

Traffic and Road Safety Advisory Panel AGENDA

DATE: Monday 23 November 2015

TIME: 6.30 pm

VENUE: Council Chamber, Harrow
Civic Centre

MEMBERSHIP (Quorum 3)

Chair: Councillor Barry Kendler

Councillors:

Jeff Anderson
Jerry Miles (VC)
Nitin Parekh

Susan Hall
Ameet Jogia
Mrs Vina Mithani

Advisers:

Mr L Gray
Dr Anoop Shah

Mr A Wood

Reserve Members:

1. Sachin Shah
2. Kairul Kareema Marikar
3. Aneka Shah
4. Ghazanfar Ali

1. Manjibhai Kara
2. Lynda Seymour
3. John Hinkley

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

AGENDA - PART I

1. ATTENDANCE BY RESERVE MEMBERS

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

Reserve Members may attend meetings:-

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

2. DECLARATIONS OF INTEREST

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

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

3. MINUTES (Pages 5 - 14)

That the minutes of the meeting held on 3 June 2015 be taken as read and signed as a correct record.

4. PUBLIC QUESTIONS *

To receive any public questions received in accordance with Executive Procedure Rule 50 (Part 4D of the Constitution).

Questions will be asked in the order notice of them was received and there be a time limit of 15 minutes.

[The deadline for receipt of public questions is 3.00 pm, Wednesday 18 November 2015. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

5. PETITIONS

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 48 (Part 4D of the Constitution).

1. A Petition to be presented by the residents of Kerry Court, Stanmore.

6. DEPUTATIONS

To receive deputations (if any) under the provisions of Executive Procedure Rule 49 (Part 4D of the Constitution).

7. REFERENCE FROM COUNCIL (Pages 15 - 16)

To receive a reference from Council.

8. INFORMATION REPORT: PETITIONS (Pages 17 - 36)

Report of the Divisional Director, Commissioning Services.

9. ROAD SAFETY PLAN (Pages 37 - 84)

Report of the Divisional Director, Commissioning Services.

10. HEADSTONE LANE AREA PARKING REVIEW - PUBLIC CONSULTATION (Pages 85 - 138)

Report of the Divisional Director of Commissioning Services.

11. WHITMORE ROAD AREA PARKING REVIEW - STATUTORY CONSULTATION RESULTS (Pages 139 - 194)

Report of the Divisional Director Commissioning Services.

12. WEALDSTONE AREA PARKING REVIEW - PUBLIC CONSULTATION (Pages 195 - 246)

Report of the Divisional Director of Commissioning Services.

13. SOUTH HARROW AREA PARKING REVIEW - PUBLIC CONSULTATION (Pages 247 - 280)

Report of the Divisional Director Commissioning Services.

14. INFORMATION REPORT: 2015/16 TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 281 - 318)

Report of the Divisional Director of Commissioning Services.

15. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

*** DATA PROTECTION ACT NOTICE**

The Council will audio record item 4 (Public Questions) and will place the audio recording on the Council's website, which will be accessible to all.

[**Note:** The questions and answers will not be reproduced in the minutes.]



TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

3 JUNE 2015

- | | | |
|---|---|---|
| Chair: | * Councillor Barry Kendler | |
| Councillors: | * Susan Hall
* Ameet Jogia
* Kairul Kareema Marikar (2) | * Jerry Miles
* Mrs Vina Mithani
* Nitin Parekh |
| Advisers: | † Ms N Baker
* Mr L Gray | * Dr Anoop Shah
* Mr A Wood |
| In attendance:
(Councillors) | James Bond
Lynda Seymour
Georgia Weston | Minute 60
Minute 62
Minute 60 |

- * Denotes Member present
- (2) Denotes category of Reserve Member
- † Denotes apologies received

53. Attendance by Reserve Members

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

Ordinary Member

Councillor Jeff Anderson

Reserve Member

Councillor Kairul Kareema Marikar

54. Declarations of Interest

RESOLVED: To note that the following interests were declared:

All Agenda Items

Councillor Ameet Jogia declared a non-pecuniary interest in that he lived in the Headstone Lane area. He would remain in the room whilst the matter was considered and voted upon.

55. Members' Right to Speak

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

<u>Councillor</u>	<u>Agenda Item</u>
James Bond	7
Lynda Seymour	9
Georgia Weston	7

56. Appointment of Vice Chair for the 2015/16 Municipal Year

RESOLVED: To appoint Councillor Jerry Miles as Vice-Chair of the Panel for the 2015/16 Municipal Year.

57. Co-opted Advisers' Right to Speak

RESOLVED: That the following Co-opted Advisers be permitted to speak at the meeting pending formal approval of their appointments by the Portfolio Holder for Environment, Crime and Community Safety:

Mr Anthony Wood – Harrow Public Transport Users' Association (HPTUA)
Dr Anoop Shah – Harrow Cyclists.

58. Minutes

RESOLVED: That the minutes of the meeting held on 12 February 2015 be taken as read and signed as a correct record.

59. Public Questions

RESOLVED: To note that no public questions were received.

60. Petitions

RESOLVED: To note the receipt of the following petitions, which were referred to the Corporate Director of Environment and Enterprise for consideration:

1. Petition presented by Councillor Ameet Jogia on behalf of residents of Canons Park relating to residents' parking in parking zones DA and CS, containing 31 signatures, with the following terms of reference:

'We the duly undersigned wish to alleviate the parking problems for residents of Donnefield Avenue in zone DA by asking for extra spaces to be added to the zone or use of zone CS or to make part of zone DA residents only 24 hours per day.'

2. Petition presented by Councillor Ameet Jogia on behalf of residents of Pangbourne Drive requesting that Pangbourne Drive be included in the Dalkeith Grove parking review, containing 23 signatures, with the following terms of reference:

'We the undersigned urge Harrow Council to include Pangbourne Drive in the review for Dalkeith Grove scheduled for this year, as any restrictions implemented will have an adverse effect on Pangbourne Drive, in relation to displaced parking and further congestion.'

3. Petition presented by a resident of Kenton Road objecting to parking restrictions on Kenton Road containing 602 signatures, with the following terms of reference:

'We the undersigned users of Kenton Road, Kenton, Harrow confirm our objection to the action recently taken by Harrow Council through increasing the parking restriction on Kenton Road by the placing of double yellow lines. This will restrict our ability to use the access to the Temple premises in Westfield Lane for religious and community events and provide our custom to the businesses and shops on the Kenton Road in the course of our everyday business. We ask the elected Councillors of the London Borough of Harrow to revert to a single yellow line parking restriction to avoid any negative impact from these changes which have been made without consideration of local residents, visitors and businesses of the area. (Between Westfield Drive up to Kenton Park Avenue).

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

- It may be possible to include Pangbourne Drive in the review for Dalkeith Grove scheduled for this year, however, officers would be obliged to carry out a consultation of those in Pangbourne Drive and Jesmond Way, which would increase the overall cost of the review. Furthermore, the Panel would need to consider making adjustments to the review and any impact on schemes which had already been agreed;
- the implementation of Double Yellow Lines on Kenton Road had been agreed as part of the Local Safety Parking Schemes Programme at a previous meeting of the Panel.

Officers undertook to evaluate the viability and implications of including Pangbourne Drive in the Review planned for Dalkeith Grove and would

update Panel Members before the next meeting of the Panel. Officers would report back regarding the other two petitions submitted, at the next Panel meeting.

61. Deputations

RESOLVED: That, in accordance with Executive Procedure Rule 48 (Part 4D of the Constitution), the following deputation be received:

1. Action to alleviate traffic problems on to Headstone Lane and George V Avenue

The first depute stated that she had been a resident of Elmcroft Crescent for 23 years and made the following points:

- there were safety issues relating to the existing right hand turn into Headstone Lane because the Double Yellow Lines (DYLs) on both sides of the junction were not long enough therefore sightlines were obstructed particularly when larger vehicles were parked on Headstone Lane close to the junction;
- vehicles tended to speed towards Headstone Lane station therefore there was a collision risk and there had been 7-8 such collisions in recent years, one leading to a serious injury;
- her car had been hit by a speeding car when she pulled out of the side road in November 2014 and her car had been written off;
- she was also concerned for the safety of motorcyclists and cyclists on this road. The Council had a duty of care to ensure the safety of all road users by minimising risks. Most local residents were of the view that the DYLs should be increased in length and traffic calming measures introduced in Headstone Lane for safety reasons.

The second depute stated that he had been a resident of Elmcroft Crescent for 20 years and was a retired police officer. He circulated photos regarding the issues discussed below to the Panel and officers. He stated that:

- he had seen vehicle accidents occur when turning from Elmcroft Crescent into Headstone Lane. There were also problems turning into both George V Avenue and Headstone Lane due to poor visibility, particularly at night due to parked vehicles (belonging to both local residents and to staff from Nower Hill School), speeding vehicles, a high bank and vegetation that obscured sightlines. All of this had been exacerbated by the removal of the speed camera on George V Avenue. He requested that traffic calming measures be introduced in those streets to resolve these issues.

Following questions and comments from Panel members, the deputies stated that the vegetation that was obstructing sightlines was between Hillview and Elmcroft Crescent rather than in residents' gardens.

Officers advised that:

- it was likely that the large vehicles parked on Elmcroft Crescent belonged to residents and was not as a result of displaced commuter parking;
- Headstone Lane was a key strategic route used by a number of buses and therefore was not suitable for the introduction of conventional traffic calming measures as these would impact on bus services and their passengers. It would not be possible to install a mirror there. The petitions report highlighted that fact that the Department for Transport no longer accepted applications for the erection of mirrors on the highways, for a number of reasons;
- speed cameras needed to comply with set criteria and Transport for London had strict criteria regarding the use and siting of speed cameras;
- DYLS had been introduced in those streets as part of the North Harrow Controlled Parking Zone. The length of the DYLS were calculated using standard criteria and a tracking model;
- traffic officers would carry out an assessment of those streets. This would include an assessment of the efficiency of the DYLS at the junctions, any obstructions to sightlines, a speed survey and all other road safety issues and would consider any possible mitigating measures;
- Headstone Lane was a busy distributor road, and therefore physical traffic calming measures would not be a viable option;
- officers would look at the issue of sightline obstruction by vegetation on George V Avenue.

An adviser to the Panel stated that there was a cycle route on Headstone Lane however, it was not appropriate for cyclists as vehicle speeds on the road could be quite high therefore a more radical solution was required.

A Member back benching, supported the deputies and stated that:

- she understood that TfL had recently agreed to re-instate the speed camera at the cost of £100k. This was due to the high speeds of vehicles on those roads, particularly at junctions, where the average speed was above the legally set limit;
- she had visited comparable roads in the vicinity of Long Elmes and had personally measured the DYLS, which were approximately 50 feet long

and requested that the DYLS in the above junctions be extended for safety reasons.

Another Member back benching stated that:

- the traffic related issues on the above mentioned streets had been long-standing and the council needed to be pro-active to ensure the safety of drivers, pedestrians and cyclists;
- he was disappointed to learn that the officer report stated that the DYLS at the junction of Elmcroft Crescent and George V Avenue were sufficient, and requested that they be re-evaluated.

The Chair stated that the Panel would await to hear back the results of the traffic officers' assessment of the above streets and junctions.

RECOMMENDED ITEMS

62. Appointment of Advisers to the Panel 2015/16

Members received a report which detailed the nominations for Advisers to the Panel for the 2015/6 municipal year.

It was reported that the nomination from the Harrow Association for Disabled (HAD) People had been withdrawn and a replacement nomination would be advised in due course.

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

That the nominations for Advisers to the Panel, as set out in Appendix 1 to the officer's report, with the exception of the HAD nomination, be agreed.

RESOLVED ITEMS

63. Information Report: Petitions

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 Panel meeting in February and provided details of the Council's investigations and findings where these had been undertaken.

An officer tabled a document which set out details of a petition which had been presented by Councillor Ameet Jogia, at the February 2015 Panel meeting, on behalf of residents of Lake View and Dukes Avenue, but had been omitted from the main agenda in error. He provided a brief overview of the report.

Petition 3 - Wemborough Road & Weston Drive – Request for 20 mph zone

With regard to the above petition, a Member back benching stated that:

- the petition had been signed by 90% of the residents of Wemborough Road & Weston Drive;
- residents in the vicinity of Wemborough Road & Weston Drive did not agree with the official accident report figures and wanted this to be reviewed;
- the road markings on the junction of Weston Drive & Wemborough Road had only recently been re-painted;
- the residents understood that a 20mph zone could not be implemented, however, the Stanburn, Whitchurch and Avanti House schools would significantly increase the volume of traffic and consequently safety risks in the area;
- an additional assessment be carried out before the next meeting of the Panel.

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

- there were buses and a high volume of traffic on these streets and therefore the introduction of traffic calming measures on two strategic roads would not be appropriate or in keeping with Council policy;
- in the interests of transparency and fairness, officers were obliged to rely on official accident records, ie those accidents which had been reported to the police, rather than hearsay evidence. Road safety and parking were the two issues that generated the most requests for action from residents. If the official accident reporting was low then it was unlikely that an area would be prioritised. Additionally, TfL monitored the Council's road safety and accident reduction records and some TfL funding provided to Local Authorities had specific performance targets attached to them;
- traffic officers had been actively involved in the plans for school expansion, and had taken into account key travel patterns, school travel plans (STPs) and any potential impact of the school expansion programme. The Council's travel planners worked closely with schools to ensure STPs were robust;
- with regard to the Avanti House school relocation, an independent transport assessment which would include traffic surveys and personal injury accident records and the school's travel plan would be presented to the council as part of the Planning process. The transport assessment would include any mitigating measures suggested for consideration.

Petition 4 – Lake View/Dukes Avenue – request for parking controls

An officer stated that the issues highlighted in the petition from the residents of Lake View and Dukes Avenue would be reviewed and reported at the February 2016 meeting of the Panel.

A Member stated that the local Safer Neighbourhood Teams had been proactive in dealing with the parking and traffic issues experienced by residents in Lake View and Dukes Avenue, and sought guidance from officers regarding alternative solutions, other than inclusion in a CPZ. An officer advised that he would request the enforcement team to contact the Member to further discuss the matter.

A Member urged the Panel to reconsider the decision it made at its meeting of 2 October 2014 regarding Malvern Gardens and that parking controls there should be implemented as per the original officer recommendation.

The Chair advised that the amendments made to the officer recommendation relating to Malvern Gardens had been carried by a majority of votes. He proposed a motion that further consideration of this issue be deferred until the February 2016 meeting of the Panel.

The motion was put to the vote and won. The Panel agreed by a majority of votes that consideration of the request from the petitioners on Malvern Gardens and Winchester Road be deferred until the February 2016 Panel meeting.

The Panel wished it to be recorded that the decision to defer consideration of this petition was by a majority of votes. Councillors Kendler, Marikar, Miles and Parekh voted to defer.

64. Information Report: 2015/16 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 the 2015/16 traffic and parking schemes programme of works.

Following a brief overview of the report, and following comments and questions from Panel members, an officer advised that:

- an officer confirmed that a zebra crossing was proposed in Eastcote Lane near to Brookside Close to replace an existing pedestrian refuge . The consultation process for these would begin shortly;
- both the chair of the Traffic and Road Safety Advisory Panel and the Portfolio Holder for Environment, Crime and Community Safety would be consulted regarding the locations to be included in the Local Safety Parking Schemes Programme and the relevant local Ward Councillors would be informed;

- officers confirmed that the point no entry in Radley Gardens was an experimental scheme;
- with regard to cycle lanes being introduced to the Station Road re-development, officers were considering the introduction of some off-road cycle schemes as part of the 'quietways' cycle programme.

The Panel also agreed that a report regarding road safety, including accident statistics and measures to educate residents about road safety, be provided at the next Panel meeting.

65. Any Other Urgent Business

In accordance with the Local Government (Access to Information) Act 1985, the following items were included late on the agenda for the reasons set out below:

The Chair advised that the Review and amendments to the consultation documents and materials used by the Traffic and Highways section would be completed by early October 2015, however, as the next meeting of the Panel was planned for 8 October 2015, this would not allow sufficient time for a report to be provided to the Panel regarding this. He therefore proposed that the meeting date be changed to 6.30 pm on Monday 23 November 2015. The earlier start time was due to the large volume of items for consideration at the next meeting.

The Vice-Chair advised that Councillor Aneka Shah would replace Councillor Krishna Suresh as a Reserve Member of the Panel.

RESOLVED: To note that:

- (1) Councillor Aneka Shah to replace Councillor Krishna Suresh as a Reserve Member of the Panel;
- (2) the date of the next Panel meeting be changed to take place at 6.30 pm on Monday 23 November 2015.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.15 pm).

(Signed) COUNCILLOR BARRY KENDLER
Chair

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LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL - 23 NOVEMBER 2015

REFERENCE FROM COUNCIL – 24 SEPTEMBER 2015

PETITION - BELMONT CIRCLE BUSINESSES

In accordance with the Council's Petition Scheme, Council received a petition containing over 2,000 signatures as follows:

- (1) Petition submitted by Belmont Circle businesses stating "We refer to one of the Corporate Priorities for 2015/19 of Harrow Council – "Making a difference for local business" and we hope, by that, you meant for better! Harrow Council recently implemented a parking and traffic management plan for Belmont Circle Area as approved at the TARSAP meeting of 10 December 2014.

As a result of the scheme, especially introduction of double yellow lines, a good number of available parking spaces have been removed and parking displaced. This has resulted in shoppers not being able to park and continue to bring business to the area. We can categorically confirm that this has resulted in a substantial drop in business to the detriment of the sustainability of once flourishing business.

We, the business owners along with our valued customers, urge Harrow Council to urgently review the scheme and revert the implementation of at least the restrictive double yellow lines. If the double lines were introduced for safety measure, we would like the council to produce evidence of any accidents in recent years.

We welcome the full support of our ward councillors in this matter."

Debate was held on the content of the petition.

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

Background Documents:

Draft minutes of Council – 24 September 2015

Contact Officer:

Alison Atherton, Senior Professional - Democratic Services

Tel: 020 8424 1266

Email: alison.atherton@harrow.gov.uk

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

Date of Meeting: 23 November 2015

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

1. Belmont Circle CPZ - Review existing scheme
2. Kenton Road - Overturn the double yellow lines.
3. Radley Gardens - Opposition to one way section near to school
4. Donnefield Avenue – Requesting changes to existing scheme
5. Pangbourne Drive- Request to be included in existing CPZ
6. Hutton Lane – objection to LSPP proposals
7. Wood End Road – objection to LSPP proposals
8. Sussex Road – Request to be included in existing CPZ
9. Chantry Road – Objection to double yellow lines
10. Morley Crescent East and West – Request for double yellow lines
11. Whitmore Road – Objection to proposed CPZ
12. Sovereign Place – Request to be included in a CPZ

13. Broadfields / Randon Close – Request for CPZ
14. Canning Road area – Request for review of hours in part of zone CA
15. Westleigh Gardens –Request to extend double yellow lines

Responsible Officer : Venetia Reid Baptiste – Divisional Director, Commissioning Services

Exempt: No

Wards affected: Queensbury, Kenton East, Headstone South, Belmont, Canons, Harrow on the Hill, Marlborough , Edgware

Enclosures: **Appendix A** - Wood End Road, letter of objection

Section 1 – Summary and Recommendations

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

FOR INFORMATION

Section 2 – Report

Petitions 1 – Belmont Circle – Request for Controlled Parking Zone (CPZ) to be reviewed.

