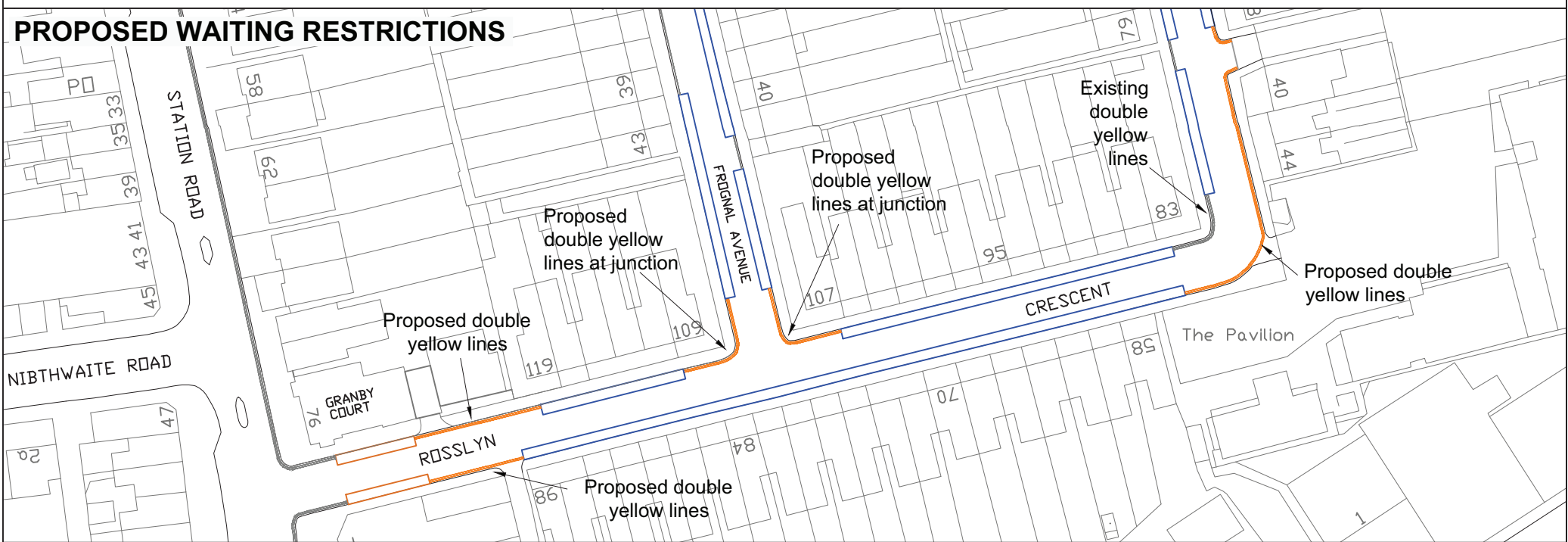
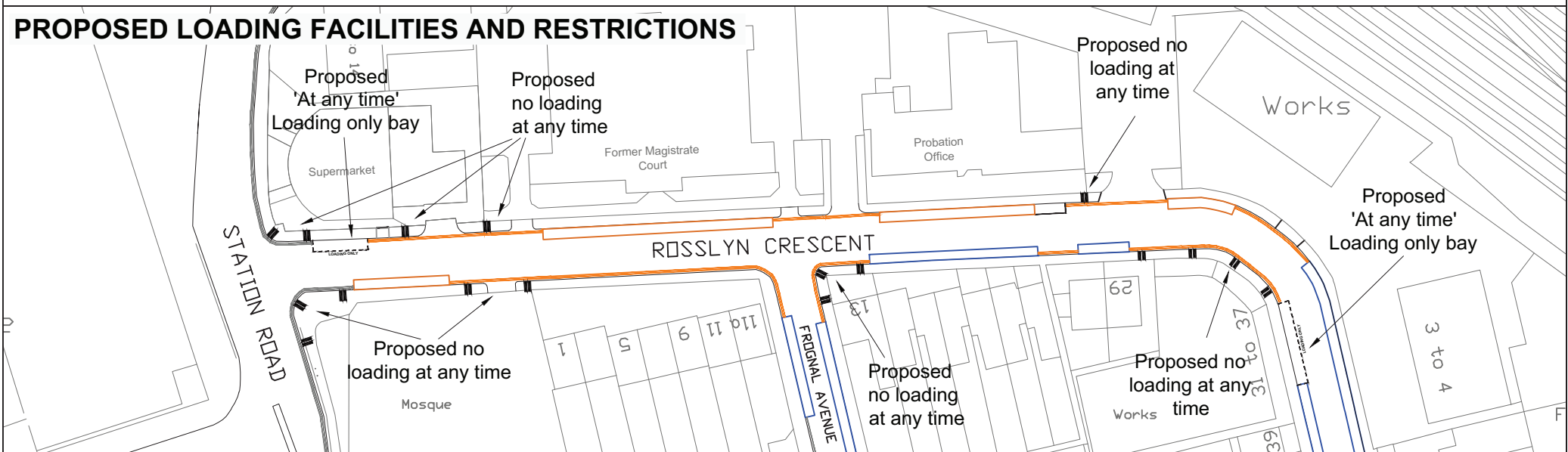
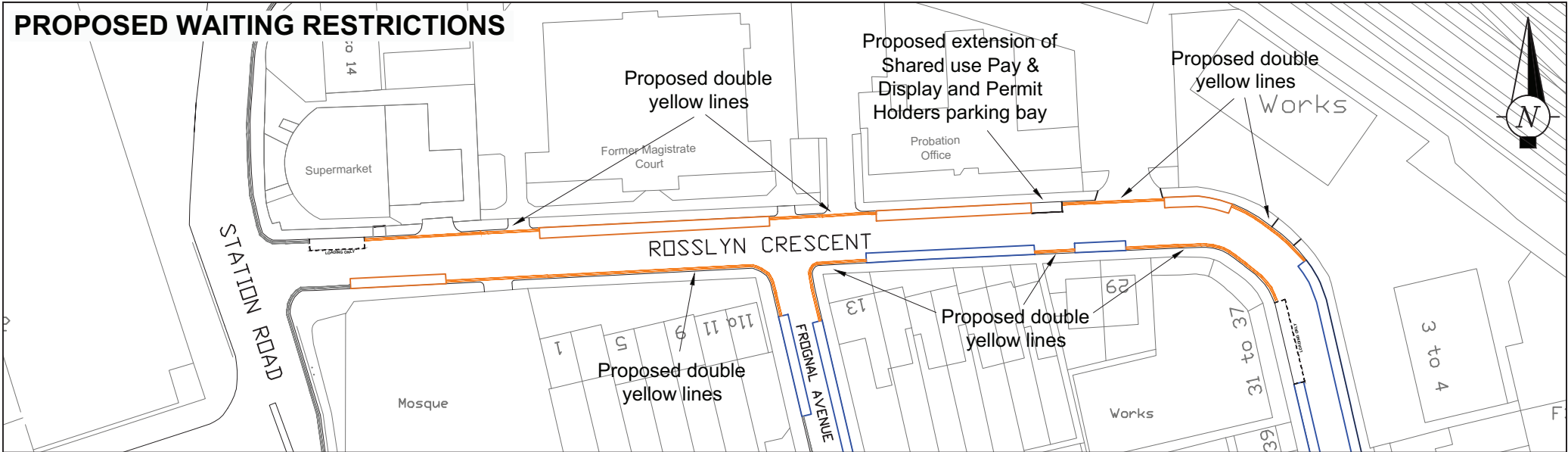
Or write to:

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

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

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

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London Borough of Harrow 100019206.



ENVIRONMENT & ENTERPRISE TRANSPORTATION

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Project

S106 Rosslyn Crescent
Parking Controls

Title

Statutory Consultation
General Plan

Scale

1:1000
@ A3

Drawn AJL

Date 08/04/13

Checked

PN

Drawing no

T/DWG/000536

Autocad file

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Rosslyn Crescent CPZ - Harrow
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**APPENDIX B
ROSSLYN CRESCENT AND FROGNAL AVENUE
STATUTORY CONSULTATION COMMENTS**

Road	Comments	Engineer Response
ROSSLYN CRESCENT	Objection to conversion of single yellow lines to double yellow lines as it will cause parking problems for residents and visitors particularly in the evenings and weekends	The conversation of the yellow lines reinforces the well established rules as detailed in the Highway Code. The previous Public Consultation results were reported to TARSAP 6 February 2013. It was shown that there was a majority support for the introduction of double yellow lines at the junctions and bends. Some respondents mentioned that vehicles parking in these locations were a danger and caused congestion.
ROSSLYN CRESCENT	Objecting to the non extension of the control times of the Controlled Parking Zone (CPZ). They claim to have never received the previous Public Consultation documents. If they had, they would have made sure more residents responded in favour of the extension of the control times of the CPZ	Not possible to object to something that is not happening. Like a large percentage of the properties in the area this respondent is from a multi occupancy dwelling. This is indicated by more than one door bell on the front door but only has one postal slot in the front door. The consultation documents are hand delivered to each dwelling with enough documents put through the door to match the number of door bells or numbers. The council has no control over what happens to the documents after they are through the door. It may be possible that other residents at the dwelling have taken all documents or not shared the information with all residents in the dwelling.

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

Date of Meeting:	5 June 2013
Subject:	TfL Local Transport Fund schemes 2013/14
Key Decision:	No
Responsible Officer:	Caroline Bruce, Corporate Director for Environment & Enterprise
Portfolio Holder:	Councillor Asad Omar - Deputy Leader and Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes (following consideration by the Portfolio Holder)
Enclosures:	Appendix A: Proposed schemes Appendix B: Mollison Way – outline proposals Appendix C: Grange School, Welbeck Road – 20 mph zone Appendix D: Yeading Walk - Cycle Improvements Appendix E: Vernon Drive to Wemborough Road - Cycle improvements Appendix F: Sherwood Road to Northolt Road - Cycle improvements

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 2013/14.

Recommendation:

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 2013/14 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 on the viability of Harrow's businesses and transport issues are one of the main concerns reported to the Council. 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 2013/14 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2013/14 included a local transport funding allocation of £100,000. This money is allocated to boroughs through the Local Implementation Plan (LIP) funding process. This is the final year of the currently agreed programme of investment contained in the LIP.
- 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 funded projects.

- 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 2013/14)
 - 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.
- 2.8 Programme of schemes for consideration in 2013/14
- 2.9 The proposed local transport schemes that could be considered for inclusion in the 2013/14 programme can be seen summarised in the table below.

Ref	Location	Description of works	Cost Estimate
1)	Mollison Way - inset parking bays	To relieve congestion and improve access for buses in Mollison Way by creating inset parking bays between Turner Road and Cotman Gardens and between Stag Lane and Constable Crescent. In addition introduce measures to mitigate the impact of removing on street parking by providing pedestrian refuges to provide safer places to cross and vehicle speed reduction measures (see Appendix B)	£80,000

2)	High Street, Harrow on the Hill – congestion relief scheme	The introduction of loading restrictions in the High Street, Harrow on the Hill to improve bus and emergency service accessibility, particularly in the evenings and off peak periods	£5,000
3)	Yeading Walk Greenspace	To widen the bridge across Yeading brook and adjacent footpaths to accommodate cyclists and enable them to avoid the 5 arm roundabout at Suffolk Road / Lincoln Road (see Appendix D)	£40,000
4)	Cycle Link Sherwood Road to Northolt Road	To implement a cycle route through an area to improve cycle connectivity, this has been identified by a local cycling group (see Appendix F)	£20,000
5)	Cycle Link Vernon Drive to Wemborough Road	To implement a segregated cycle route linking two existing cycle routes where cycling takes place but where inadequate safe facilities exist (see Appendix E)	£30,000
6)	Cycle Parking	To expand cycle parking facilities to community buildings like libraries, clinics	£10,000
7)	Grange School – Welbeck Road 20 mph zone	A 20 mph zone scheme to mitigate the impact of through traffic and reduce personal injury accidents in the area surrounding the school. (see Appendix C)	£20,000

2.10 **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

2.11 The panel are requested to recommend to the Portfolio Holder the preferred schemes from the list above, to a value of £100k, to be taken forward as a part of the 2013/14 TfL programme of works.