2.1 A petition was presented to the council in July by local ward members in support of local traders requesting a review and changes to the recently introduced Belmont Circle parking scheme containing over 2,600 signatures.

2.2 The petition states:

“We refer to one of the corporate priorities for 2015 /16 of Harrow Council- “Making a difference for local business” and we hope, by that, you meant for better! Harrow Council recently implemented a parking and traffic management plan for Belmont Circle Area as approved at the TARSAP meeting of 10th December 2014.

As a result of the scheme, especially introduction of double yellow lines, a good number of available parking spaces have been removed and parking displaced. This has resulted in shoppers not being able to park and continue to bring business to the area. We can categorically confirm that this has resulted in substantial drop in business to the detriment of the sustainability of once flourishing business.

We, the business owners along with our valued customers, urge the Harrow Council to urgently review the scheme and revert the implementation of at least the restrictive double lines. If the double yellow lines were introduced for safety measure, we would like the council to provide evidence of any accidents in recent years.

We welcome the full support of our ward councillors in this matter.”

2.3 The petition was debated at full council on 24th September and was referred to TARSAP for consideration.

2.4 Before the scheme was implemented the existing parking controls in and around Belmont Circle consisted of a combination of waiting restrictions operating “at any time” (double yellow lines) and Monday to Saturday

8am to 6.30pm (single yellow lines) in Weston Drive, Kenton Lane and Kenmore Avenue. There were also waiting restrictions in Dobbin Close operating 8.30am to 9.30am and 3.00 to 4.30 pm Monday to Friday (single yellow lines) near St. Josephs First and Middle School.

- 2.5 The parking spaces outside of the shops in Belmont Circle were uncontrolled resulting in all day parking and in some instances vehicles were double parking. There was no turnover of vehicles in the spaces and very frequently shoppers were unable to park as a result. There are two free car parks located in close proximity to the shops accessed from Kenton Lane (Belmont Circle car park and Kingshill car park) which are well used. There were also other uncontrolled on-street parking bays in the service road outside Tesco in Kenton Lane.
- 2.6 An informal public consultation was undertaken during October / November 2013 on parking issues in the area and possible measures and the results were presented to the Traffic and Road Safety Advisory Panel (TARSAP) on February 2014 together with the officer's recommendations. It was agreed that there was no support for residential permit parking in the Belmont Circle area as a consequence of the overwhelming opposition received through petitions received from the residents of Bellamy Drive and Elgin Avenue. This element of the proposals was therefore removed from the scheme. The main focus of the proposals was therefore to introduce "pay and display" parking by the shops, to amend disabled parking bays and to amend the waiting restrictions in Kenton Lane, Weston Drive, Bellamy Drive, Elgin Avenue, Kenmore Avenue and Dobbin Close. A statutory consultation was agreed on the basis of the agreed recommendations which were subsequently approved by the previous Portfolio Holder for Community Safety and Environment (PH).
- 2.7 The statutory consultation was undertaken in August / September 2014 and the results discussed with local ward councillors prior to the TARSAP meeting in December 2014. TARSAP approved some minor revisions and the recommendations were subsequently agreed by the PH and implemented earlier in the year (2015).
- 2.8 In Kenton Lane, the subject of the petition, the existing Monday to Saturday, 8am to 6.30pm waiting restrictions between the medical centre and Belmont Circle were amended to "at any time" no waiting restrictions. A section of Kenmore Avenue (western side) was also amended. Since the changes became operational local traders have become concerned that these restrictions have had a negative impact on the night time economy and have asked that the restrictions revert back to the original controls in place. This had the support of the local ward councillors.
- 2.9 At the request of councillors traffic surveys were undertaken in two locations on Kenton Lane to establish the level of traffic using the road and the necessity for the double yellow lines restrictions. The surveys indicated that there is a high level of traffic using Kenton Lane between 7am and 8pm and the daily flows are typically 20,000 vehicles per day. Queue length surveys were also undertaken on Kenton Lane which indicated moderate queuing consistent with the traffic flows measured by

the automatic traffic counters. For this classification of road this flow of traffic is relatively high.

- 2.10 Officers have reviewed the impact of reverting back to the original restrictions in Kenton Lane in light of the traffic survey information. A key factor to consider is the extent of pedestrian guard railings on both sides of Kenton Lane between Belmont Circle and the shopping parade extending westwards towards the health centre. If restrictions are reduced to facilitate evening parking the pedestrian guard rails will prevent drivers that have parked their cars in this area from gaining access to the footways easily. This will mean pedestrians walking in the road whilst traffic flows are still quite high and this could potentially be dangerous and increase the risk of accidents occurring. The removal of some guard railings could address this issue but it is likely that it might encourage more pedestrian movement across the road and also lead to a higher risk of accidents occurring despite the fact that there is a controlled crossing in the vicinity. The guard railings are likely to have been introduced to safeguard school children that walk along this route to and from school for that reason and so this would not be desirable. Therefore making changes to the waiting restrictions and guard railing on Kenton Lane requires very careful consideration.
- 2.11 Changing the waiting restrictions in Kenmore Avenue can be done more easily as the level of traffic flow is much smaller although it is recommended that the corner by the pedestrian island at the roundabout remain as double yellow lines to prevent obstructive parking. Any changes agreed can be implemented relatively easily by incorporating them within the next batch of the Localised Safety Parking programme.
- 2.12 Taking account of the wider issue of how parking affects local businesses and trade the usage of the two free car parks at the back of Belmont Circle shops and off Kingshill Drive also merits consideration. The public consultation undertaken in October / November 2013 also consulted local people on whether these car parks should have parking controls introduced in order to prevent long stay parking and to encourage short stay parking. Short term parking would be more beneficial for local businesses and more consistent with the on-street controls. The idea was not supported at that time and was not taken forward as a consequence.
- 2.13 The problem of long stay parking in the free car parks, however, remains and it is still difficult for shoppers to access them for short stay parking which is detrimental for local businesses. Facilitating customer access is important to supporting the local economy and so the introduction of a 20p/hour “pay and display” tariff (local centre rate) would help to address this problem and improve the turnover of parking and facilitate a larger number of customers.
- 2.14 The Panel will therefore need to consider what action they would like to take in respect of:
- (a) reducing the extent of waiting restrictions / guard railings in Kenton Lane between the roundabout and health centre,

(b) reducing the extent of the waiting restrictions in Kenmore Avenue,

(c) Introducing “pay and display” parking in the two public car parks.

- 2.15 The Panel are requested to debate the issues and provide officers with an indication of which items should be taken forward. The issues can then be discussed between the Chair, Portfolio Holder and officers in due course.

Petition 2 – Kenton Road between Westfield Drive and Kenton Park Avenue (Double yellow lines)

- 2.16 A petition containing 602 signatures was presented to the council in June 2015. The petition states:

“We the undersigned users of Kenton Road, Kenton, Harrow confirm our objection to the action recently taken by Harrow Council through increasing the parking restriction on Kenton Road by the placing of double yellow lines. This will restrict our ability to access the Temple premises in Westfield Lane for religious and community events and provide our custom to the businesses and shops on the Kenton Road in the course of our everyday business. We ask the elected councillors of the London borough of Harrow to revert to a single yellow line parking restriction to avoid any negative impact from these changes which have been made without consideration of local residents, visitors and businesses of the area.”

- 2.17 The double yellow line restrictions were introduced as part of the council’s on going Local Safety Parking Programme of works (phase 14) in 2014.
- 2.18 The assessment criteria used for schemes to be included in the LSPP includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request. The double yellow lines in Kenton Road were implemented in accordance with the council’s agreed criteria and met the target for intervention.
- 2.19 The assessment by officers took account of the fact that the Kenton Road is a part of the Strategic Road Network and that this location was in between two road junctions in close proximity on the main road. Parking in the location would therefore impede traffic flow and increase the potential risks of traffic accidents occurring.
- 2.20 The decision regarding their introduction was made in March 2014 following discussion with the then Portfolio Holder (PH) for Community Safety and Environment who agreed the implementation of the measures.
- 2.21 The discussion and decision followed consideration of all the representations and objections received during the statutory consultation which took place in October 2013. The situation has not fundamentally

changed since the original decision and the need for these restrictions in this location remains.

Petition 3 – Radley Gardens - Opposition to one way section near to the school

- 2.22 An on line petition containing 92 signatures was presented to the council in June 2015. The petition states:

“We strongly believe that the One Way road plan on Radley Gardens, Harrow, WILL NOT solve any of the problems that have been raised by residents and that it WILL cause unacceptable additional problems of increased congestion and access issues for many people of the road and surrounding roads. Additionally, we who sign this petition do not accept that going ahead with the One Way road plan is the only option left for Harrow Council to take. We agree we were sent a questionnaire to complete by Harrow Council about the proposed changes but the One Way road plan was just one option amongst several. We were given the option to disagree and suggest an alternative option. Several residents suggested an option for non-residents - ban parking during school start and finish times on Radley Gardens. Another option suggested was a controlled parking zone. Harrow Council has clearly chosen to ignore these suggestions.

We have not been consulted any further and a decision has been made on our behalf to make Radley Gardens a one way scheme which we strongly oppose. This will not solve people blocking residential driveways during school start and finish times and creating traffic issues. We do not see why as residents of the road and surrounding roads we should be inconvenienced. We petitioners hereby declare that we want the One Way plan to be scrapped in its entirety and we want the residents' alternative proposal (for non-residents: ban parking during school start and finish times on Radley Gardens) to be implemented in its place. This petition is a formal request to Harrow Council, that they urgently reconsider the decision they made without informing us, to choose instead to respect the wishes of the residents of Radley Gardens and surrounding roads”

- 2.23 The point no entry scheme was introduced as part of the St Bernadette's School 20 mph zone scheme in June 2015. A point no entry means no one can pass through the no entry sign however beyond that traffic can travel in either direction so as not to adversely inconvenience residents beyond that point.
- 2.24 This followed a public consultation exercise which took place in August 2014 where there was an overall majority in support of the point no entry scheme from the majority of roads consulted in the area surrounding the school. The majority of residents who responded from Radley Gardens and Newham Way, however, were not in favour of the scheme.
- 2.25 In recognition of these concerns it was agreed with the Portfolio Holder that the point no entry scheme proceed on an experimental basis for a

period of up to eighteen months which is the maximum statutory period permitted. The point no entry one way scheme became operational in June 2015.

- 2.26 The experimental status will allow the council to monitor the scheme and any correspondence and representations in the first 6 months of operation to assess the schemes effectiveness and impact on the highway before making a final decision as to whether to mke the one way scheme permanent.
- 2.27 The petition was received before the scheme was introduced, however, since the scheme has become operational the council has not received any further representations opposed to the point no entry and it appears to be working well. Officers will continue to monitor the situation and discuss the operation of the scheme with the Chair and PH to decide the future of the scheme after the initial 6 month period of operation.

Petition 4 - Donnerfield Avenue – Requesting extra spaces or changing scheme to 24 hours zone.

- 2.28 A petition containing 31 signatures was presented to the council in June 2015. The petition states:

“We the duly undersigned wish to alleviate the parking problems for residents in Donnerfield Avenue in zone DA by asking for extra spaces to be added to the zone, or use of zone CS, or to make part of zone DA residents only 24 hours per day.”

- 2.29 Donnefield Avenue is public highway and as such any vehicle can park in the road outside of the controlled parking times. During the controlled parking times permit holders or vehicles displaying a “pay and display” ticket can park in the marked bays. Resident parking permits allow residents to have preference for parking in the road over most other road users, however, marked bays are shared with other users displaying valid tickets or permits (resident visitor / business permits). Any resident living in the road can apply for a permit if they need one, however, the number of permits issued to residents is not restricted and so there is no guarantee of finding a parking space as the number of bays in the road is limited by available space and usage by other valid users.
- 2.30 Originally the parking scheme was introduced as a controlled parking zone solely for residents only, however, this was reviewed and amended recently to allow some public parking to take place following local concerns. The bays in Donnefield Avenue were converted into “shared use” to facilitate parking for non-residents for the park at the end of the road via by permitting the use of “pay and display” tickets.
- 2.31 The suggestion that parking spaces in the neighbouring CS zone be made accessible to zone DA permit holders would disadvantage permit holders for zone CS. The permit bays in the station parade area (zone CS) are also heavily subscribed by the residents living above the shops so it is unlikely that there would be parking spaces available to

accommodate demand for the zone DA. It is not normal to allow such arrangements because the designation of separate zones is done on the basis that areas need to be identified and treated separately without any interaction so this would not be appropriate.

- 2.32 Any changes to accommodate the wishes of the petitioners would need to follow the full scheme development and implementation cycle including informal and statutory consultations reported to TARSAP. There are currently no further reviews planned for this particular area and this request, therefore, needs to be assessed and prioritised by TARSAP in February 2016 when the scheme priorities for a proposed programme of work for 2016/17 are considered.

Petition 5 – Pangbourne Drive - Request to be included in CPZ

- 2.33 A petition containing 31 signatures was presented to the council in June 2015. The petition states:

“We the undersigned urge Harrow Council to include Pangbourne Drive in the review for Dalkeith Grove scheduled for this year, as any restrictions implemented would have an adverse effect on Pangbourne Drive in relation to displace parking and further congestion.

- 2.34 At TARSAP in February 2015 localised parking reviews within the Canons Park area parking scheme were agreed for Dalkeith Grove, Buckingham Gardens and Dovercourt Gardens. Pangbourne Drive was not included.

- 2.35 At the TARSAP meeting in June 2015 officers were asked by the panel to advise the chair of the cost of including Pangbourne Drive in the localised reviews of the Canons Park area parking scheme. Officers subsequently clarified that the additional cost would be £12,525 and as a consequence it was not considered possible to accommodate this within the programme within the existing budget.

- 2.36 This request, therefore, needs to be assessed and prioritised by TARSAP in February 2016 when the scheme priorities for a proposed programme of work for 2016/17 are considered.

Petition 6 – Hutton Lane – objection to LSPP proposals

- 2.37 A petition containing 99 signatures was presented to the council in June 2015. The petition states:

“We residents of Hutton Lane, object to the proposal for parking restrictions in the form of double yellow lines on our street. While we agree that there are parking issues in the lane, the solution must be to construct more parking in the form of bus stop bays as you have done in Stafford Road. ”

- 2.38 In July 2015 the Council consulted on a parking scheme as a part of the LSPP programme which involved introducing “at any time” waiting

restrictions (double yellow lines) in a large part of the road. The proposals were not supported by residents, who presented a petition, or the PH and the scheme will be reconsidered as a local transport fund (LTF) scheme for 2016/17. This is because consideration for creating parking bays is required to minimise the extent of the parking restrictions required.

- 2.39 A report regarding the 2016/17 LTF programme will be reported to the February 2016 panel when the panel can consider the priorities for the programme.

Petition 7- Wood End Road objection to LSPP proposals

- 2.40 A petition containing 34 signatures was presented to the council in July 2015. The petition states:

“Objection to double yellow lines in Wood End Road”

- 2.41 The petition was accompanied by a letter of objection which can be seen at **Appendix A**.

- 2.42 Resident have expressed concerns about parking on the corners of the Wood End Road / South hill Grove junction and requested parking controls to prevent this. A scheme was proposed to introduce “at any time” waiting restrictions (double yellow lines) as part of the council’s on going Local Safety Parking Programme (LSPP) programme in 2015.

- 2.43 The assessment criteria for all schemes included in the LSPP includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request. The double yellow lines proposed in Wood End Road meet the councils agreed criteria for intervention.

- 2.44 The petition was discussed with the PH and it was agreed that these lines were necessary to improve access and visibility at the junction and will be implemented.

Petition 8 – Sussex Road – Request to be included within CPZ

- 2.45 A petition containing 29 signatures was received by the council in September 2015 regarding Sussex Road. The petition states:

“We the undersigned would like the CPZ in Sussex Road extended from its junction with Surrey Road to the junction with Pinner View”

- 2.46 This matter was discussed with the chair of the Panel and the Portfolio Holder because this street is next to Somerset road which is a part of the agreed 2015/16 parking management programme. Given the potential for parking displacement in this part of North Harrow it was agreed to include Sussex Road in the Somerset Road CPZ review currently underway.

Petition 9 - Chantry Road – Objection to double yellow lines

- 2.47 A petition containing 17 signatures was received by the council in September 2015. The petition states:

“We the undersigned residents of West Chantry and Chantry Road are extremely concerned at the proposal to mark part of Chantry Road with double yellow lines.

West Chantry is a narrow pedestrianised cul de sac with no access to cars, serving its residents without driveways, whose only means of parking is along Chantry Road. Many residents of Chantry Road also need to park along that road, which is presently already quite congested, due also to the need of Belmont Motors to place cars there for service or repair.

Therefore reducing parking facilities by double yellow lines would deprive the West Chantry residents of any ability to park their cars, and cause residents of Chantry Road severe restrictions for themselves or visitors.

We earnestly request that no double yellow or single yellow lines are placed along Chantry Road, and strongly recommend a member of Harrow Council to inspect the area, so as to understand our problem first hand.”

- 2.48 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from the public in this road from both residents and businesses and continues to be of concern to the emergency services and council refuse collection service.
- 2.49 This road has been consulted about a CPZ scheme as a part of the Headstone Lane station area scheme which is a part of the 2015/16 parking management programme. The parking controls proposed include “at any time” waiting restrictions at the Chantry Road / West Chantry junction and at the end of Chantry Road. These controls are needed because the road is very narrow in order to facilitate easier access by emergency service and refuse service vehicles.
- 2.50 This issue is covered within the Headstone Lane Station area CPZ report which is included on the agenda.

Petition 10 - Morley Crescent East and West – Request for double yellow lines

- 2.51 A petition containing 16 signatures was sent to the council in September 2015. The petition states:

“We the residents of Morley Crescent East and West, are most concerned with the way that cars and vans are parking on corners and bends around the crescent- particularly in front of numbers 1 & 2 Morley

Crescent East and 12& 14 Morley Crescent West as well as on the bend outside 7& 9 Morley Crescent East.

These vehicles are not only causing a nuisance, but they are also a hazard as visibility is being obscured – a blind spot is resulting in drivers emerging from Morley Crescent East not having a clear line of sight round the corner which could potentially result in an accident. I must also point out that this parking is in contravention of the Highway Code.

We feel that the best solution is to have double yellow lines painted on the road at these danger spots as per the corners of Crowshott Avenue and Wetherall Drive, which like ourselves is a residential area.”

- 2.52 This type of request would be assessed under the LSPP programme. The assessment criteria for all schemes includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request.
- 2.53 The request did not reach the threshold for intervention at this time but will be kept under review and may be considered in the future. The lead petitioner was informed by letter of the outcome.

Petition 11- Whitmore Road – Objection to proposed CPZ

- 2.54 A petition containing 111 signatures was sent to the council in October 2015. The petition states:

“We the undersigned would like formally object to the current proposals put forward by Harrow Council to restrict parking on Whitmore Road and the adjacent sections of Treve and Porlock Avenues.

We feel that the current proposals are excessive and out of proportion with the perceived parking problems in the area.

The main concerns are as follows:

- *The speed and volume of traffic at the lower end of Whitmore Road is already a cause for concern amongst residents, particularly as the majority are either families with young children, or pensioners. These two groups are particularly vulnerable to increases in speed and exhaust emissions from cars. The road is also a main walking route to several local schools including Whitmore High School and a number of primary schools. Parking bays and further restrictions will significantly increase the speed and traffic volumes as the current uncontrolled pattern of parking is the only thing that encourages drivers to slow down when traversing the road.*
- *The CPZ scheme will be excessive compared to other CPZ schemes operating locally. The current proposal for restrictions between the times of 10am to 1pm (lower end) and 8am to 6:30 pm (top end) are unnecessary and will simply displace parking from one end of the*

road to the other. The initiative seems engineered to generate revenue for the council rather than discouraging commuter parking.

- *Parking meters and bays will spoil the character of what is a residential road some distance from Harrow town centre.*

2.55 There is a separate report for the Whitmore Road CPZ scheme on the agenda for this meeting where this issue will be discussed.

Petition 12 - Sovereign Place – Request to be included in a CPZ

2.56 A petition from Bruce House containing 36 signatures was sent to the council in October 2015. The petition states:

“We the undersigned would like Sovereign Place to be considered for permit parking.”

2.57 Bruce House in Sovereign Place is a private development and is permit restricted and as such if the council were to introduce a CPZ in the area the residents of Bruce House would not be eligible for a permit. Therefore their request is unfortunately unable to be taken forward due to the restriction in place.

2.58 This fact they are permit restricted is stipulated in the lease agreement between the developers and tenants and should have been communicated to the residents in their tenancy agreement.

Petition 13 – Broadfields / Randon Close – Request for CPZ

2.59 A petition containing 53 signatures was sent to the council in October 2015. The petition states:

“We the residents of Broadfields and Random Close would like the council to consider Controlled Parking Zone for the above roads due to the continued difficulties as residents that we face on a daily basis. Commuters parking all day long to use Headstone Lane Station from 7am to 7pm in the evening and then leaving their rubbish at the side of the road for residents to clear up and the residents unable to park.

2.60 A stakeholder meeting was held in July with residents within the Headstone Lane station area CPZ scheme and included Broadfields and Random Close. The initial public consultation exercise is complete and the results are being presented to this Panel in a separate report which is on this meeting’s agenda.

Petition 14 – Canning Road area – Request for review of hours in part of zone CA

2.61 A petition containing 53 signatures was sent to the council in October 2015. The petition states:

“We the residents of Canning Road, Peel Road, Grant Road, Byron Road and Palmerston Road, petition Harrow Council to extend the hours of operation of the CA Controlled Parking Zone.

Demand for parking has increased due to a number of factors including but not limited to:

- *Greater use of the Premier Banqueting Suite.*
- *Extend use of the George Gange Nursery including Saturday opening*
- *Increased housing density due to the building of numerous blocks of flats in central Wealdstone. With no parking provisions for flat residents*
- *Shoppers of ASDA and the High Street parking on residential roads to shop.*

The current parking restrictions were implemented to deter commuters using Harrow and Wealdstone station from parking during the day. They do not reflect the current demand for parking in the evening and at weekends.

Our request is that permit hours be extended Monday to Friday as the current two hours of operation do not meet the needs of residents, as non-permit Holders park and parking permit holders frequently are unable to park near their properties or sometimes on their road of residence.

We would also request the extension include Saturday and Sunday. Thank You”.

- 2.62 This request, therefore, needs to be assessed and prioritised by TARSAP in February 2016 when the scheme priorities for a proposed programme of work for 2016/17 are considered.

Petition 15 – Westleigh Gardens – Request to extend double yellow lines

- 2.63 A petition containing 20 signatures was sent to the council in November 2015. The petition states:

“Petition for the double yellow lines up to number 1 and number 2 due to huge pickup trucks and vans being dumped at the bottom of this street, causing a health hazard for potential ambulance or fire engine to turn into street.”

- 2.64 The council receives a considerable number of requests for waiting restrictions throughout the year and therefore we apply set criteria when assessing new requests. The most urgent cases are included in the programme through assessing a range of factors such as accident rates, traffic flows, vehicle speeds, obstruction etc. If the sites meet with our criteria then they are approved and progressed to the implementation stage.

- 2.65 This request is still waiting for an assessment and a verbal report will be provided at the meeting.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. No updates on the progress made with 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 traffic and 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 in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 10/11/15

Ward Councillors notified:

YES

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:

Previous TARSAP reports

Decision Notices

Public and statutory consultation documents highlighted in the report

APPENDIX A

GCO12011

RECEIVED
- 3 AUG 2015

To:
David Eaglesham
Service Manager
Traffic, Highways and Asset Management
Harrow Council
PO Box 39
Civic Centre
Harrow
Middx
HA1 2XA

E: transportation@harrow.gov.uk

29th July 2015

Dear Mr Eaglesham,

Ref: DP2015-04 – Consultation – Proposed Double Yellow Line – *OBJECTION*

I write to inform you that we strongly OBJECT to the above and hereby request you to reconsider this proposal.

This surprising proposal will definitely have negative ramifications for the local community and residents, and will personally impact my financial hardship through directly having an effect on the value of my property and also cause heightened disturbance as this proposal only increases the density of car parking space available which only leads to further disruption to the day-to-day living in the area.

Currently, there are already parking restrictions on this road and so this proposal leverages up the issues already caused by the current restrictions for which I have always been amazed as to why a quiet, residential road, in zone 4/5, away from any public attractions needs to have such an un-commercial parking restriction. Secondly the adjacent road 'South Hill Grove' is a cul-de-sac and has limited car parking space, therefore having these yellow lines will cause even more disruption.

This proposal has caused me and my family significant amount of stress as we have a family member who is a critical heart patient and who requires visits from community specialists to check up on him and by placing a double yellow line across the entrance to my property will only ensure that parking for community health specialists will certainly be that more difficult and constrained thereby increasing the waiting time for our son to be seen by the medical professional.

My family have lived on this road since 1985 and in the 30+ years have lived peacefully without any external road traffic/parking regulations and do not recall hearing of any concerns, complaints and for that reason any life threatening accidents from the surrounding long standing residents of Wood End Road. This

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junction with 'South Hill Grove' (Cul-de-sac) is a very quiet area and I am extremely surprised as to the reasoning for having a double yellow line here, even when it's not a main road / junction.

I say again this is NOT a main road. This is a simple residential quiet road and I suspect through a cost-benefit analysis you will find it makes more economical sense to put up a simple speed restriction sign which raises awareness for the local driver and this also serves the purpose NOT to be disruptive to the local residents who have resided here for many generations, which includes my family.

I have taken the liberty to visit all the locations you intend on placing double yellow lines, as per your public notice outside my property, and most of which I can understand why a double yellow line makes sense due to the busy and fast nature of moving traffic and a main road... however this proposal relative to the others in the Harrow area seem very unfair when taking into consideration the quiet residential road which in addition is adjacent to a quiet cul-de-sac.

In the years we have been in this area, there has not been any inconsiderate parking which causes access issues and believe me if there have been then those motorists are informed kindly to adjust their parking to accommodate. Also the refuse services have been entering and exiting the adjacent road comfortably for many years and emergency service vehicles have had no issue at all – I know this from personal experience by having to call 999 for my family members. There is part of the curb on the corner of the proposed plot that has a special step down curb for the pedestrian which makes crossing safe and easy for the disability residents and pedestrians have no reason to cross to the opposite side as there is NO public walk way only entrance to the opposite neighbours, and therefore this for them is like crossing any road in the UK except this road in question is quieter than the norm/main roads.

I find it concerning that after 30+ years of owning on this road do you, Harrow Council, find it “unsafe to park”. This brings additional cost to the tax payer, creates further disruption to parking in an area frankly that does not need it due to the reasons mentioned above and finally impact my residence directly in many detrimental ways for which I am sure you reading this letter, or for that matter any unbiased person, can understand my point and OBJECTION to this proposal.

I attach a petition from the local community for which I have taken the initiative to put together – already causing disruption to my day-to-day living above and beyond what difficulties my family and I are already going through and this is even before you have actually moved ahead with your proposal.

I please request you take the above points and thoughts into strong consideration, especially the sensitive nature of our young child heart patient family member, I am also happy to be placed in front of your management/planning committee to explain the reality of the consequences to your proposals.

I hope this objection reply together with a supporting petition from the local community is sufficient for you to re-evaluate your proposals. If needs be I will be contacting our local Councillor representative too. I look forward to hearing from you.

Yours sincerely/

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

Date of Meeting:	23 November 2015
Subject:	Road Safety Plan 2015
Key Decision:	No
Responsible Officer:	Venetia Reid Baptiste – Divisional Director, Commissioning Services
Portfolio Holder:	Graham Henson, Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix A: Road Safety Plan 2015 Appendix B: Road Casualty Maps Appendix C: Effectiveness Of Local Safety Scheme Implementation Appendix D: Location Of Speed And Red Light Camera Sites

Section 1 – Summary and Recommendations

This report updates the Harrow Council Road Safety Plan and provides detailed information about the initiatives being used to improve safety and maintain Harrow's good road safety track record.

Recommendation:

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

Reason:

A road safety plan is an effective way to show that Harrow is discharging its duty under the Road Traffic Act 1988. The Act requires authorities to prepare and carry out a programme of measures designed to promote road safety. A local road safety plan is a vital part of the evidence to show how this is being undertaken in Harrow.

Section 2 – Report

Introduction

- 2.1 The existing road safety plan was prepared as a part of the development of the original Harrow Transport Local Implementation Plan (LIP). Following the introduction of the current London Mayor's revised Transport Strategy and the development and adoption of LIP2 in Harrow, the road safety plan has been reviewed. Whilst this is not a requirement of developing LIP2, it was considered that the road safety plan is an important document that should be continued.
- 2.2 The last version of the road safety plan was completed and reported to TARSAP in 2012. It is now time for the document to be updated to reflect current practice and the amended Road Safety Plan 2015 can be seen in **Appendix A**.
- 2.3 This document includes all the approved road safety policies in in LIP2 as well as detailed information on how these are put into practice. The Road Safety Plan supports all of the council's corporate priorities.

Options considered

- 2.4 There are no alternative options under consideration. The contents of the report have been developed following best practice advice from the Department for Transport (DfT) and Transport for London (TfL) and considering the work of other local highway authorities.

Background

- 2.5 The policies included in the Road Safety Plan are all agreed Council policies approved by Cabinet (19th May 2011) and full Council (7th July 2011) as part of the approval of the Transport Local Implementation Plan 2 (LIP).
- 2.6 To summarise the Harrow Road Safety Plan includes the following:
- Road safety statutory framework;
 - Road safety policies (*same as LIP2 road safety policies*);
 - Historical local road safety performance;
 - Current trends for road safety in Harrow;
 - Harrow Local Implementation Plan (LIP2) casualty targets;
 - Education, engineering and enforcement procedures; and
 - Information on monitoring, partnership working and funding.
- 2.7 To avoid the document becoming outdated too quickly, all annually changing data has been moved to the appendices of the plan and the contained information will be regularly updated and provided on Harrow's website. This information includes:
- List of all 20mph zones and traffic calming in the borough;
 - Maps showing locations of recent road casualties;
 - Data showing the effectiveness of implemented local safety schemes in the borough;
 - Locations of speed and red light enforcement cameras in the borough; and
 - Locations of speed activated signs in the borough.
- 2.8 The road safety plan and any additional information will be made available on the Harrow website once approved.

Road safety targets

- 2.9 The road safety casualty reduction targets included in the Road Safety Plan are all agreed targets approved through the Transport Local implementation Plan 2 approval process.
- 2.10 Implementing the working processes identified in the Road Safety Plan will enable the borough to best achieve these casualty reduction targets.

Risk Management Implications

- 2.11 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing the physical alterations to the highway that are explained in the road safety plan which will include the introduction of local safety schemes, 20mph zones and other traffic calming measures.

Financial Implications

- 2.12 There are no direct financial implications as a result of this report.
- 2.13 The introduction of road safety engineering and education measures is funded within the annual TfL grant allocations provided to implement LIP2. There are specific allocation for Accident Remedial Schemes and Road Safety Education and Promotion.

Legal implications

- 2.14 It is not a statutory duty to prepare a road safety plan, however, it is an effective way to show that Harrow Council is discharging its duty under the Road Traffic Act 1988 by preparing and carrying out a programme of measures designed to promote road safety and reduce personal injury accidents.

Equalities implications / Public Sector Equality Duty

- 2.15 An Equalities Impact Assessment has been undertaken for the Transport Local implementation Plan 2 of which the parking management programme is a part. A review of equality issues was undertaken and has indicated no adverse impact on any of the protected characteristic groups. There are positive impacts of the scheme on some groups, particularly age (women and children) and disability (people with mobility difficulties).

Council Priorities

- 2.16 The scheme development process detailed in the report accords with the administration's priorities as follows:
- Making a difference for communities
 - Making a difference for the vulnerable
 - Making a difference for families
 - Making a difference for local businesses

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the* Chief Financial Officer
Date: 10/11/15		
Name: Banke Osoba	<input checked="" type="checkbox"/>	on behalf of the* Monitoring Officer
Date: 12/11/15		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips, Team Leader – Traffic, Travel Planning and Parking Design
0208 424 1649 (x2649)

Jeffery Sarpong – Senior Road Safety Officer, 0208 424 7592

Background Papers:

Harrow Transport Local Implementation Plan
Road Safety Plan 2012
Safer Streets TfL

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HARROW COUNCIL ROAD SAFETY PLAN

October 2015



Making our roads safer

Contents

	Page
1. INTRODUCTION	3
1.1 STATUTORY FRAMEWORK	3
1.2 POLICY BACKGROUND	3
1.3 OVERVIEW OF CASUALTY REDUCTION IN HARROW	4
2. HARROW POLICIES	5
3. CASUALTY MONITORING AND TARGETS	6
3.1 NATIONAL	6
3.2 LONDON	6
3.3 HARROW	7
4. PERFORMANCE AGAINST LIP CASUALTY TARGETS TO DATE	8
4.1 KILLED AND SERIOUSLY INJURED	8
4.2 TOTAL CASUALTIES	9
4.3 MOTORCYCLE CASUALTIES	10
5. TRENDS IN CASUALTIES	11
5.1 CHILDREN (0-15YRS)	12
5.2 PEDESTRIANS AND CYCLISTS	14
6. EDUCATION, ENGINEERING AND ENFORCEMENT	15
6.1 EDUCATION AND TRAINING	15
6.1.1 <i>Targets</i>	<i>Error! Bookmark not defined.</i>
6.1.2 <i>Road Safety Resources</i>	18
6.1.3 <i>Road Safety Education Activities</i>	18
6.2 ENGINEERING	28
6.2.1 <i>Accident reduction</i>	28
6.2.2 <i>Accident Prevention</i>	29
6.2.3 <i>20 mph zones</i>	29
6.2.4 <i>Local Safety Schemes</i>	30
6.2.5 <i>School Travel Plans</i>	31
6.2.6 <i>Localised Safety Parking Programme (LSPP)</i>	32
6.3 ENFORCEMENT	33
6.3.1 <i>Speed and red light cameras</i>	33
6.3.4 <i>Speed activated signs (SAS)</i>	34
6.3.5 <i>Speed limits</i>	34
6.3.6 <i>Civil enforcement officers (Parking attendants)</i>	34
7. MONITORING	35
8. PARTNERSHIPS	35
9. FUNDING	35
APPENDIX A: 20MPH ZONES AND TRAFFIC CALMED AREAS N LONDON BOROUGH OF HARROW	36
APPENDIX B: ROAD CASUALTY MAPS	37
APPENDIX C: EFFECTIVENESS OF LOCAL SAFETY SCHEME IMPLEMENTATION	39
APPENDIX D: LOCATION OF SPEED AND RED LIGHT CAMERA SITES	40

1. INTRODUCTION

1.1 Statutory Framework

The Road Traffic Act 1988, Section 39, gave local authorities responsibility for all roads outside the motorway and trunk road system. This was superseded by the Greater London Authority Act 1999, which transferred responsibility for the Greater London Authority roads to Transport for London but left local authorities responsible for road safety on remaining roads within the local authority.

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

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

The Council has a statutory duty to maintain the safe, convenient and free flow of pedestrian and vehicle traffic except where lawful restriction of speed direction or movement of traffic is imposed by a legal order. The Council has powers as a highway authority under the Highways Act 1980 to construct, manage, maintain and improve highways. It also has powers under the Road Traffic Act 1991 to enforce parking restrictions in order to promote road safety.

The Road Traffic Regulation Act 1984 places a duty on local authorities to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians and cyclists, and the provision of suitable and adequate parking facilities on and off the highway and to have particular regard to:

- Reasonable access to premises;
- The effect on amenities; and
- Passage of public service vehicles and the safety of passengers.

1.2 Policy Background

Until 2011, National Governments and the Mayor of London had agreed and set road safety targets which were reported locally and nationally. This has now changed and a localism agenda has replaced the national target setting and the national road safety policy. This is intended to allow local authorities the freedom to address local road safety in the way that local residents and politicians deemed best fit.

In May 2011, the Government published its Strategic Framework for Road Safety. This moved away from national casualty targets towards monitoring road safety indicators. This strategic framework also sets out a wide range of measures to tackle careless and dangerous driving – including a new fixed penalty notice for careless driving and tougher action against drink and drug drivers. Also included is an Outcomes Framework designed to help improving road safety and decreasing the number of fatalities and seriously injured casualties on the roads.

The Government believes that road deaths could fall by around 37% to 1,770 by 2020 and road casualties could fall by 57% to below 10,000 in the same time period. The framework makes it clear that this is not a government target but is a realistic aspiration. The national reductions in deaths and casualties on the roads are largely expected to be achieved by bringing the worst performing local authorities up to the standards of the best performing authorities. As Harrow's

road safety is one of the best in the country it is not realistic that this sort of drop in fatalities or casualties on the roads will be achieved.