Financial Implications

- 2.12 The local transport funding allocation has received approval as a part of the 2013/14 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

- 2.13 There is an operational risk register for highway 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.

Equalities Implications

- 2.14 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

- 2.15 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 Halai	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/05/13		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 17/05/13		

Section 4 - Contact Details and Background Papers

Contact:

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

Background Papers:

Transport Local Implementation Plan 2

Appendix A: Proposed schemes

Table 1: Description of proposed schemes, background and costs

Ref	Scheme	Cost	Reason
1)	Mollison Way – inset parking bays and traffic measures	£80,000	<p>Members may recall following the successful completion of the Mollison Way – major project implemented between Cotman Gardens and Constable Crescent last year there has been a long term aspiration from the local community and bus operators that the council will address the on going parking problems which occur in the rest of Mollison Way. This was highlighted during the consultation stage of the Mollison Way project and through the community workshops but unfortunately these issues could not be addressed because they were outside the scope of the major project.</p> <p>Discussions with Transport for London, London Buses and our Public Transport Advisor along with most resent Bus data confirms that considerable delays to buses continue to occur along this corridor. Not only are buses affected on street parking also delays other modes of transport along this corridor which causes frustration and annoyance.</p>
2)	High Street, Harrow on the Hill – congestion relief scheme	£5,000	The introduction of loading restrictions at pinch points at various points along the High Street, Harrow on the Hill this is due in particular to disabled parking which occurs particularly in the evenings an off peak times in the area which often reduces the carriageway to one lane only causing buses to reverse and traffic to back up which is a hazard.
3)	Yeading Walk Greenspace	£40,000	The north-south link across Yeading walk will enable leisure and commuter cyclists of all abilities to bypass the busy 5 arm roundabout at the junction of Rayners Lane/Suffolk Road where there have been 3 accidents, 2 slight and 1 serious over the 3 year period (Nov 2009 to Oct 2012). Cyclists find roundabouts very difficult to negotiate due fast flowing traffic entering and leaving the roundabout and the unusual 5 arm configuration of the

Ref	Scheme	Cost	Reason
			roundabout exacerbates the problems.
4)	Cycle Link Sherwood Road to Northolt Road	£20,000	As requested by Harrow Cyclists this will facilitate a link between the completed two way cycle route along Roxeth Green Avenue via Eastcote Avenue and Sherwood Road linking to Northolt Road (South Harrow - bus and train station) which will dramatically reduce cycle journey times using the quieter less heavily trafficked back roads. This will encourage people to take up cycling and to move to more sustainable forms of transport and reduce their reliance on car ownership.
5)	Cycle Link Vernon Drive to Wemborough Road	£30,000	This will provide a direct link between Vernon Drive and Wemborough Road via Honister Gardens which currently cannot be used by cyclists. A separate and signed cycle track will accordingly facilitate safe and legal cycle movement, which currently cyclists cannot lawfully use and are forced to take a long less desirable detour via Kenton Lane, Belmont Circle and an uphill gradient along Weston Drive. This off road link will have a positive impact on both leisure and commuter cycling by reducing journey times, avoiding using the Belmont circle roundabout and having to cycle on an uphill gradient along Weston Drive which has fast flowing traffic. The scheme will address public reports of existing cyclists using the narrow footpath because of the desirability of the route and possible conflicts with pedestrians especially outside the Synagogue.
6)	Cycle Parking	£10,000	In order to encourage an uptake in cycling which is environmentally friendly and has great health benefits, it is essential to have secure cycle parking at key locations/attractors such as shopping centres, trains stations, libraries, schools, businesses, parks and places of interest to encourage a modal shift and the reliance on car ownership. Requests from the public are focusing on local facilities near libraries, clinics, local shops but TfL no longer have a dedicated budget to provide such facilities on the public highway.
7)	Grange School – Welbeck Road 20 mph zone	£20,000	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

Ref	Scheme	Cost	Reason
			<p>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>

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

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	Mollison Way – inset parking bays and traffic improvement measures	£80,000	United and involved communities: a council that listens and leads, Keep Neighbourhoods safe	✓✓	Positive Improves road safety and encourages greater use of public transport
2)	High Street, Harrow on the Hill – congestion relief scheme	£5,000	Keep Neighbourhoods safe	✓✓	Positive Reduces congestion and improves road safety and accessibility
3)	Yeading Walk Greenspace	£40,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment
4)	Cycle Link - Sherwood Road to Northolt Road	£20,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment.
5)	Cycle Link Vernon Drive to Wemborough Road	£30,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment.
6)	Cycle Parking	£10,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment.
7)	Grange School – Welbeck Road 20 mph zone	£20,000	Keep Neighbourhoods safe	✓✓	Positive Improves road safety and encourages walking and cycling