Other key policy influences on road safety in the borough are:

- The Mayor's Transport Strategy which states that reducing the number of people killed or seriously injured in road traffic is a key goal for the Mayor; and
- Harrow Transport Local Implementation Plan 2014-16 which includes road safety targets for the borough which are agreed by the Mayor of London.

1.3 Overview of Casualty Reduction in Harrow

Harrow has a good tradition of promoting and prioritising road safety. This is reflected in the council's personal injury accident record, which consistently shows that the number of casualties in Harrow each year is amongst the lowest of all the London Boroughs. In addition, Harrow has one of the lowest accident rate per head of population for all the London boroughs. See Figure 1-1 which shows the number of road accidents in 2014 compared to other outer London boroughs.

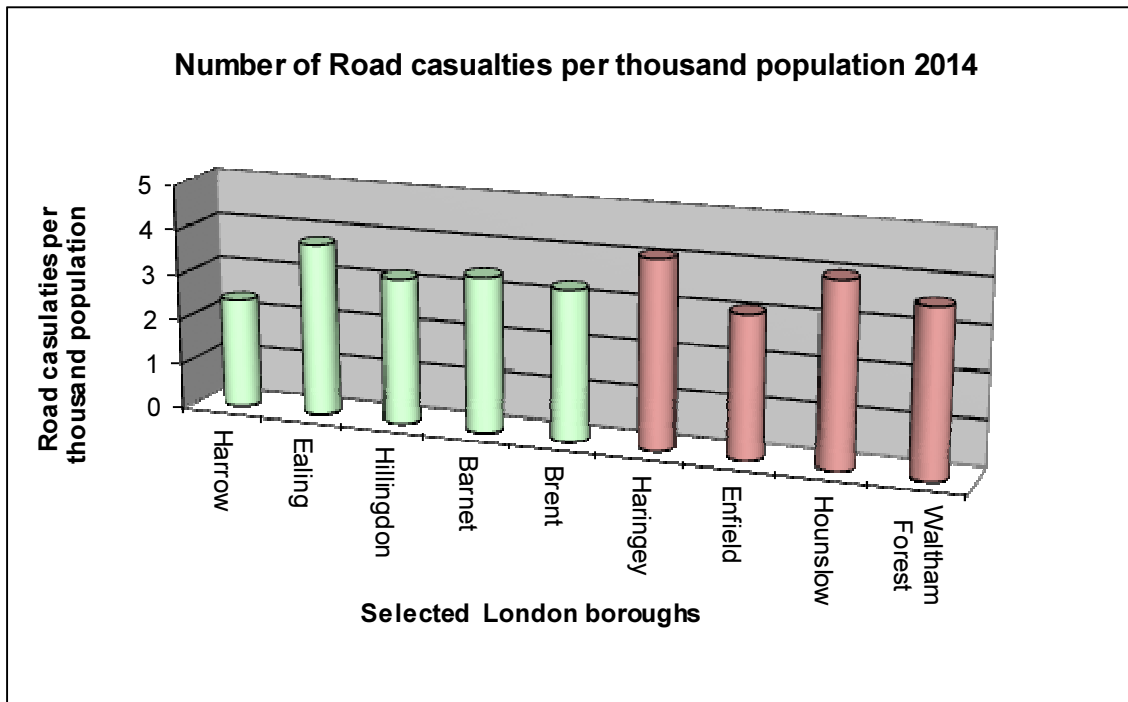
This Road Safety Plan sets out ways in which the Council intends to contribute towards the reduction of road accident casualties. The Plan sets out the education, training, engineering and enforcement programmes, which seek to ensure that roads are managed as safely as possible and in accordance with the statutory requirements.

The Council can only achieve a certain amount on its own and anyone involved in transport has a role to play in improving road safety. The Government, Transport for London, the Council, the Police, car manufacturers, all have a role in creating a safer environment for road users. Technology also plays an increasingly important part in the general enforcement of traffic regulations which also contributes towards improving road safety.

The Council's efforts in recent years resulted in Harrow achieving the national accident reduction target set by the previous government for both killed or seriously injured and for slight injuries. This road safety plan sets out Harrow's plans in ensuring that casualty reduction in Harrow continues to be reduced and shows the Council's resolve in achieving road safety targets. The council is an active member of the London Road Safety Council which meets quarterly to discuss road safety matters across London.

The main factor in most accidents is the involvement of the car. In Harrow, car occupant casualties made up for 49% of all casualties in 2014. However, it should be noted that the borough has one of the highest number of households who own a car, and is among the highest of households that own 2 or more cars, yet still has one of the lowest casualty rates in London.

Figure 1-1



2. HARROW POLICIES

Harrow’s Transport Local Implementation Plan 2011/12 - 2013/14 contains the strategic policy actions that influence road safety within the borough. These policy actions have been developed and revised following wide scale public consultation. These policies are as follows:

- R1 In the development of all corridors and neighbourhoods, the council will follow the detailed guidelines as outlined in the road safety plan.
- R2 Monitor motorcycle casualties and develop a localised response to address locations where accidents arise prioritising actions according to the severity of casualties
- R3 Maximise the effective use of camera enforcement where there are safety benefits to be gained from better enforcement.
- R4 Adopt the national and London casualty reduction targets and maintain an effective method of accident monitoring for the borough
- R5 Prepare a three year programme of 20 mph zones in the borough and incorporate these into neighbourhood schemes for TfL funding
- R6 Reduce the number of motorcycle casualties in the borough through educational campaigns
- R7 Prioritise schemes that maximise casualty reduction predictions and in particular the numbers killed or seriously injured per annum for the available finance
- R8 Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location.
- R9 Work with schools and police to address perceptions of personal safety on buses
- R10 Provide road safety education events at schools throughout the borough
- R11 Ensure that the safety concerns of all road users are considered when considering any traffic scheme
- R12 Carry out safety audits of all new significant traffic and highway proposals.
- R13 Ensure speed activated signs are located at the most appropriate locations for reducing accidents
- R14 Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality

Updated information similar to the contents of the Appendices to this report will be provided on Harrow’s website to ensure that, whenever possible, the latest information is made available for public inspection.

3. CASUALTY MONITORING AND TARGETS

This section deals with casualty monitoring and targets nationally, regionally and locally. Policies from each of these levels of government impact on the work carried out in Harrow.

3.1 National

Following the publication by the Government of its Strategic Framework for Road Safety in May 2011, there has been a clear move away from national casualty targets towards local decision making. However there are still 6 key indicators which will be measured at the national level. These are:

1. Number of road deaths (and rate per billion vehicle miles)
2. Rate of motorcyclist deaths per billion vehicle miles
3. Rate of car occupant deaths per billion vehicle miles
4. Rate of pedal cyclist deaths per billion vehicle miles
5. Rate of pedestrian deaths per billion miles walked
6. Number of deaths resulting from collisions involving drivers under 25

In order to see the impact of Harrow's casualties on London as a whole, the trend for the above groups are provided below but not in relation to miles travelled as this is not available at a borough level. Because the numbers involved at the local level are so small, trends for this data cannot be assessed. Information related to these indicators is as follows:

	2009-2013 average	2012	2013	2014
Numbers killed	2.2	3	1	3
Number of motorcyclist killed	0.4	0	0	0
Number of car occupants killed	1.0	0	1	1
Number of pedal cyclist killed	0.2	0	0	0
Number of pedestrians killed	1.2	3	1	1
Number of deaths resulting from collisions involving drivers under 25	0.4	1	0	0

As well as the key indicators referred to above, the Government's Strategic Framework for Road Safety indicates that the Government will also be considering a comprehensive list of indicators relating to key themes. Themes include fatalities and serious injuries for various age groups, car occupants, HGV and LGV involvement, motorcyclists, pedestrians and disadvantaged groups.

3.2 London

In London, a Road Safety Plan to 2020, "Safe Streets for London" was adopted by Transport for London in 2012. The Mayor's vision is to establish London as the best big city on earth, welcoming and attractive to all who live, work and visit here. A safe road network and urban realm where everyone, regardless of age and the way they choose to travel, feels safe using the road and transport network to access all the city has to offer in terms of jobs, leisure and education, is an essential part of achieving that vision. The Mayor's Road Safety Plan can be found by using the attached link.

<https://tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf>

Over the past decade, Transport for London (TfL) and its borough partners have made great progress in making the Capital's roads safer, reducing the number of casualties, and improving the road network for all road users. Ground-breaking communications targeting some of the

most vulnerable groups of road users, such as the teen campaigns and Junior Road Safety Officer (JRSO) scheme, have had great success.

In addition, significant investment to re-engineer junctions, signals and crossings, as well as greater enforcement across the network, have more than halved the number of people killed, and cut serious collisions and fatalities involving children by around 70 per cent.

The new target for London is to achieve a 40 per cent reduction in Killed and seriously injured accidents (KSI) casualties by 2020, from a baseline of the 2005- 2009 average.

3.3 Harrow

For many years, Harrow has achieved lower accidents than nearly all other London Boroughs. For this reason achieving even further reductions is considerably more challenging.

In the Government's Strategic Framework for Road Safety, the Government proposes that the following key indicators are measured locally:

1. Number of killed or seriously injured casualties
2. Rate of killed or seriously injured casualties per million people
3. Rate of killed or seriously injured casualties per billion vehicle miles

To show the impact of the number of those killed or seriously injured in Harrow, for national data comparisons is:

	2009-2013 average	2012	2013	2014	Change in 2014 from 2009-2013 average
Number of killed or seriously injured casualties	38.2	45	36	49	+ 28%

Harrow's Transport Local Implementation Plan sets targets for road safety that have been developed and agreed with the Mayor of London. These targets are as follows:

Indicator	Target for 2015/17	Long Term Target 2020	Comment
The number of killed or seriously injured (rolling 3 year average)	41	40	The long term target considers that cycling in the borough will increase significantly and because cyclists are vulnerable road users the associated road accidents will also increase.
Total casualties (rolling 3 year average)	450	431	This long term target is extremely challenging and will require a level of investment both in physical and educational needs.
Number of motorcycle casualties	40	40	In order to achieve these targets we need to focus our road safety campaigns on motorcyclists and the associated dangers.

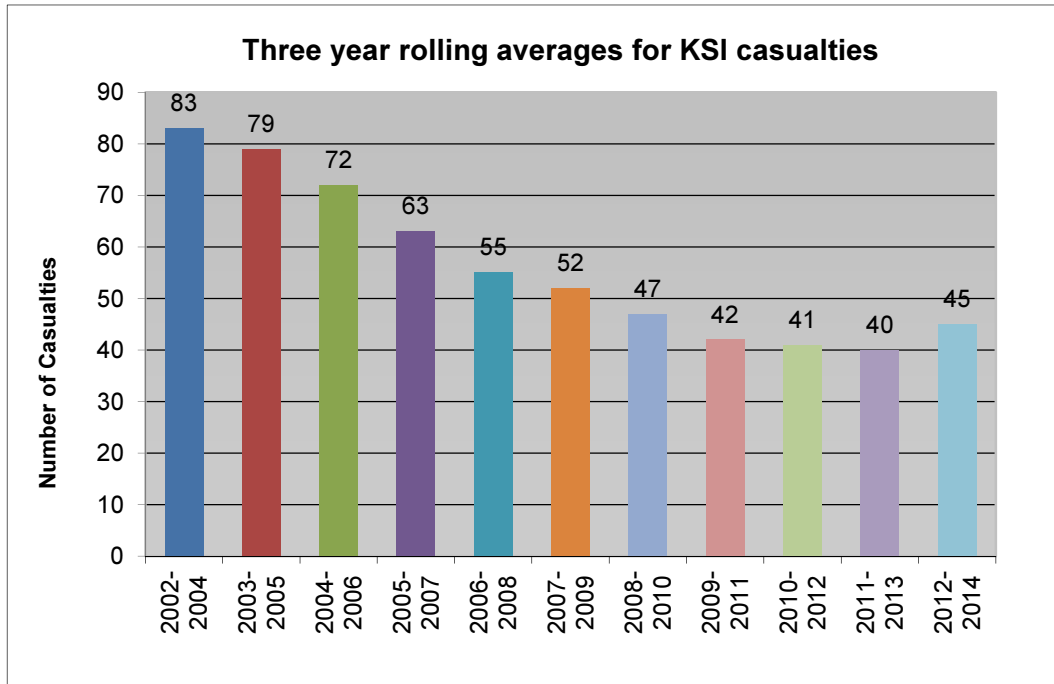
Section 4 shows Harrow's performance against the agreed targets. Section 4 shows trends for some of the other subgroups of particular importance to Harrow.

4. PERFORMANCE AGAINST LIP CASUALTY TARGETS TO DATE

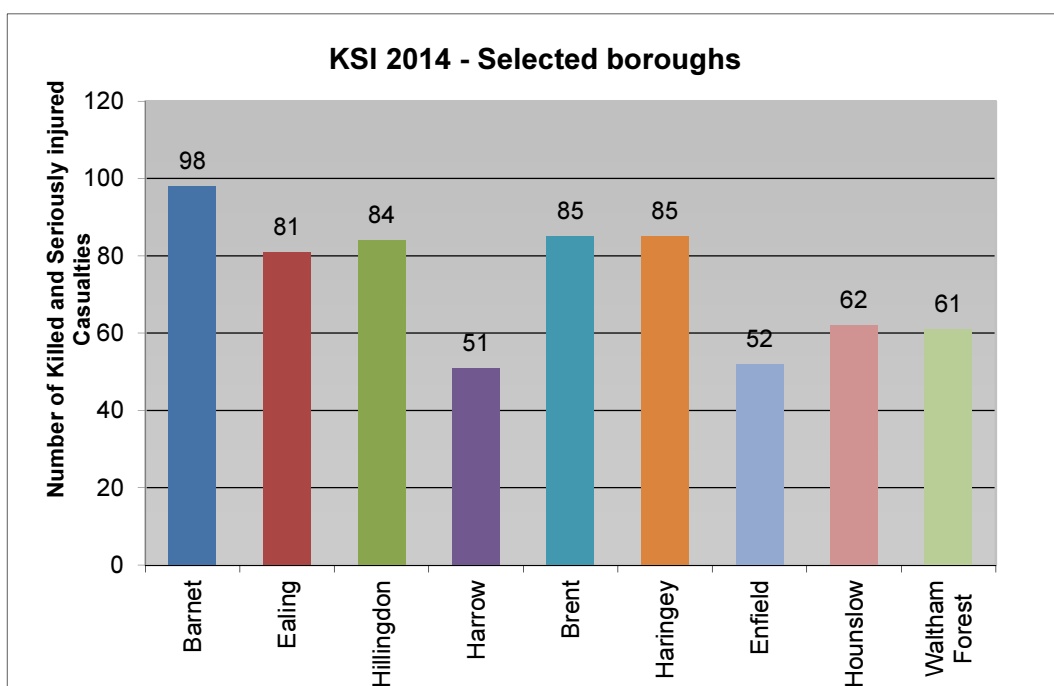
This section deals with the agreed road safety targets Harrow is working towards.

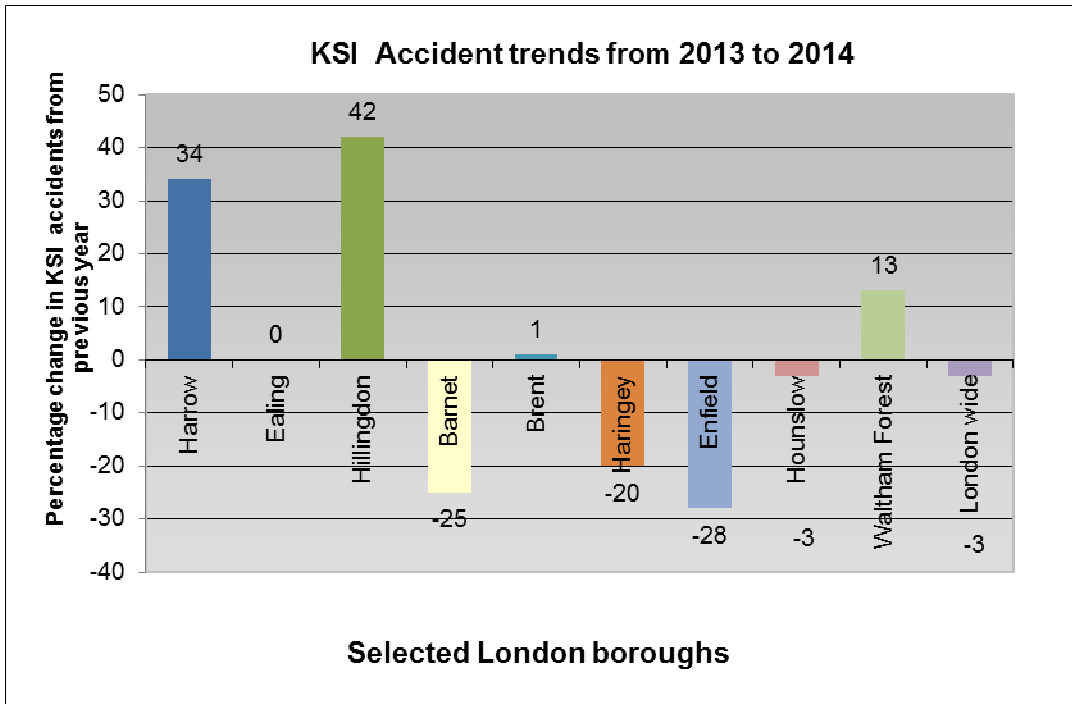
4.1 Killed and seriously injured

This is a London wide indicator and a locally agreed target.



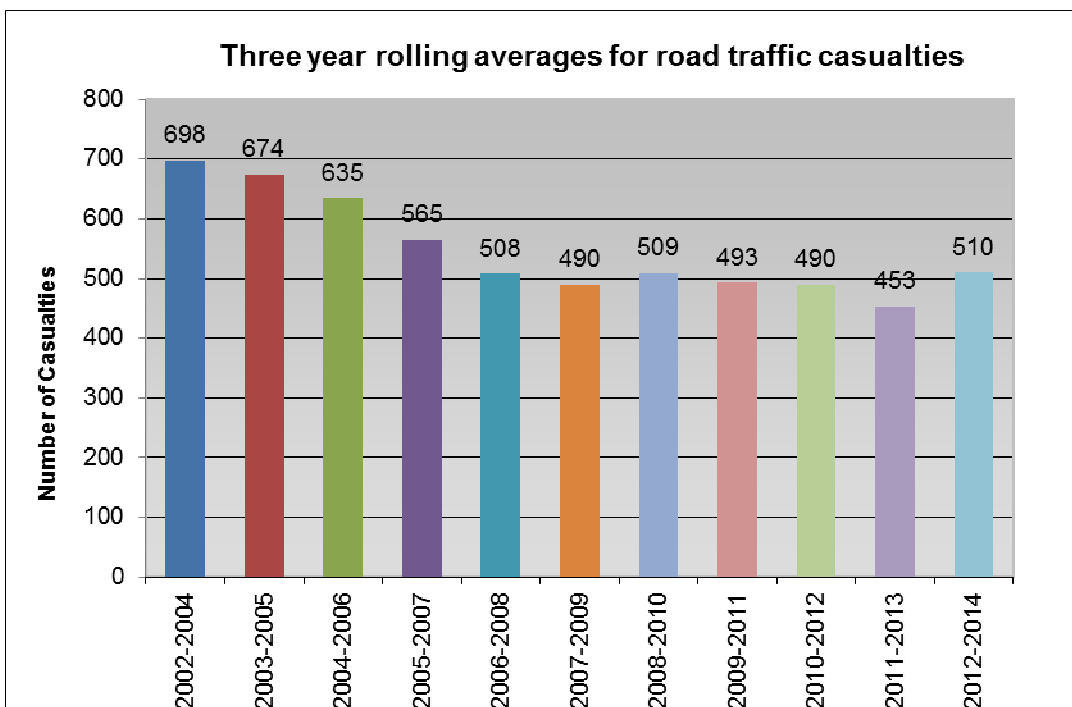
This target has not yet been met though additional road safety measures being introduced will certainly help to achieve the target and the borough is on course to achieve this target

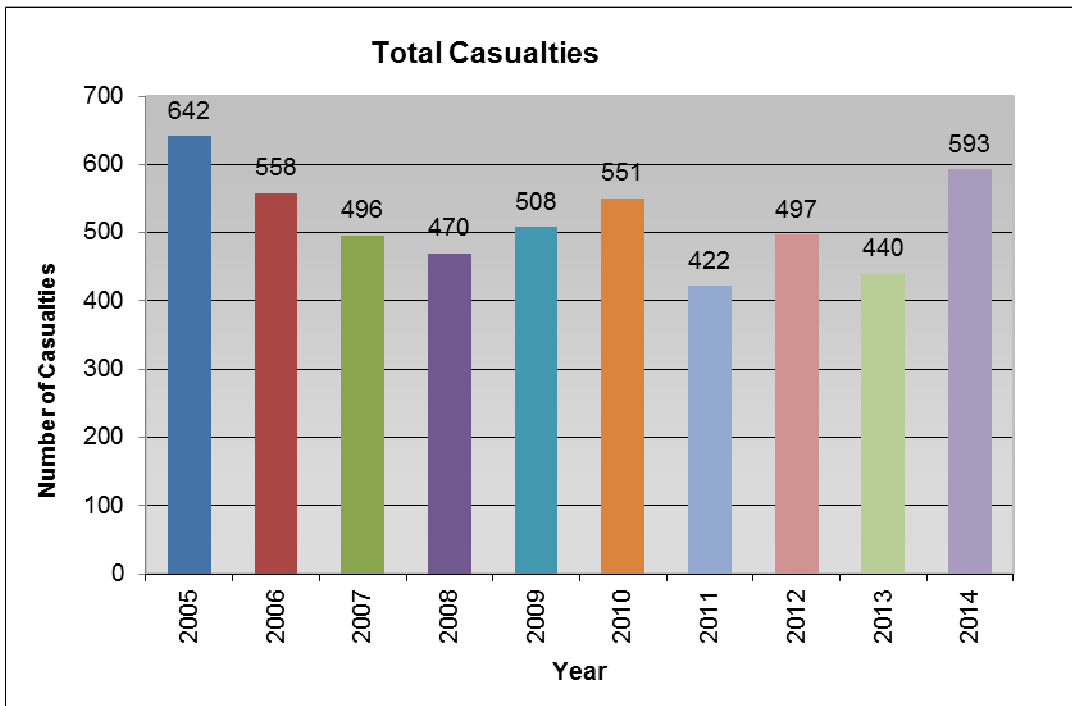




4.2 Total casualties

This is a locally agreed indicator and target and is particularly important for considering local clusters and trends because the level of killed and seriously injured accidents in the borough is relatively low.

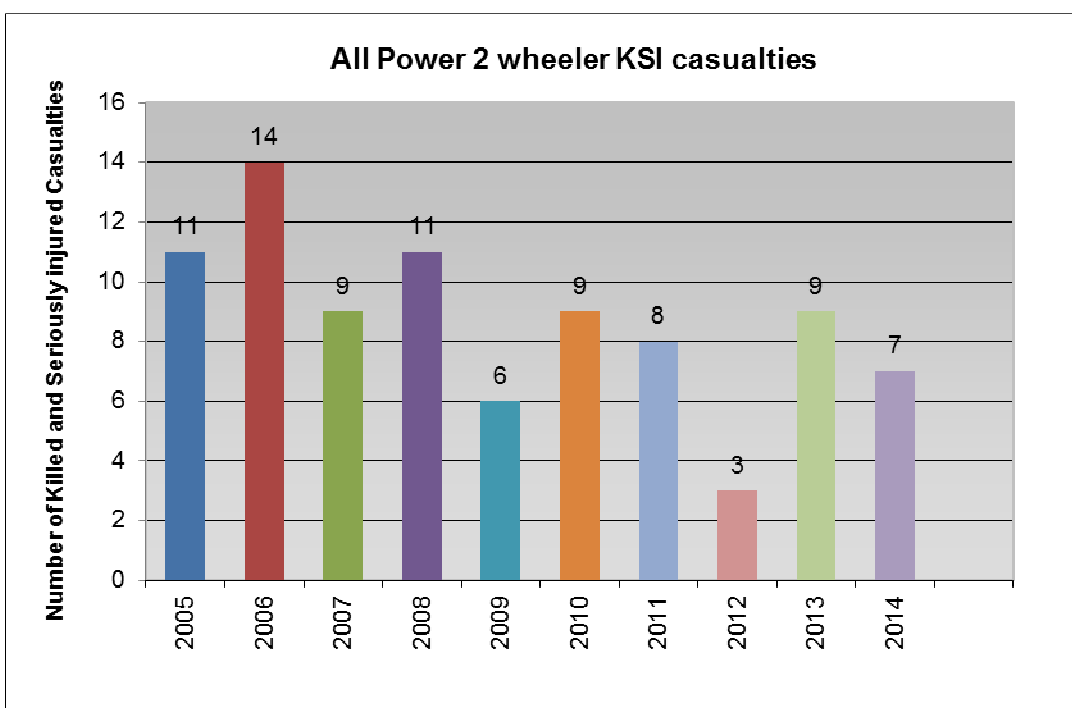


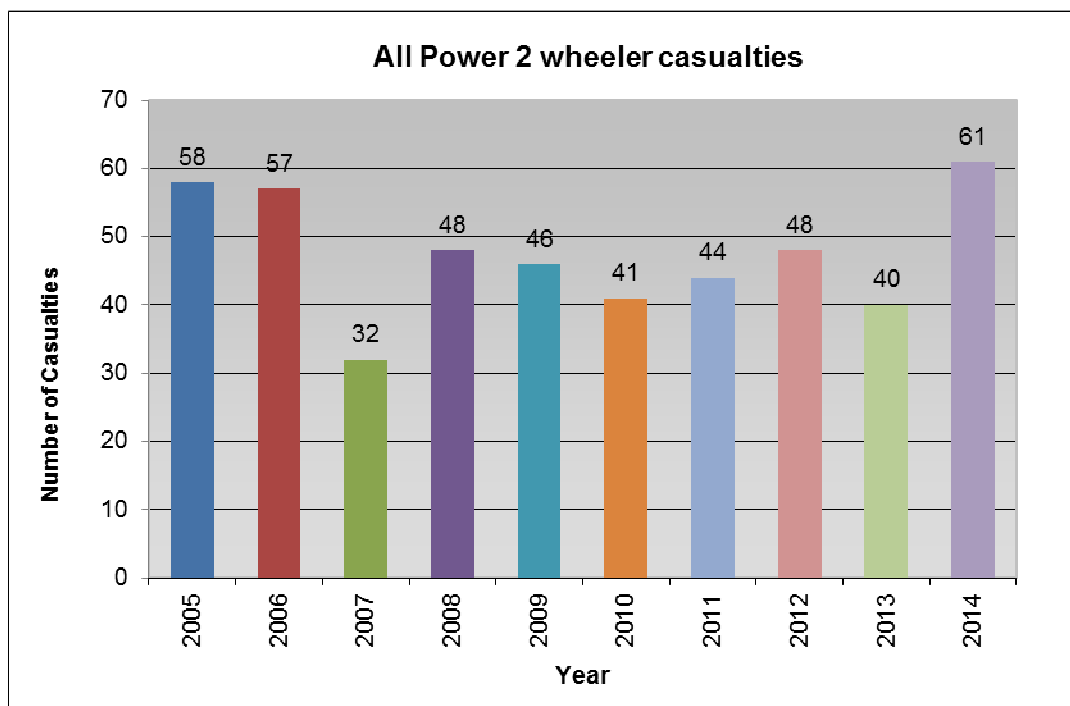


Harrow is concerned about this recent rise in road casualties and through measures outlined in this plan still considers the target to be achievable. In addition, the borough is committed to reducing casualties to below 431 in the longer term. The target average for 2015-17 is 450.

4.3 Motorcycle casualties

This is a locally agreed target and was selected because the borough is particularly concerned about the level of motorcycle casualties. The increase in the use of motorcycles and scooters and their popularity as a means of relatively affordable independent transport has led to an increase in casualty numbers over the last few years. In Harrow motorbikes and scooters make up about 1% of all traffic but casualties associated with them account for just over 10%.





This target was met in 2010 however this has increased recently. Reducing motorcycle casualties in the borough is one of Harrow transport’s primary objectives and additional campaigns will be required to address motorcycle safety. TfL launched its own motorcycle action plan for London in 2013 see link below.

<https://tfl.gov.uk/cdn/static/cms/documents/motorcycle-safety-action-plan.pdf>

5. TRENDS IN CASUALTIES

There are many subgroups of people that contribute to the overall casualty data that need to be considered in order to make sure that Harrow is taking the right steps in trying to reduce the number of casualties.

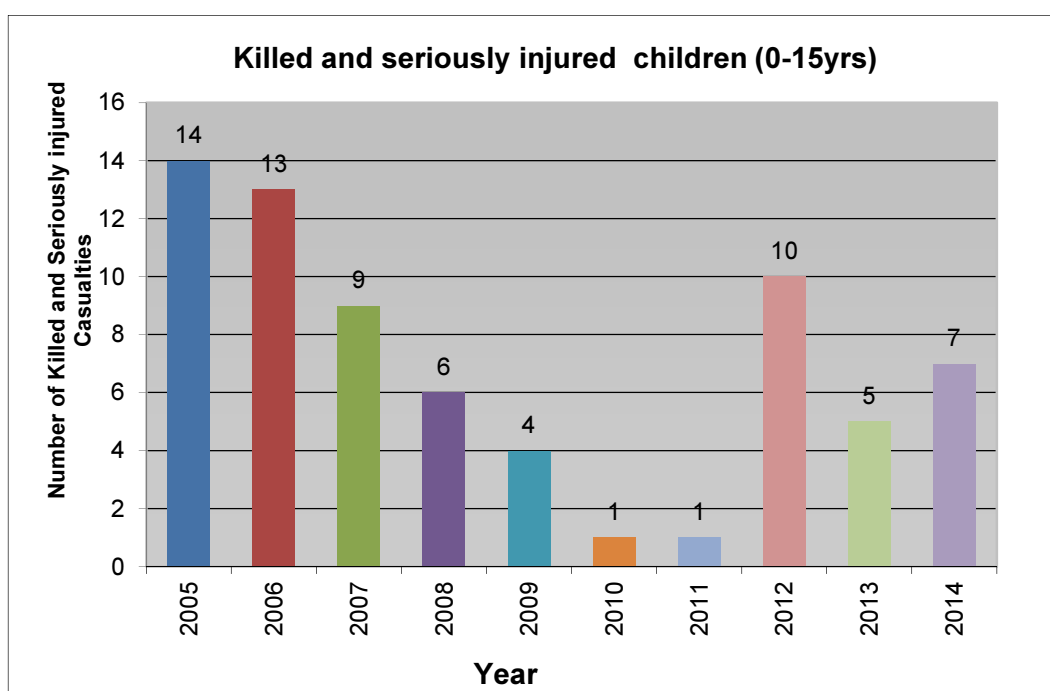
Subgroups where trends in casualties are monitored are shown below along with the reason for these trends being monitored.

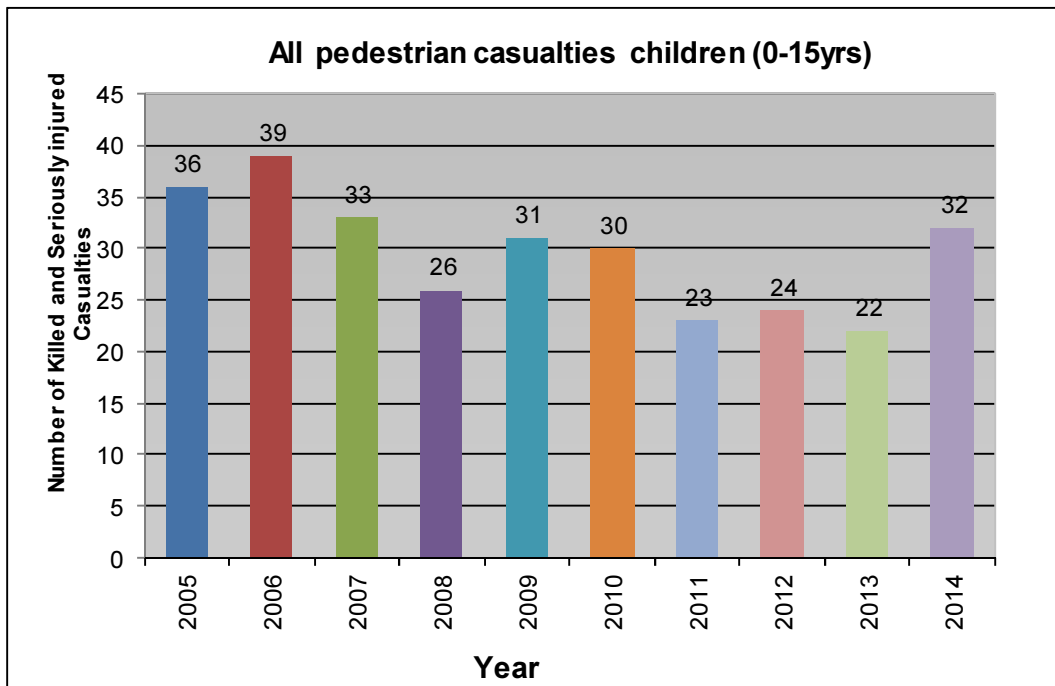
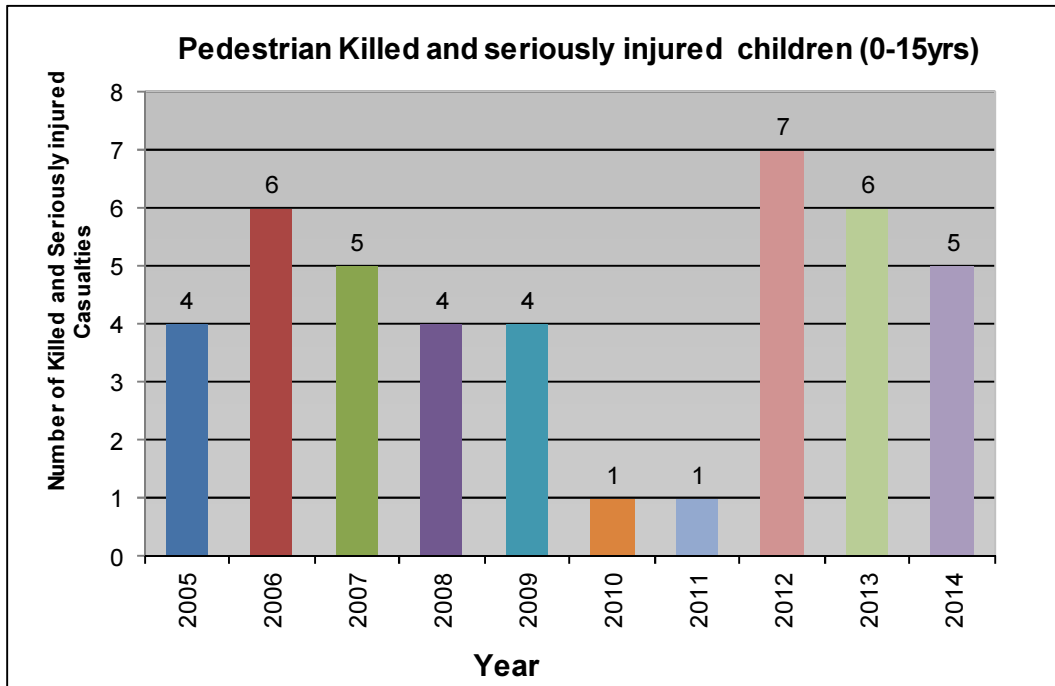
Harrow groups and subgroups	Reason
Killed or seriously injured young people	The borough is continually trying to increase the number of people walking and cycling to school, it is important to be sure that there is no knock on impact of an increase in associated young people killed or seriously injured.
Young pedestrians killed or seriously injured	As above
Young pedestrian casualties	As above
Young cyclist casualties	The borough is making considerable efforts to increase the number of people cycling. Young people will be a key group that will be targeted to achieve an increase. Therefore it is important that if there is any increase in cycle accidents it is immediately addressed.
All killed or seriously injured accidents	There has been a recent increase in KSI accidents within the borough this may Although accidents are random events, many commonly occurring factors are shared in accidents and it is the identification of these factors, which lead to the development of engineering remedial measures.