Equalities impact ✓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

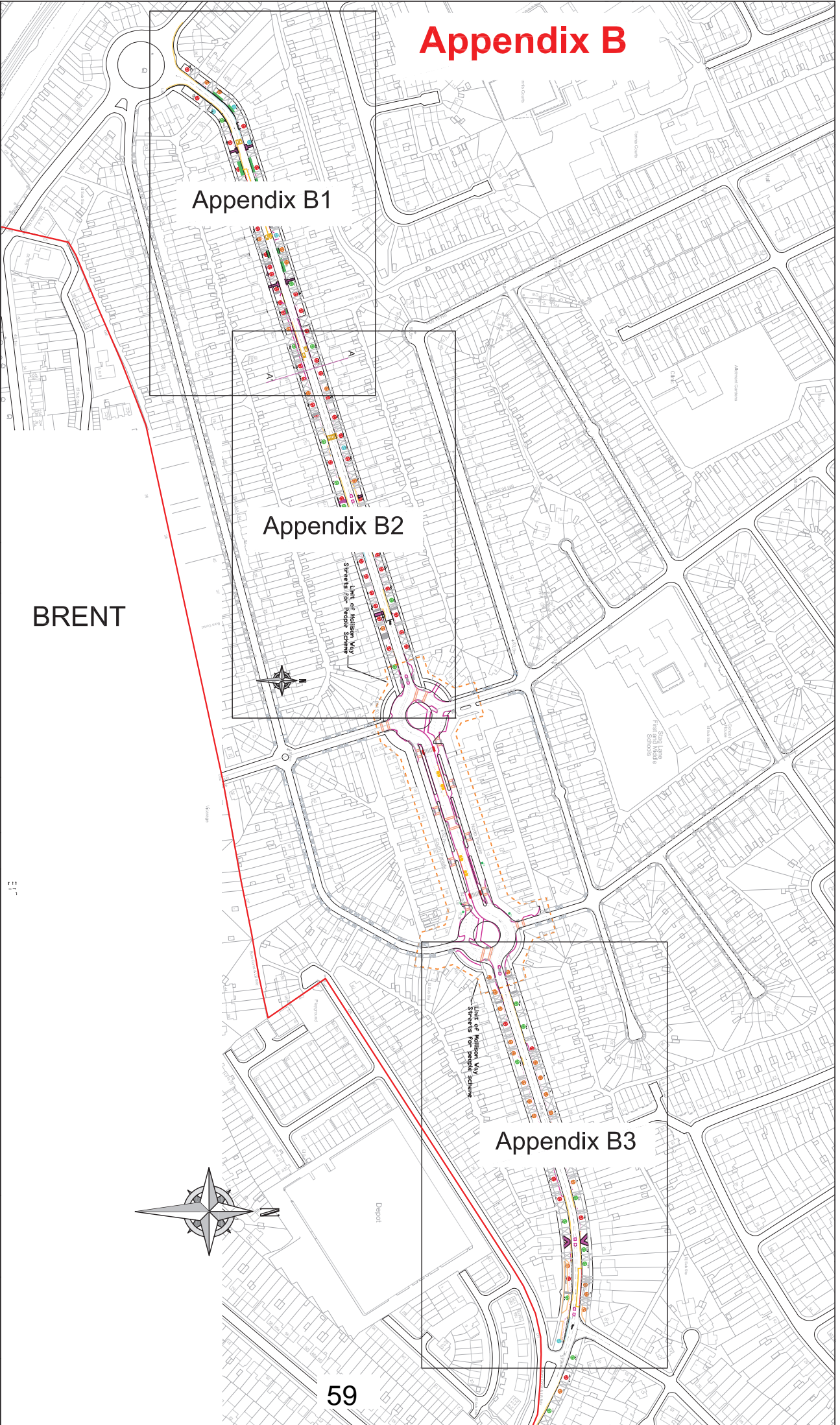
Ref	Scheme	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO ₂ emissions in Harrow	Reduce the number of motorcycle casualties across the borough	Reduce the number of pedal cycle casualties across the borough	Increase the number of people cycling in the borough	Improve 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
1)	Mollison Way – inset parking bays and traffic measures	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓
2)	High Street, Harrow on the Hill – congestion relief scheme	✓✓	✓✓	✓	✓	✓	✓✓✓	✓✓✓	✓
3)	Yeading Walk Greenspace	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓✓	✓✓✓
4)	Cycle Link Sherwood Road to Northolt Road	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓✓	✓✓✓
5)	Cycle Link Vernon Drive to Wemborough Road	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓✓	✓✓✓
6)	Cycle Parking	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓	✓✓✓
7)	Grange School- Welbeck Road 20 mph zone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓

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Policy impact ✓Positive but low impact benefit, ✓✓Positive but medium impact benefit, ✓✓✓Positive but high impact benefit

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Appendix B



Appendix B1

Appendix B2

Appendix B3

BRENT

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 Fax: 020 8420 9611

Designation	Details of Revision	Date	Sign
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Project	MOLLISON WAY
Title	Partial In-Verge Parking Lay-Bys 3 of 3

Scale	1:500	Drawn	ANS	Checked	SMCF
Drawing no	@ A3	Date	3/11/10		
Autocad file					

Appendix B1



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Designation Details of Revision

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Date

Sign

Project

MOLLISON WAY

Title

Partial In-Verge Parking Lay-Bys
1 of 3

Scale

NTS
@ A3

Drawn

SMF

Date

3/11/10

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Appendix B2



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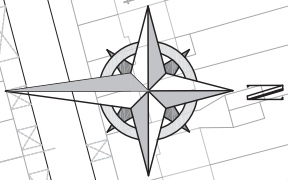
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Project
MOLLISON WAY