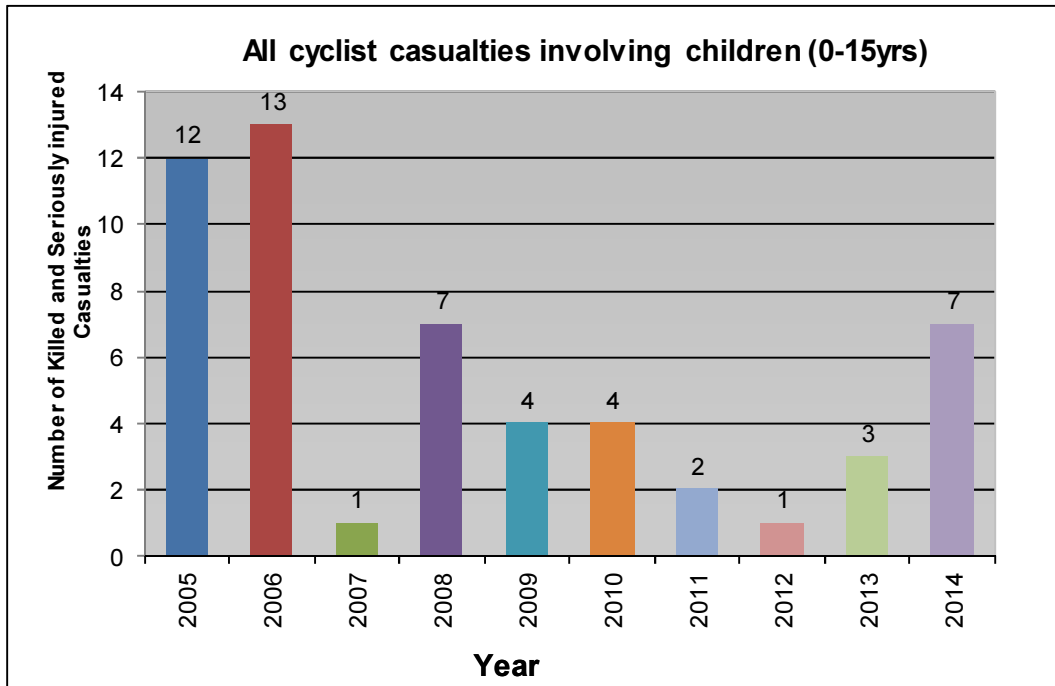
	<p>It is not possible to eradicate the failings of driver behaviour through engineering measures; however, the alteration of the highway layout can minimise certain types of conflicts occurring and lead to a reduction in the frequency of traffic accidents and reduce the severity of injuries. Engineering measures are therefore developed exclusively on that basis.</p> <p>Additional investment in road safety education and road safety measures would ensure the significant casualty reductions achieved are maintained and further road safety benefits can be accrued.</p>
Pedestrians killed or seriously injured	Pedestrians are a particularly vulnerable user group and for this reason, the borough considers it important to closely monitor these accidents.
Cyclists killed or seriously injured	As above and also as an increase in those cycling is anticipated it is important that this group is particularly closely monitored.

5.1 Children (0-15yrs)

It is a borough objective to encourage children to walk and cycle to school. This is for personal health reasons and is a good way to reduce child obesity, but reducing the school run would also reduce the associated local congestion and improve the local air quality. The borough has been successful in doing this and reducing the numbers going to school by car. However it is a careful balance to ensure that children and young people while walking and cycling are safe and that the consequence is not an increase in casualties.



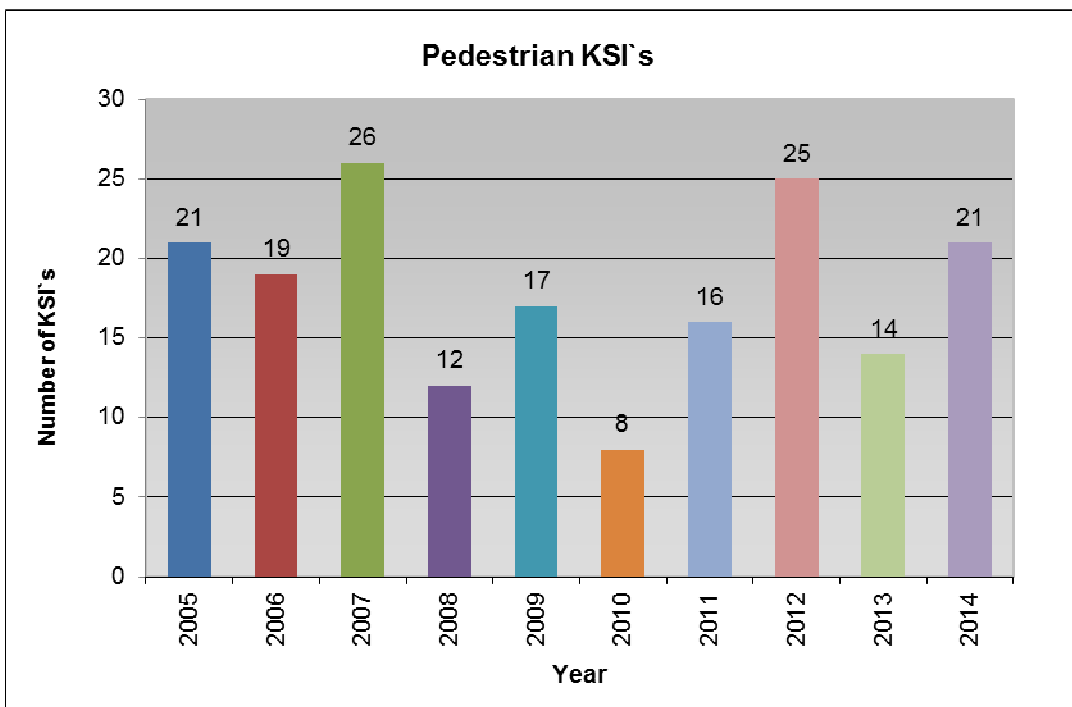


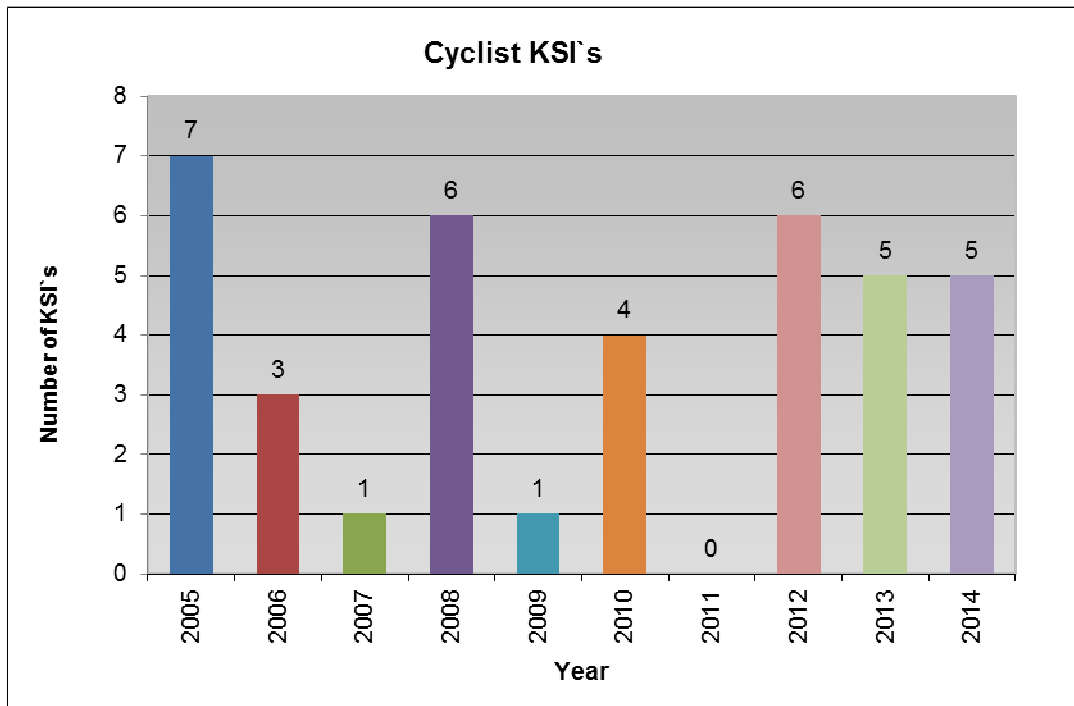


5.2 Pedestrians and cyclists

Pedestrians and cyclists are particularly vulnerable on the roads and therefore Harrow considers trends in accidents for these groups particularly carefully. A seemingly minor accident involving a car could cause a serious injury when a pedestrian or cyclist is involved.

Although the number of cyclists killed or seriously injured on Harrow roads is relatively low, the borough is anticipating a high increase in the numbers cycling over the following few years and is aware of the need to ensure that maximum attention is given to ensuring an increase in accidents does not occur as a result.





6. EDUCATION, ENGINEERING AND ENFORCEMENT

The major causes of accidents in Harrow are:

- Careless driving (including driver distractions such as mobile phones and disruptive passengers)
- Speed
- Dangerous driving (including driving under the influence of alcohol or drugs)

To address these problems, Harrow uses the following tools:

- Education through public information (campaigns and leafleting on road safety issues) and providing public information direct to school age children
- Engineering through highway management
- Enforcement through parking attendants and speed and red light cameras

Initiatives such as introducing 20 mph Zones, School Travel Plans, Local Safety Schemes and major scheme works all aim to reduce casualties. In particular, Harrow's 20mph programme focuses on areas surrounding local schools.

Harrow has adopted a comprehensive programme of Education, Training, Engineering and Enforcement aimed at reaching Harrow's targets for casualty reduction and further reducing accidents.

6.1 Education and Training

In order to ensure that education is targeted at the appropriate groups it is necessary first to know who is involved in accidents in Harrow and what type of vehicles are involved.

Accident analysis carried out by TfL show that in London boys aged 11-14 are most at risk from being hit by a vehicle when crossing roads. Children from low income and ethnic minority backgrounds are also particularly vulnerable. Approximately a quarter of all teenage pedestrian casualties occur on the way to or from school. Peer group pressure, mobile phones, texting and the use of personal stereos can easily distract young road users. Other activities including ball

games, rollerblading and skateboarding on the street can also lead to serious accidents involving teenagers and traffic.

Recent research by TfL also influences the way road safety education is implemented in the borough. In particular they have recently conducted road safety research projects into:

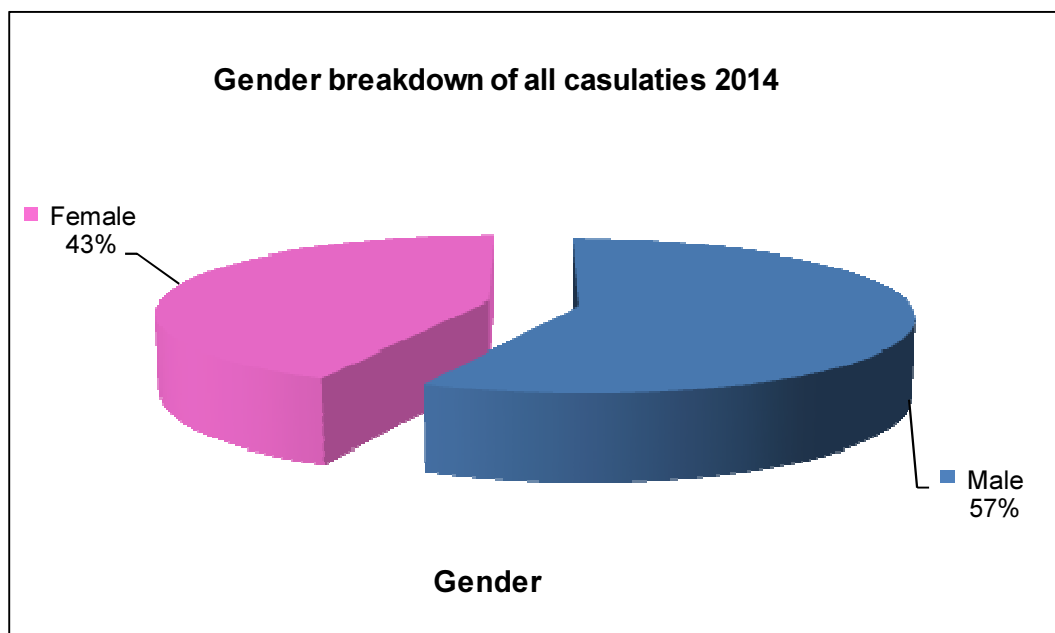
- Surveying attitudes on seatbelt wearing and use of hand-held mobile phones; and
- Quantifying ethnic inequalities in road traffic injury amongst London's black and Asian minority ethnic groups.

The following charts show the types of vehicles involved in all accidents in Harrow in 2014, the age group of those involved, the gender of those killed or seriously injured and also the ethnicity of child pedestrian casualties. These charts show the need to target education and training particularly towards young people, pedestrians and more particularly child pedestrians from ethnic minorities.

Harrow has a larger proportion of ethnic population compared with Greater London and this is reflected in the Borough's higher ethnic casualty figures. This can only be reduced by further education and publicity. It is intended to pursue this avenue by working with local community groups and schools, ensuring that education measures in appropriate languages are understood by their target groups, and that the information is effectively distributed amongst these groups. In addition, Harrow monitors the ethnic backgrounds of applicants for child cycle training to ensure that ethnic minority children do receive cycle training.

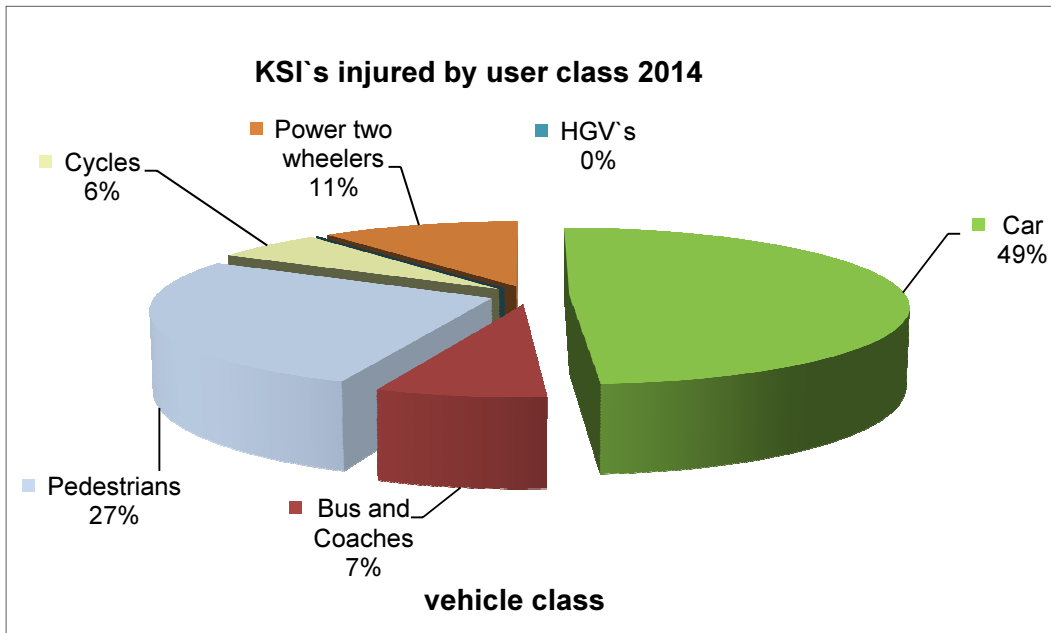
Gender

Gender is the most significant factor in casualties and in the numbers killed or seriously injured as shown by the following graph:



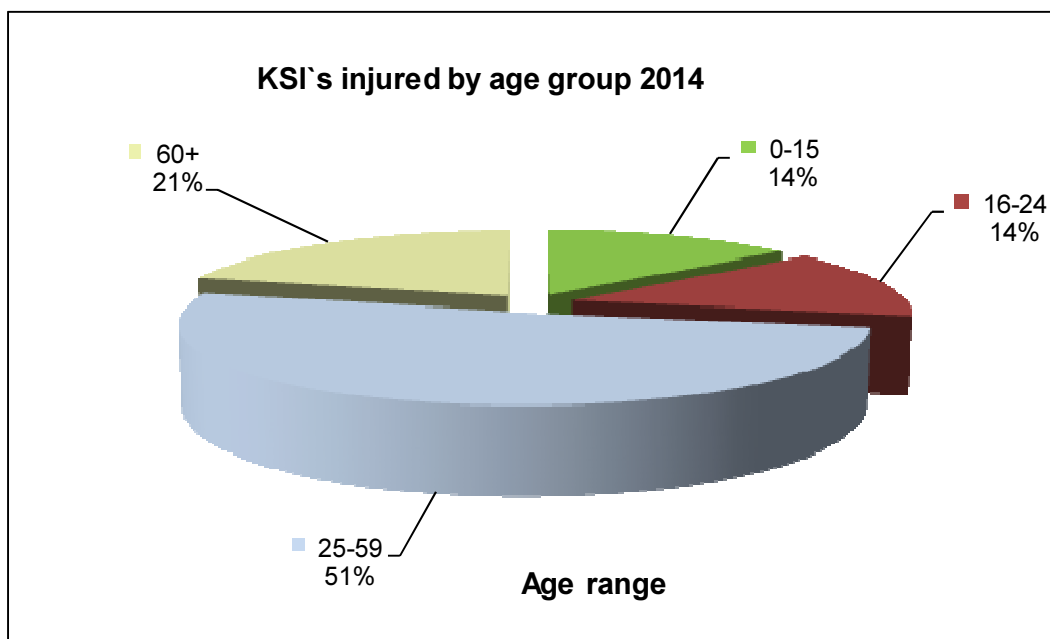
Road user class

When considering the volume of all road user types, the chart below shows the extreme vulnerability of pedestrians, cyclists and motorcyclists on the roads.



Age

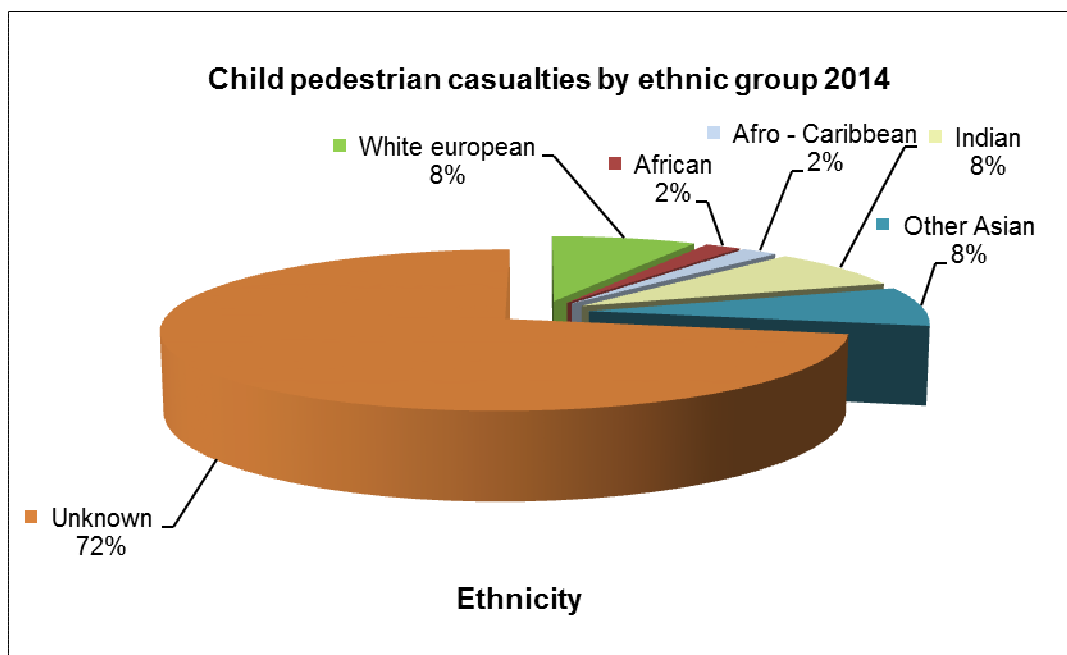
Considering that 16-24 year olds do not make up 25% of the population, the following chart is very revealing as to how we need to direct our educational and promotional resources.



Ethnicity

Harrow is a diverse borough, having 63.8% of its population from the BME (Black and Minority Ethnic) communities, with the largest group being of Indian ethnicity (specifically those from Gujarat and South India). The borough can also claim to have the largest concentration of Sri Lankan Tamils in the UK and Ireland as well as having the highest density of Gujarati Hindus in the UK. This is monitored because there has been national evidence showing that black and ethnic minorities are higher represented in child pedestrians than any other groups.

In 2014 20% of child pedestrian casualties recorded in Harrow were from ethnic minorities. This figure is likely however to be significantly higher bearing in mind that a large proportion of reported accidents did not record the ethnicity of the casualty.



6.1.1 Road Safety Resources

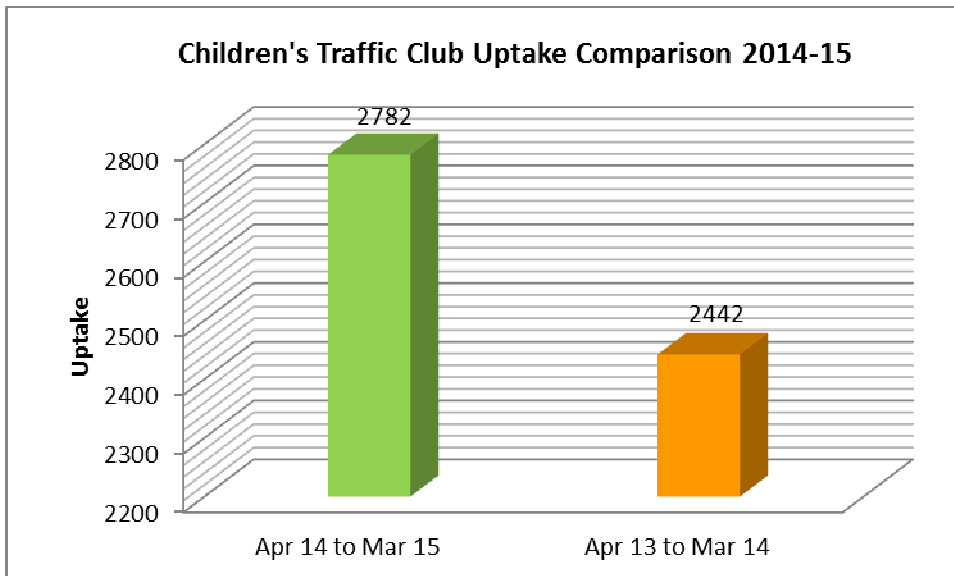
Harrow employs one Senior Road Safety Officer and two dedicated Travel Planners. The Senior Road Safety Officer is responsible for developing education, publicity, training and initiatives for all road users, including the delivery of cycle training and managing the School Crossing Patrol Service. The Travel Planners assist the schools in the development of School Travel Plans and work with Businesses to reduce the reliance of the motor car. Further information on School Travel Plans is provided in Harrow’s School Travel Plan Strategy. School crossing patrols are currently managed by the Senior Road Safety Officer however schools are being encouraged to pay directly for this resource in the future.

6.1.2 Road Safety Education

The following is a summary of all road safety initiatives undertaken by Harrow’s Senior Road Safety Officer:

6.1.2.1 Pre School Road Users

Through links with Transport for London and the local Primary Care Trust, invitations to join the Children’s Traffic Club are sent to parents of children just before their 3rd birthday. Following registration, three interactive DVDs with activity books, parent guides and stickers are sent out at four month intervals to assist parents in giving their children basic road safety instruction. Downloadable colouring sheets are also available on the Children’s Traffic Club website. Additional materials are provided to playgroup and nursery leaders to compliment the Traffic Club information and to promote membership of the club to as many parents as possible. The overall uptake of the Children’s Traffic Club from April 2014 to March 2015 was 2,782, an increase of 340 in comparison with the previous financial year’s uptake as shown below in the uptake comparison:



The majority of Children's Traffic Club registrations have come through working in partnership with nurseries. The 2nd most popular registration route has been through other promotions.

Summary of registration source

Registration by source		
Nurseries	PCT	Other
2,744	0	*38

**Other promotions represent those registrations achieved through the distribution of support materials to individual boroughs and online via the website.*

Visits to nurseries and playgroups are made by the Senior Road Safety Officer on request from nursery leaders but are limited by staff resources. The intention is for the Senior Road Safety Officer to make contact with playgroups on an annual basis to promote and discuss road safety issues.

Where appropriate, Department for Transport road safety leaflets translated into Bengali, Urdu, Punjabi and Gujarati will be distributed at these meetings. On-going discussions with playgroup and nursery group staff will be made to see whether other translations are required and would be of value.

6.1.2.2 Road Safety Presentations and Practical Pedestrian Training

The Council is working with schools to deliver road safety presentations and practical pedestrian training annually. Each school is assessed individually to establish their viability in terms of school curriculum time and the willingness of school staff and parents to support the initiatives during delivery. Both initiatives are designed to encourage behaviour change and ultimately, reduce the number of child casualties of all severity associated with journeys to and from school.

Due to staff resources, both initiatives are commissioned to ensure delivery to 60% of all primary school pupils at the very minimum. Tailored road safety presentations are delivered to all pupils from Year 1 to Year 6. Practical pedestrian training is delivered only to Year 4 pupils as less staff resources are required to support the training.

Practical Pedestrian Training is designed to raise child observation and awareness skills whilst crossing the road with an adult as well as equipping them with road safety skills in preparation for independent travel. This intervention is commissioned and offered to all primary schools on a first come first served basis.

Road safety presentations are delivered to primary schools in the Borough with aims of educating children about the dangers encountered travelling to and from school, outside of school and provide them with the knowledge to make rational, informed decisions as a pedestrian. Age specific presentations target all year groups and are supported with additional publicity and promotional material. Presentations cover all aspects of road safety from pedestrian safety, distractions, in car safety, cycling and use of public transport.

6.1.2.3 School Crossing Patrol

The Council actively promotes walking and cycling in the borough and are working with schools to encourage their parents and carers to consider walking, cycling or using public transport on their journey's to and from school. The aim of this programme is to ease congestion at the busiest times of the day and to encourage Harrow's residents to become fitter and healthier. School crossing patrols operate at certain places where it can be or difficult to cross the road when walking to and from school. This is not necessarily outside a school, but could be anywhere identified as a direct route to a school.

Across the borough we have 12 established school crossing patrol sites. Like other authorities we have to follow strict national criteria for the safety of school crossing patrol operators and the members of the public using the site. The site assessment, takes into account the number of pupils crossing, the volume and speed of traffic and any special site characteristics.

We constantly review all the sites, and the process established, to identify and approve new sites. We also disestablish sites that no longer meet the criteria

As part of the medium term finance strategy the School Crossing Patrol Service is seeking to achieve cost neutrality. We are consulting with the existing 12 schools which currently have School Crossing Patrol sites to establish how this will be achieved.

School crossing patrols are provided to schools in the borough where they can be of most assistance. This support is limited by the number of patrols available but the support offered is prioritised on achievable safety benefits. All School Crossing Patrol sites are risk assessed annually.

6.1.2.4 Walking Buses

A walking bus is an organised group of children who walk to school together accompanied by designated adults who are usually parents of some of the children walking or school teachers. Several schools have shown interest in supporting this low cost approach to travel planning. This initiative contributes to car usage reduction and in turn can assist in the alleviation of congestion outside schools. At present there are currently 5 walking bus routes running and more are in the process of starting up.

The Senior Road Safety Officer conducts safety audits on proposed routes and ensures that required training is given to supervisors and participants. Publicity for the schemes is also being included in school newsletters and information leaflets are being made available to playgroups, nurseries and schools for distribution to the new intake of pupils. These measures do rely on the co-operation of parents, which can sometimes be challenging to sustain.

6.1.2.5 Theatre in Education

A range of plays are commissioned and offered to schools on a regular basis and aimed at various age groups. The plays include themes relevant to junior and high schools. The plays encourage the children to interact with the actors to reinforce the road safety messages.

6.1.2.6 Junior Travel Ambassador Scheme

The JTA scheme will be promoted to all primary schools at the start of the academic year. It encourages peer-to-peer engagement and will give schools all the resources and guidance they need to promote safer, active and independent travel within the school community. Schools are encouraged to appoint JTAs to lead on promoting road safety and sustainable travel in schools.

6.1.2.7 Youth Travel Ambassador Scheme

Youth Travel Ambassadors (YTA) is a youth-led education project launched at the start of the academic year. 6 secondary schools have appointed YTAs to make a difference to the travel and transport issues which affect them and their community.

Teams of young people are supported through the YTA programme to create their own bespoke educational campaigns. The YTA teams then attend a Dragons Den style pitching event to present their ideas to the panel. The panel will offer advice, support and funding to enable the teams to make their ideas a reality.



6.1.2.8 School Parking Problems

Parking on school keep clear markings prevents children and adults from being seen as they are obscured by parked vehicles when they cross the road outside their school. Every weekday motorists are putting children and others at risk by inconsiderately parking or waiting on these markings during school drop off and pick up times.

The Senior Road Safety Officer and Travel planners work closely with Parking Enforcement officers and local Police. A combination of education and enforcement is used to deter motorists who persistently commit parking contraventions or park inconsiderately outside the school vicinity and local residents near schools.



A robust system has been implemented to identify what schools have parking issues, understand the type of issues identified and effectively enforce parking.

Publicity information will be included as a regular feature in newsletters issued to pupils and parents and as a review item in School Travel Plans. Posters and other promotional materials supporting local, London and national campaigns will also be issued as suitable materials become available. This will normal contain information about illegal parking, available in various languages. The council has three dedicated state of the art CCTV enforcement vehicles that regular visit school to carry out enforcement of the waiting restrictions.

6.1.2.9 Cycle Proficiency and Promotion

Bikeability training at levels 1 and 2 is offered to all primary schools' Year 5 and 6 pupils. Level 1, 2 and 3 courses are offered to all secondary schools in the borough of Harrow. It is also during half terms and school holidays.

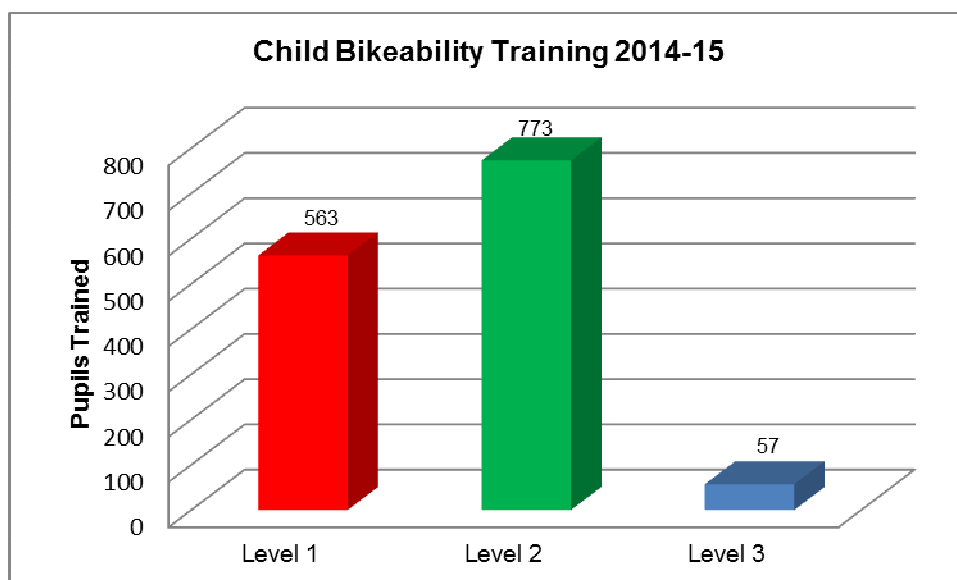
There are three levels of Bikeability cycle training:

- **Level 1: Basic cycle skills**
Delivered entirely off-road, level 1 classes are the ideal 'next step' for children who have learned to pedal independently. The 2-hour class focuses on steering and control, starting and stopping, signalling and looking back.
- **Level 2: Starting on-road cycling**
Delivered on Harrow's quieter, residential roads, level 2 focuses on safely managing junctions and riding alongside traffic. This 4-day course is ideal for pupils aged 10+ who perhaps did not pass the level 2 course at school, or were unable to take part.
- **Level 3: Advanced on-road cycling**
Ideal for the keen cyclist who may be slightly more experienced or slightly older, the level 3 course spends 4 days learning how to cycle safely through larger junctions, on busier roads, use cycling infrastructure effectively and plan a safe and efficient journey.

Adult cycle training is delivered to all adults who live, work or study in Harrow. Classes are available for complete beginners who want to learn to cycle, those wishing to improve their control and basic skills, cyclists who want to start riding on the roads, and aspiring cycle-commuters. Adult and family rides are also delivered for families who wish to take up a cycle proficiency course together. Classes run on alternate Saturday mornings. Bikes are available to hire for £10.

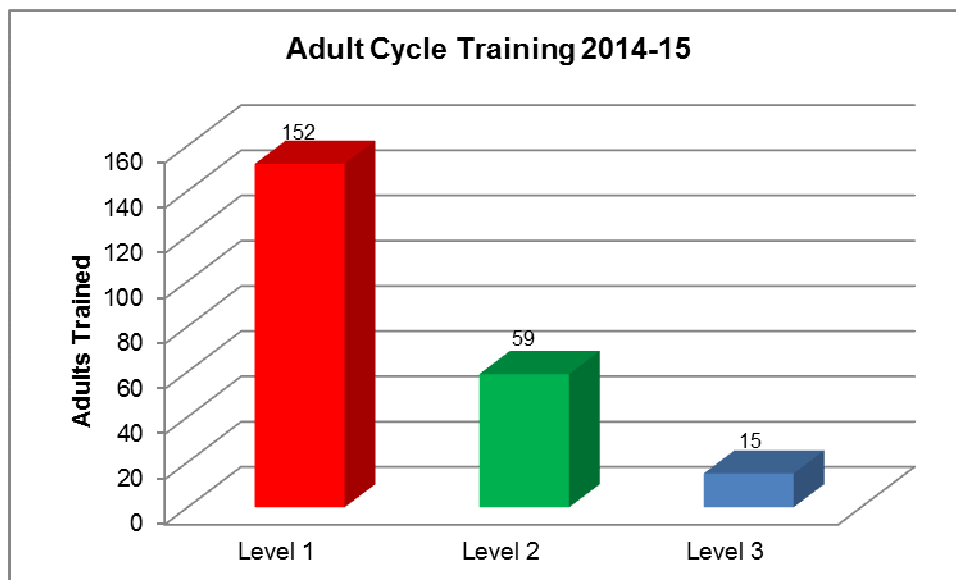
Cycle training is delivered by our contracted provider, Cycle Experience. The Senior Road Safety Officer and Travel Advisors promote cycle training initiatives and support course provision at schools. During programmed road safety visits, the promotion of cycle training and cycling to school will be used to the appropriate age groups. In order to promote cycling to school, secure cycle parking provision will be surveyed and where possible supplied to schools through funding from the development of School Travel Plan initiatives.

The graph below indicates the amount of pupils that received cycle training in the financial year 2014-15:



There is a distinctive increase in level 2 training with over 50% of pupils achieving this bikeability level. Training levels for bikeability level 3 are considerably low with just 4% of pupils trained. However it must be taken into account that level 3 training excludes primary school pupils and can only be delivered to secondary students and adults. With just 12 secondary schools in the borough this serves as a contributing factor.

The graph below highlights the cycle training volumes for adults in the financial year 2014-15:



There is a distinct decline of training numbers as the bikeability levels increase. 67% of adults have undertaken bikeability level 1 which suggests a large proportion of adults are either complete beginners or have basic/ limited cycling skills, with aims of developing further. In comparison with just over 6% of adults achieving bikeability level 3, this affirms the identified trend.

Bikeability Targets 2015-16 – Children and Adults

Bikeability Targets 2015-16		
Bikeability Level	Children	Adults
Level 1	591	160
Level 2	812	62
Level 3	60	18

6.1.2.10 Women’s Beginners and Commuter Bike Clubs

The Harrow Women’s Bike Club is a space for beginner cyclists to learn to ride, improve their cycling skills, get advice from trained instructors, get support from new friends, and improve their fitness. This club was launched as a trial in February 2014, with aims of teaching complete beginners to ride in a comfortable environment, helping women gain the confidence to eventually start cycling in parks and on the road. Through this they will achieve level 1 bikeability outcomes. With increasing demand for bookings, the club has now been fixed as part of a permanent cycling initiative.

The Harrow Women’s Commuter Club essentially is the graduation from the beginners club where women can achieve level 2 bikeability outcomes. Trained instructors will lead a bike ride around the borough, exploring cycle routes around Harrow, teaching members how to cycle

safely on the roads, and providing an opportunity to build fitness and confidence as cycle commuters. Rides vary in length and difficulty, to cater for both new and experienced commuter cyclists. The club runs for 6 months annually, once a week in the evenings from 6.30pm. Bikes are provided free of charge.

6.1.2.11 Learn to Balance and Ride Sessions

The 'Learn to Balance and Ride' bike club is aimed at children aged 3-14 who cannot cycle without stabilisers. Instructors work with children to develop their balancing skills before introducing pedals, enabling them to develop the fundamental skills entailed in level 1 bikeability.

These cycling classes have been tailored to be inclusive for all children and instructors will be able to give children extra focus where required, particularly for children diagnosed with dyspraxia, autism and downs syndrome.

Initially the club was launched in February 2014 on a trial basis. With the growing popularity and recognition of young children rapidly attaining core cycling skills from a young age, this club has now been considered a core cycling initiative which will continue to be delivered.



The bike club runs twice a week after 4.10pm. Bikes are provided free of charge

6.1.2.12 Bike It Plus Programme

The 'Bike It Plus' programme aims to increase levels of cycling to school through tailored assistances and activities to meet each school's needs, creating a pro-cycling culture. The appointed Bike It officer engages with 5 primary schools and 1 secondary school to develop stronger links for continued cycling in the transition from primary to secondary school and beyond.