Title
Partial In-Verge Parking Lay-Bys
2 of 3

Scale NTS @ A3	Drawn SMF Date 3/11/10	Checked SMCF
Drawing no	Autocad file	



Appendix B3



Limit of Mollison Way Streets for people scheme

5.5m

62



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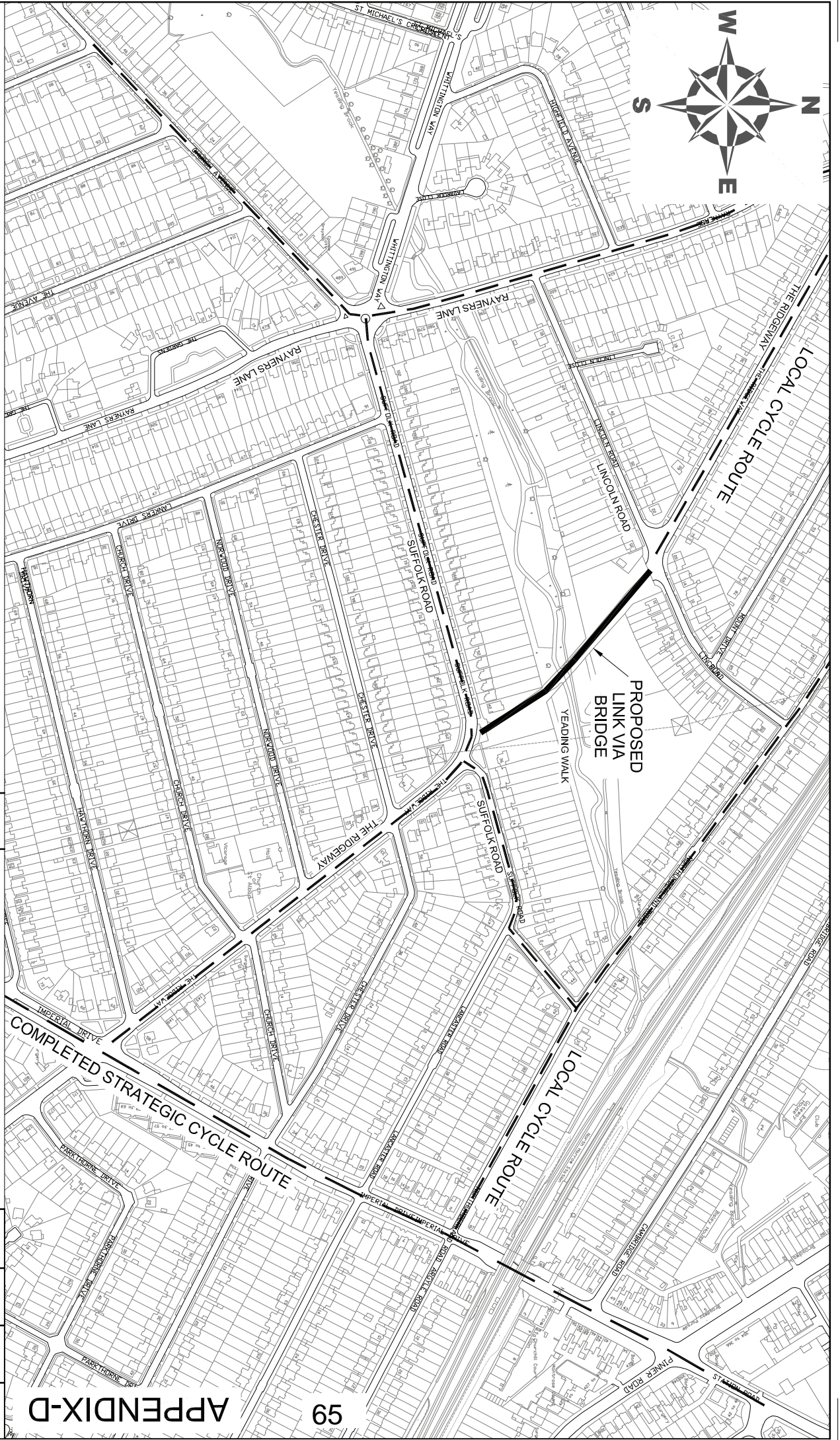
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Project	MOLLISON WAY
Title	Partial In-Verge Parking Lay-Bys 3 of 3

Scale	1:500	Drawn	ANS	Checked	SMCF
Drawing no	@ A3	Date	3/11/10		
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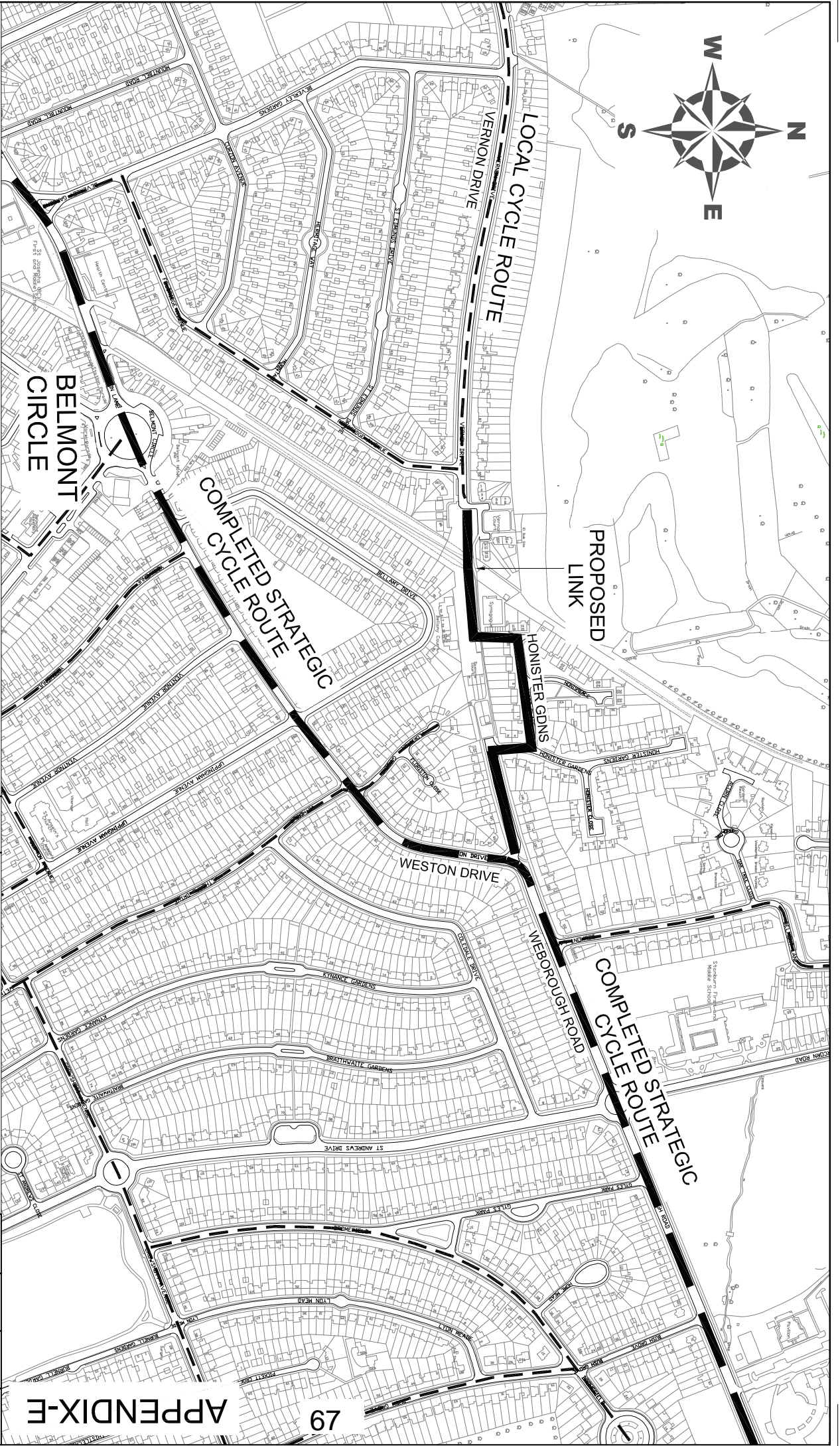
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A						06-05-2013	06-05-2013	06-05-2013	06-05-2013

PURPOSE		CLIENT		DRAWING NUMBER		DATE FILE LOCATED		REVISION	
DRAFT		HARROW COUNCIL		LOCAL TRANSPORT FUND		06-05-2013		06-05-2013	A
ISSUE		PROJECT		DRAWING TITLE		SCALE (OR A4 SIZE)		PROJECT OFFICE	
		LOCAL TRANSPORT FUND		YEADING WALK - CYCLE LINK BETWEEN LINCOLN ROAD & SUFFOLK ROAD		(N.T.S)		HARROW	

APPENDIX-D
59

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A						HARROW COUNCIL		SM - 06-2013		SM - 06-2013		PH - 06-2013		PH - 06-2013	
PURPOSE		PROJECT		DRAWING TITLE		DRAWING NUMBER		DATE		DATE		DATE		DATE	
DRAFT		LOCAL TRANSPORT FUND		VERNON DRIVE TO WEBOROUGH ROAD		HARROW		06-2013		06-2013		06-2013		06-2013	
SCALE (IF APPLICABLE)		ISSUING OFFICE		DRAWING NUMBER		DATE FILE LOCATED		DATE		DATE		DATE		DATE	
(N.T.S)		HARROW		HARROW		HARROW		06-2013		06-2013		06-2013		06-2013	
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**REPORT FOR: Traffic And Road Safety
Advisory Panel**

Date of Meeting:	5 June 2013
Subject:	INFORMATION REPORT Traffic and Parking Schemes Programme update
Responsible Officer:	Caroline Bruce- Corporate Director, Environment & Enterprise
Exempt:	No
Enclosures:	Appendix A – Harrow Capital, Parking management Schemes Update 2013/14 Appendix B – TfL Local Implementation Plan Programme Update 2013/14 Appendix C – TfL Local Implementation Plan Programme Update 2012/13

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2013/14 traffic and parking schemes programme of works. 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 April 2013.

FOR INFORMATION

Section 2 – Report

General

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2013/14 programme. This includes schemes funded by TfL grant and the Harrow capital programme. **Appendices A, B and C** provide a summary of progress with all the schemes in the current programme.
- 2.2 More detail on certain schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.

Parking management programme

- 2.3 A number of controlled parking zones included in the 2012/13 programme were completed and became operational in April 2013. The list of schemes and reviews completed is as follows:
- CPZ zone U, Pinner Road shops review
 - CPZ zone U, County Roads and Neptune Road
 - CPZ Canons Park station area
 - CPZ zone X, Burnt Oak Broadway review
 - CPZ zone L, Rayners Lane review (re-consultation in Central Ave North, Alfriston Ave, Fernbrook Drive, Raynton Close, Trescoe Gds, Newlyn Gds)
- 2.4 Appendix A provides details of progress with the 2013/14 programme agreed at the last panel meeting in February 2013.

TfL programme

- 2.5 An update on schemes in the 2013/14 programme of works is shown in appendix B.

- 2.6 The development of 20mph zones in 2013/14 are planned in the vicinity of Belmont First and Middle School, Hibbert Road and St John`s Church of England School, Stanmore. Initial surveys and scheme development work has commenced.
- 2.7 An allocation of £100,000 has been granted towards reducing killed and seriously injured accidents throughout the borough. An assessment of particular accident trends has identified suitable mass action treatments targeted in the wards of Hatch End, Headstone South, Belmont, Greenhill and Pinner South.
- 2.8 All outstanding TfL schemes in the 2012/13 programme of works reported to TARSAP in February 2013 are scheduled for completion by the end of June 2013. Appendix C provides details.

Harrow Town Centre improvement

- 2.9 The St Ann`s Road public realm improvement works have commenced and are scheduled to be completed before Christmas. The disabled bays in Havelock Place have been temporarily suspended to facilitate the progress of construction work. The bays are proposed to be removed permanently in the longer term and replaced with disabled parking bay provision in the Greenhill Way Service road adjacent to Havelock Place. A statutory consultation will be undertaken shortly on this proposal.
- 2.10 There is funding available from the Outer London Fund to introduce variable message signing for the town centre car parks. This work commenced last year and will continue to implementation this year.

Section 3 – Further Information

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

Section 4 – Financial Implications

- 4.1 Any schemes and works programmes mentioned in this report are being taken forward using identified resources and funding from TfL Grant and Harrow Capital in 2013/14.

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? Yes.

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

Section 6 – Corporate Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will help achieve the corporate priorities as follows:

Keeping neighbourhoods clean, green and safe

This will be supported by the following programmes of work:

- 20mph zones
- Electric vehicle charging points
- Car clubs
- Freight loading bays
- Local safety schemes
- Road safety campaigns
- Localised safety Parking Program

Supporting and protecting people who are most in need

This will be supported by the following programmes of work:

- Shopmobility
- Bus stop accessibility schemes
- Bus priority schemes
- Pedestrian crossings
- Disabled parking bays

United and involved communities: a Council that listens and leads

This will be supported by the following programmes of work:

- School travel plans and associated works
- Cycle training
- Bike Week, Walking Works
- Sustainable travel promotions, road safety educational activities and environmental promotions
- Major Schemes
- Road Safety Presentations

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

This will be supported by the following programmes of work

- Controlled Parking Zones
- Local safety schemes
- Cycling parking
- Shopmobility
- Major Schemes

Section 7 - Statutory Officer Clearance

Name: Kanta Halai



on behalf of the
Chief Financial Officer

Date: 09/05/13

Section 8 - Contact Details and Background Papers

Contact:

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Background Papers:

Approved 2013/14 TfL Programme and Harrow Capital Programme
February TARSAP report

Appendix A – Harrow Capital, parking management schemes update – 2013/14

This is Harrow's own programme of traffic and parking scheme initiatives which support the delivery of the Local implementation Plan. In 2013/14 this comprises of allocations of £260K for controlled parking schemes and £40K for the local safety parking schemes programme.

Where developer contributions are supporting the programme these are indicated (*)

Scheme	Details	£ K	Status	Contact officer	Planned finish
CPZ zone U County Road and Neptune Road	County Roads follow up review Devonshire Road North End Re-consultation & Implementation	10	Panel to consider requests for changes after scheme implemented April 2013 has settled down for 6 months	David Eaglesham / Barry Philips	Mar 2014
CPZ zone L Rayners Lane review (re-consultation 2)	Re-consultation on parking controls in Southbourne Close recommended at October 12 Panel meeting	10	Residents still trying to seek a consensus on agreed measures to go to statutory consultation. Verbal update to be given at panel meeting	David Eaglesham / Barry Philips	Mar 2014
CPZ Hatch End Pay and Display Parking	Review of short stay parking by the car park and station	20	Agreement by Portfolio Holder to implement charges in Grimsdike Car Park and On street Bays Uxbridge Road effective 7/3/13. Expected to become operational 1/7/13	David Eaglesham / Barry Philips	July 2013
CPZ Hatch End Residential Roads	To implement parking controls in roads surrounding Hatch End Station	30	Agreement by Portfolio Holder to proceed to Statutory Consultation effective 7/3/13. Results of Statutory Consultation to be reported to October 13 panel meeting	David Eaglesham / Barry Philips	Jan 2014
CPZ Canons Park station area	Follow up review of parking in area generally within the vicinity of the station	10 (40*)	Panel to consider requests for changes after scheme implemented April 2013 has settled down for 6 months	David Eaglesham / Barry Philips	Mar 2014
CPZ North Harrow New zone	To implement parking controls in roads surrounding North Harrow Station	30 (30*)	Development work underway	David Eaglesham / Barry Philips	2014/15
CPZ zone A Pinner scheme review	Review of parking controls	40	Development work underway	David Eaglesham / Barry Philips	2014/15

Scheme	Details	£ K	Status	Contact officer	Planned finish
CPZ Queensbury New zone	To implement parking controls in roads surrounding Queensbury Station	50	Development work underway	David Eaglesham / Barry Philips	2014/15
CPZ Welbeck Road area, South Harrow New zone	To implement parking controls in roads surrounding Welbeck Road / Scott Crescent / The Arches area	30	Development work underway	David Eaglesham / Barry Philips	2014/15
CPZ Belmont New zone	To implement parking controls in roads surrounding Belmont Circle	30		David Eaglesham / Barry Philips	2014/15
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	Progressing first batch of double yellow lines in Roxbourne, Queensbury and Harrow Weald wards. Further batches will be developed and implemented during the course of the year.	David Eaglesham / Barry Philips	May 2013 Mar 2014
CPZ zone P Review Rosslyn Crescent, Frogna Avenue	Review of parking controls required as part of a s106 agreement resulting from local development	15*	Agreement by Portfolio Holder to proceed to Statutory Consultation effective 7/3/13. Results of statutory consultation reported separately to this panel meeting <i>* Funded by s106 agreement</i>	David Eaglesham / Barry Philips	Oct 2014
Krishna Avanti School Camrose Ave Parking Review	Review of parking controls required as part of a s106 agreement for school	40*	Progress delayed over uncertainty about school development and Wealdstone Site. Meeting held with School Trust March 2013. Consultation process to resume <i>* Funded by s106 agreement</i>	David Eaglesham / Barry Philips	Mar 2014

* Funded by s106 agreement

Appendix B – Transport for London, local implementation plan programme update – 2013/14

This is the main programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works related to the LIP in 2013/14 is £1,843k. 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
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.	David Eaglesham / Barry Philips	Mar 2014
Environment	Electric charging points	40	Development work underway	David Eaglesham / Barry Philips	Mar 2014
Legible London Signing	Pedestrian signing works	100	Implementing Legible London signing strategy in Harrow town Centre and Wealdstone centre	David Eaglesham / Barry Philips	Mar 2014
Bus stop accessibility schemes	Ongoing programme of works to improve access to bus stops	50	Initial designs are underway	David Eaglesham / Barry Philips	Mar 2014
Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	150	Initial designs are underway	David Eaglesham / Barry Philips	Mar 2014
Freight strategy schemes investigation and implementation	This will involve implementing improved signing for HGV's to industrial areas as set out in the freight movement operational strategy.	100	Advisory route signing has been designed and is being implemented (2012/13). Development work is underway to develop systems to allow greater compliance with freight movement restrictions.	David Eaglesham / Barry Philips	Mar 2014
20 mph zone - Belmont First and Middle School	A 20mph zone is proposed in the area surrounding Belmont School in Hibbert Road	50	Initial designs are underway	David Eaglesham / Barry Philips	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
20 mph zone - St Johns C of E School	A 20mph zone is proposed in the area surrounding St Johns Church of England First and Middle School in Stanmore.	50	Initial designs are underway	David Eaglesham / Barry Philips	Jan 2014
Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties reduction. To address accident hotspots in the borough and improve road safety	100	Accident analysis of personal injury sites is underway in the wards of Hatch End, Headstone South, Belmont, Greenhill and Pinner South	David Eaglesham / Barry Philips	Mar 2014
Cycling Schemes	Improvements for cycles to minimise conflict with other traffic where speeds are higher These will enable improved bikeability levels	110	Development works underway	David Eaglesham / Barry Philips	July 2013
Linear greenways - West Harrow Recreation Ground	Provision of new surfacing, signing and environmentally friendly lighting upgrades to form cycle route through park	30	Works on site have commenced using 2012/13 funding and will be completed using 2013/14 funding	David Eaglesham / Barry Philips	July 2013
Linear greenways - Roxbourne Recreation Ground	Provision of new surfacing, signing and new environmentally friendly lighting to form cycle route through park	30	Works on site have commenced using 2012/13 funding and will be completed using 2013/14 funding	David Eaglesham / Barry Philips	July 2013
Bus priority works (completion)	Continuation of existing schemes from 2012/13	105	75k Common Road – road widening 20k Eastcote Lane, South Harrow – bus corridor improvements 10k London Road / Brockley Hill – bus stop improvements	David Eaglesham / Barry Philips	Mar 2014
Kymerley Road / College Road review	To review bus standing and disable bay facilities	150	Proposals have been developed as a part of the town centre initiative	David Eaglesham / Barry Philips	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Station Road – feasibility study	Corridor study	50	Develop proposals to improve accessibility	David Eaglesham / Barry Philips	Mar 2014
Congestion relief studies	Schemes to reduce congestion	47	Initial investigations underway	David Eaglesham / Barry Philips	Mar 2014
Local Transport Fund	Schemes identified by borough to meet Mayors Transport Strategy	100	Report on the agenda for this Panel meeting to select schemes	David Eaglesham / Barry Philips	Feb 2013
Major scheme Stanmore / Thames greenway	Development of a cross borough greenway initiative in Harrow / Brent / Ealing	100	Development work underway	David Eaglesham / Barry Philips	Mar 2014
Future programme development	Identify future work through assessments and studies.	50	Traffic surveys to support future works programs on going work.	David Eaglesham / Barry Philips	Mar 2014
Rights of Way	This will enable the borough to update the definitive map and further investigate rights of way in the borough	40	To undertake a review of the definitive map and update and consolidate all known rights of way, including public footpaths	David Eaglesham / Barry Philips	Mar 2013
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to keep Shopmobility open on the first Saturday of every month. Extra services were run during Christmas period.	Hanif Islam	Mar 2013

Scheme	Details	£ k	Status	Contact officer	Planned finish
School support	Various initiatives: <ul style="list-style-type: none"> • Walk to School promotions • Schools quarterly newsletter • Small grant funding to support travel plans • Theatre in education • School Travel Maps • Cycle repair workshops 	70	<p>Ongoing support for schools to support modal shift and promote sustainable travel and discourage use of private car to travel to school.</p> <p>Development and updating of school travel plans including requests for grant funding to implement measures to support school travel plans</p> <p>Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions</p>	Hanif Islam	Mar 2013
Promoting sustainability	Various initiatives: <ul style="list-style-type: none"> • Campaigns • Car Clubs • Bike Week and Cycling promotions • Walking and walking works promotions • Promotion of electric vehicle technology and charging points • Awareness campaign and integration with smarter travel 	45	<p>Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes.</p> <p>Ongoing programme of promotions for sustainable transport initiatives including smarter driving throughout the year.</p> <p>Car clubs and electric charging points are promoted via the sustainable transport campaign and through travel plans secured via the planning process.</p>	Hanif Islam	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
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 KS1 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.	Hanif Islam	Mar 2014
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.	100	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.	Hanif Islam	Mar 2014
Travel Planner	Staff funding support	50	An officer is in post providing additional school travel plan support to schools.	Hanif Islam	Mar 2014
Pedestrian / cycling safety campaigns	Undertake road safety campaigns to educate and warn vulnerable road users of hazards on the boroughs roads.	15		Hanif Islam	Mar 2014
Travel Training	This will provide support to those with learning difficulties to use public transport	6	To provide training via Harrow Association of Disabled People	Hanif Islam	Mar 2014

Appendix C – Transport for London, local implementation plan programme update – 2012/13

A progress update is provided for 2012/13 schemes that are still being completed are shown in the table below.

Scheme	Details	Status	Contact officer	Planned finish
Weald School - 20 mph zone	A 20mph zone is proposed in the area surrounding Weald School.	Works scheduled to start in May	David Eaglesham / Barry Philips	Jun 2013
Roxbourne School – 20 mph zone	A 20mph zone is proposed in the area surrounding Roxbourne School.	Works scheduled to start in May	David Eaglesham / Barry Philips	Jun 2013
Bus stop accessibility schemes	Works to improve access to bus stops	Works in Long Elmes and Eastcote Road are ongoing	David Eaglesham / Barry Philips	Jun 2013
Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties reduction To address accident hotspots in the borough and improve road safety	Shaftesbury Circle – safety scheme is substantially complete Old Redding and Alexandra Avenue / Warden Avenue / Rayners Lane schemes scheduled to start in May	David Eaglesham / Barry Philips	Jun 2013
Local Transport Fund	Bacon Lane (Krishna Avanti School) 20 mph zone Wood Lane – pedestrian improvements	Works scheduled to start in May	David Eaglesham / Barry Philips	Jun 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	Works scheduled to start in May	David Eaglesham / Barry Philips	Jun 2013

Scheme	Details	Status	Contact officer	Planned finish
Bus priority schemes	Route studies, bus stop audits, and analysis. Implementation of works to improve bus movement.	Roxeth Green Avenue / Rayners Lane / Eascote Lane roundabout scheduled to start in May	David Eaglesham / Barry Philips	Jun 2013
Bus Priority Common Rd / High Rd, Stanmore	Junction redesign to improve bus journey time	Awaiting statutory undertakers diversionary work to be completed	David Eaglesham / Barry Philips	Jun 2013