The Bike It Officer will liaise with the borough officer to ensure schools remain intensively engaged in the programme provide support where required. Schools can only be eligible for enrolment on the Bike It programme on the basis that they either have an active travel plan or are currently in the process of developing one.

In the academic year 2014-15, 5 primary schools and 1 secondary school were appointed in the Bike It Programme: Nower Hill, Newton Farm, St John Fisher, Vaughan, St Anselm's and Norbury. Throughout the year these schools have consistently and intensively engaged in numerous cycling initiatives tailored by the Bike it officer and have agreed to remain in the programme until 2016-17.

For the academic year 2015-16 the following schools have been targeted to be included in the programme: Belmont, Aylward, Priestmead, St Joseph's RC, Krishna Avanti, Stanburn and Camrose. Of these 7 schools, 5 will be shortlisted for enrolment. The shortlisting process includes meeting with the school to assess their commitment to the programme. This process will commence at the start of school term in September 2015.

6.1.2.13 Ethnic minorities

The council will distribute the Department for Transport (DfT) road safety leaflets, where available in Bengali, Urdu, Punjabi and Gujarati. The DfT leaflets provide background road safety information to parents of children aged up to 6 years and are supported by nursery and playgroup staff.

Road Safety presentations are delivered to community groups where requested by other service areas to educate basic road safety and safer crossing facilities. Presentations are commonly requested through Community and Cultural services.

6.1.2.14 Young Motorists

Targeted at year 12 and 13 students, Safe Drive Stay Alive (SDSA) is a powerful full stage production aiming to reduce the number of road casualties among young road users and educate them about the risks, be able to identify the common causes for crashes and prevention strategies.

This production consists of a filmed reconstruction of a crash and interspersed at relevant points by a police officer, a paramedic and fire-fighters who come on stage to give an account of their personal experiences of accidents. It also features speakers whose lives have been permanently changed; a bereaved family member and a seriously injured survivor. They speak from personal experience and explain how bad decisions can take seconds to make but the impact can last a lifetime.

SDSA addresses the following key road safety messages:

- Peer Pressure
- Excessive Speed
- Seatbelts
- Drink & Drug Driving
- Driver Distractions (i.e. mobile phones)



In the academic year 2014-15, SDSA was delivered to a total of 7 6th forms/colleges with 525 pupils attending from Harrow. With this being the first year of SDSA delivered in Harrow, we aim to continue promoting the programme with aims of increasing the amount of schools attending from Harrow and Brent.

The delivery of SDSA is followed up with the distribution of First Car Magazine magazines which are targeted at young drivers. Sponsored by over 14 London Boroughs, the magazines are distributed to 6th forms and colleges in Harrow.

The use of moped and motorcycles (powered two wheelers) by teenage riders is causing concern in the borough. High profile motorcycle safety campaigns focussing on young riders have been run during the summer months and will continue to be run to address the high number of motorcycle casualties.

6.1.2.15 Freight / bicycle awareness and safety issues

There is a lot of concern about the increase in accidents between freight vehicles and cyclists. Around half of all cycle deaths in the Capital involve a goods vehicle. To date, none of these have occurred in Harrow. However, it is a concern that must be continually addressed.

To help tackle this issue, the Mayor and TfL are:

- Introducing new 'Safer London Driving' cycle awareness training for lorry drivers, which is now part of the HGV drivers' Certificate of Professional competence accredited ;
- Calling for more freight operators to join the Freight Operator Recognition Scheme (FORS) and are offering 540 free 'Safer London Driving' places to FORS members;
- Urging cyclists not to undertake lorries at junctions through a widespread cycle safety advertising campaign which will see hundreds of safety posters go up at key sites throughout the Capital;

In addition to the cycle safety awareness training developed for HGV drivers, TfL has also distributed more than 20,000 cycle safety lenses (known as Fresnel lenses) to freight companies operating in London and contacted 300 operators that have construction vehicles in their fleet, urging them to install side-bars or other safety devices on HGVs that are currently exempt.



In Harrow, any freight operator using vehicles over 7.5 tonnes will be sent an information package regarding cycle safety. This includes information explaining the dangers to cyclists regarding freight vehicles. Also included is a lorry sticker for placing on the back of the lorry warning cyclists not to undertake lorries on the inside lane. Harrow will be developing a specific programme for lorry drivers to be included as part of FORS. Lamp post banners will be erected encouraging cyclists to stay further away from lorries. These will be introduced at selected locations where lorries regularly make left turns.

All Harrow Council drivers are encouraged to undergo a certificate of competency training which includes the TfL course on cycle awareness. This ensures that they are fully aware of the risk faced by cyclists when approaching their vehicles.

There are 15 FROS accredited freight organisations in Harrow including the London Borough of Harrow. FORS accreditation level for each freight organisation is shown below:

FORS Accreditation Status			
Company	FORS ID	FORS Status	Business Sector
Brian Doogue Haulage Ltd	001144	Gold	Construction, General haulage
London Borough of Harrow	001238	Gold	Local authority / public sector
ASME Engineering Ltd	002627	Silver	Construction and Metals
Chinnadurai	006488	Bronze	General haulage
PL Logistics Ltd	003004	Bronze	Construction
CD Plant Hire and Repairs	006293	Bronze	Plant hire
P Deehan Haulage	003004	Bronze	Plant hire, Specialist haulage
Nexus Logistics	005382	Bronze	Parcels and courier services
KCM Haulage Ltd	001833	Bronze	General haulage
Edmundson Electrical (Harrow)	001239-13	Bronze	Electrical
Harrow Community Transport	002272	Bronze	Bus and coach (passenger)
JP Sweeney	001872	Bronze	Construction
M.Musgrove Ltd	007414	Registered	Manufacturing
Boundary Fencing Contractors Ltd	002526	Bronze	Construction
Novus Automotive	A00092	Associate	Auto Parts

6.1.2.16 Road Safety Campaigns

The council is committed to making the roads of Harrow safer for everybody. Harrow is already one of the safest London boroughs as far as road casualty numbers are concerned but there is always room for improvement. Throughout the year, several road safety campaigns take place aimed at a variety of different groups.

Motorcycle Safety

Harrow's motorcycle campaigns are aimed at improving road safety for motorcyclists and include the following:

- Large lamppost banners displayed along locations where there is a history of motorbike accidents
- Posters and information leaflets sent out to all high schools, colleges, businesses, motorcycle retailers and other areas where there are a large number of motorbike and scooter riders.
- Promotion of London wide schemes such as "BikeSafe" and "Scooter Safe" through motorcycle dealers and related industries, 6th forms/colleges

Cycling Safety

As part of a bid to increase the visibility of cycling in Harrow and promote cycling safety, cycling campaigns are organised by the Senior Road Safety Officer in the following methods:

- Posters and information leaflets on community noticeboards, lamp columns, schools, GP surgeries, Harrow People magazine, Harrow's official website and Northwick Park Hospital, promoting free cycle training courses, HGV and cyclist safety awareness.
- 'Try Cycling' loan schemes are run on an ad-hoc basis to encourage people to loan a bike of their choice and try cycling over a 4 week period.
- An annual week-long cycling roadshow combined with various cycling activities for adults and children known as the 'Tour de Harrow'. This is launched during the same time as 'Bike Week' – a celebration and promotion of all the benefits about bikes and cycling which falls in June.
- Large lamppost banners displayed along locations where there is a history of cycling accidents.



Motoring Safety

Where identified, Harrow runs targeted campaigns with aims of improving motorist behaviour and addresses the key road safety messages where relevant. These are as follows:

- To educate motorists about the dangers of drink and drug driving, campaigns are launched during festive periods and major sports events such as the UEFA World Cup and Euro football competitions.
- A 'Clear your windscreen' campaign is publicised in the winter to highlight the danger of driving with a frosty windscreen.
- Raise awareness with speeding, seatbelts, child car seats, mobile phones and vehicle insurance. Other aspects covered include vehicle safety checks (i.e. tyres), tiredness and fatigue, in-car safety and emergency procedures.
- Providing relevant literature and for young and elderly motorists addressing the common factors developing accident prevention strategies.

Subject to funding and prioritisation, posters and information leaflets are distributed on the above issues.

6.2 Engineering

In addition to training and educating people to use roads safely, it is important to ensure as far as practicable that the Borough's roads are laid out and managed in a way that minimises the risk of accidents. In this respect, road safety schemes fall into two main categories: accident reduction and accident prevention.

6.2.1 Accident reduction

Details of all personal injury accidents reported by the Police are collated by the London Accident Analysis Unit of Transport for London (TfL). Details of all accidents in this Borough are then passed to Harrow Council for monitoring and analysis.

All fatal incident sites are fully investigated by the Police and their findings are shared with representatives from the council usually at an onsite meeting to establish if there were any factors which could be mitigated by either engineering and educational means.

Remedial measures are then designed to reduce the number of accidents. Accidents are analysed to identify clusters of accidents, accident patterns and common causation factors. Accident rates are compared with surrounding boroughs and London averages to help identify where action might be most beneficial. Cost benefit analysis is also undertaken to maximise the benefits in terms of casualty reduction that can be achieved with the available resources.



Old Redding scheme – accidents reduced 65% after measures introduced on the right



Kenton Lane – Before measures



Kenton Lane – After measures introduced

Currently the council's priority is to tackle roads in the borough where killed or serious accidents involving personal injury (KSI) have been recorded. This is in line with the Mayor for London's Road safety strategy to target KSI personal injury accidents.

Harrow has programmes for implementing 20mph zones and local safety schemes throughout the borough.

6.2.2 Accident Prevention

Prevention is better than cure. Safety aspects of new traffic proposals are of paramount importance. Care must be taken to avoid the repetition of previously identified problems, or the creation of new conflicts or hazards. This is addressed by ensuring all new schemes have a design risk assessment carried out by an experienced and independent safety audit Engineer at various stages of the scheme development.



Harrow-on-the Hill – Before measures



Harrow-on-the Hill – After measures

6.2.3 20 mph zones

Reducing speeds in and around local schools is a priority for the Council. There is a high level of public concern about the speed of vehicles and the council is working closely with the Police and the public to address the issue. The Council is concerned, not only for the number of casualties caused by excessive speed but also for the detrimental affect it has on the environment and quality of life.

A large number of evaluation studies have demonstrated a link between the introduction of 20mph zones and a subsequent reduction in casualties. The size of the reductions and the consistency of results over a wide number of areas are further evidence for this link. There is similarly strong evidence showing the benefits of traffic calming measures, which are used in 20mph zones. A key benefit of a 20mph zone is that pedestrian survival rate is increased to 97% when vehicles travel at speeds below 20mph.



Harrow has a target of increasing the number of schools located within a 20mph zone in the borough

to 70% of schools by 2020. The impact of introducing a 20mph zone is not only a decrease in accidents but also an increase in the local perception of safety. The resulting reduction in any traffic movement will help to reduce the number of road traffic accidents and generally improve road safety for all road users.

At present around 50% of schools are located in 20-mph zones within the borough, however, over the coming years the Council is proposing to implement or expand further zones where traffic conditions, particularly around schools, could be improved by their introduction.

A list of all 20mph zones and traffic calmed areas in the borough is included in **Appendix A**.

6.2.4 Local Safety Schemes

To decide where to introduce measures to reduce personal injury accidents, the latest 3 year accident data is considered. Because the number of people killed or seriously injured in Harrow is low compared with other boroughs, it is sometimes difficult to identify clusters where only the most serious accidents have taken place. For this reason although our priority is to reduce KSI accidents, the borough considers all accidents when looking at casualty data. The latest 3 years of casualty data is shown in a map in **Appendix B** and the effectiveness of implementing local safety schemes is shown in **Appendix C**.

The scheme development work planned is focussed on the analysis of personal injury road traffic accidents data supplied by the Metropolitan Police and detailed assessments of how accidents have occurred and the layout of the environment in which they take place.



New roundabout layout – Roxeth Green Ave/ Rayners Lane / Eastcote lane

Although personal injury accidents are random events, many commonly occurring factors are shared in accidents and it is the identification of these factors, which lead to the development of engineering remedial measures. Engineering measures are therefore developed exclusively on that basis.

Future schemes include a programme of works aimed primarily at addressing accidents involving killed or seriously injured, motorcyclists and cycles. This ensures that key borough priorities are addressed as well as the national priorities.

6.2.5 School Travel Plans

The Council works with all local schools to help them introduce School Travel Plans. These plans frequently require both physical measures to be introduced to the local road network as well as relevant publicity and information to be provided. The entire school community is encouraged to identify the problems and dangers that prevent them from walking or cycling to and from school.

These comments are looked at by traffic engineers who develop proposals to implement traffic engineering schemes that will improve walking and cycling routes. The studies also highlight to the schools, the safety and environmental problems caused by cars on the school run and involve staff, pupils and parents in looking at ways that the school journey may be improved.

School Travel Plans are a powerful way to influence parental behaviour and have been proven to encourage walking to school and actually reduce car use. Schools are encouraged to apply for accreditation through STARS (Sustainable Travel: Active, Responsible, Safe), A Transport for London led scheme. STARS provide bronze, silver and gold standards of accreditation based on the performance of the STP. In general terms the more initiatives a school delivers and the greater the changes in behaviour, the higher the STARS Accreditation award.



Zebra crossing installed as part of a safer route to school project close to Cannon Lane School

6.2.6 Localised Safety Parking Programme (LSPP)

Poor and dangerous parking can frequently limit how safe it is for pedestrians to cross the street and vehicles to access local buildings. Poor parking can reduce site lines which results in both drivers and pedestrians taking higher risks to go about their daily business.



Visibility before measures introduced



Access and visibility improved

The LSPP deals with isolated locations where parking problems and issues occur. Typically remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrowings in order to improve access. These measures also support the well-established principles in The Highway Code.

The number of requests far exceeds the financial and staff resources to enable them all to be implemented and consequently a formal appraisal system is utilised to prioritise schemes and direct the limited resources to the neediest locations.

6.3 Enforcement

Safety issues are a fundamental consideration for all national and local traffic regulations and their implementation. However, without proper enforcement, the traffic regulation and its safety impact is futile. Changing attitudes towards some issues is a significant help in minimising the level of enforcement required, for example, the change in attitudes to drink driving. However, regulations do need to be well enforced to maximise their impact.

The Police are responsible for enforcing speed limits and the council works closely with the Traffic Police (currently based in Alperton Police garage) and the Police Safer Neighborhood teams to share speed survey data to help target enforcement across the borough.

Safety regulations in Harrow are primarily promoted and enforced through the use of speed and red light cameras, speed activated signs.

6.3.1 Speed and red light cameras

Camera enforcement is one of the tools used in Harrow to improve safety. The London Safety Camera Partnership (LSCP) is responsible for implementing a comprehensive camera safety programme to reduce speed and red light running road crash casualties in London. Recently all speed cameras in London have been upgraded to digital style cameras.

Camera enforcement is one of the tools used in Harrow to improve safety The London Safety Camera Partnership exists to do three things:

- Reduce death and serious injury caused by speeding and red light running in London;
- Raise awareness about the dangers and consequences of speeding and red light running; and
- Meet the Government and the Mayor's 2020 targets for casualty reduction.

To achieve these aims the Partnership operates a combination of fixed speed, mobile speed and red light camera sites across London, making it a safer place for everyone.

The Partnership consists of the following organisations:

Transport for London (TfL)
Metropolitan Police Service
City of London Police
Her Majesty's Courts Service
London Councils

The objectives of the partnership are:

- To operate in targeted collision “hotspots” and areas of community concern around London;
- To improve driver behaviour using sustained education and enforcement; and
- To increase the support of Londoners for safety camera deployment.

Harrow works with the LSCP regarding camera installations. Since April 2007, the criteria for introducing speed and red light cameras in London are as follows:

Speed Cameras

In the most recent 36 month period there must be a collision history along the length of road of 3 Killed or Seriously Injured collisions, 2 of which must be speed related.

Red Light Cameras

In the most recent 36 month period there must be a collision history at the junction, and on the same arm, of 1 Killed or Seriously Injured collision and 1 other personal injury collision (slight). Both of these collisions must have been caused by a vehicle 'Disobeying Automatic Traffic Signals' (running a red light).

Harrow keeps the location of red light and speed cameras under continual review.

A map and information showing the location of red light and speed cameras in Harrow are provided in **Appendix D**.

6.3.4 Speed activated signs (SAS)

Speed (or vehicle) activated signs are used to address the problem of inappropriate speed where conventional signing has not been effective or where engineering measures would be unsuitable or unfeasible due to site constraints.

The council currently has ninety five SAS located at strategic sites throughout the borough.



6.3.5 Speed limits

The primary purpose of a speed limit is to indicate the maximum permitted speed to be driven on a road or within a defined area. Associated to the purpose of speed limits is the need to set a limit that is appropriate for the particular road and the purposes for which it is used. The 30mph limit is applicable on all roads in England and Wales where street lighting is present unless signs show otherwise. These areas are also more often than not built-up areas.

Speed limits should fit into a rational and easily understood hierarchy if they are to be observed by drivers. Before deciding to change an existing speed limit the Traffic Authority must consider all the relevant factors, including:

- accident and casualty savings
- improvement to the environment
- improvement in conditions and facilities for vulnerable road users
- reduction in public anxiety
- increased journey times for motorised traffic
- costs of implementation
- costs of engineering measures and their maintenance
- negative environmental impact of engineering measures
- costs of enforcement

If it is considered that a change in the speed limit is the best course of action, then a speed limit Order has to be made. This involves a statutory legal process.

6.3.6 Civil enforcement officers (Parking attendants)

The Council directly employs its own parking enforcement staff. In addition, at times suitably qualified agency staff assists in the enforcement process. The presence of civil enforcement officers is a deterrent to dangerous parking. Dangerous parking at junctions and bends can impair visibility and may lead to road accidents as people step out between cars with only limited view of the line of traffic. The perception of well-enforced parking regulations also increases the perception of a well-enforced road network.

7. MONITORING

The following activities will continue to be monitored:

- All road accidents but particularly those involving killed or seriously injured, those involving cyclists or motorcyclists and those involving young people
- Number of schools updating their travel plans and achieving an accredited status
- Effectiveness of all Local safety schemes and 20mph zones.

8. PARTNERSHIPS

There is close partnership between Engineers, Road Safety Officers, school crossing patrols, the Police, Fire and Ambulance services, bus operators and Council's enforcement staff on road safety and traffic management issues. A new focus team has been established with these partners that will meet 4 times a year to discuss joint initiatives on how to reduce casualties in the Borough.

Harrow's team of civil enforcement officers provide an on-street parking enforcement programme.

The Mayor of London has responsibility for developing and implementing safe transport facilities throughout London. The Mayor can encourage bus operators to provide bus driver training to reduce collisions and to make journeys smoother.

The Police play a key role in enforcing traffic regulations and speed limits. Their direct involvement in dealing with collisions and accident data collection is vital in analysing collisions.

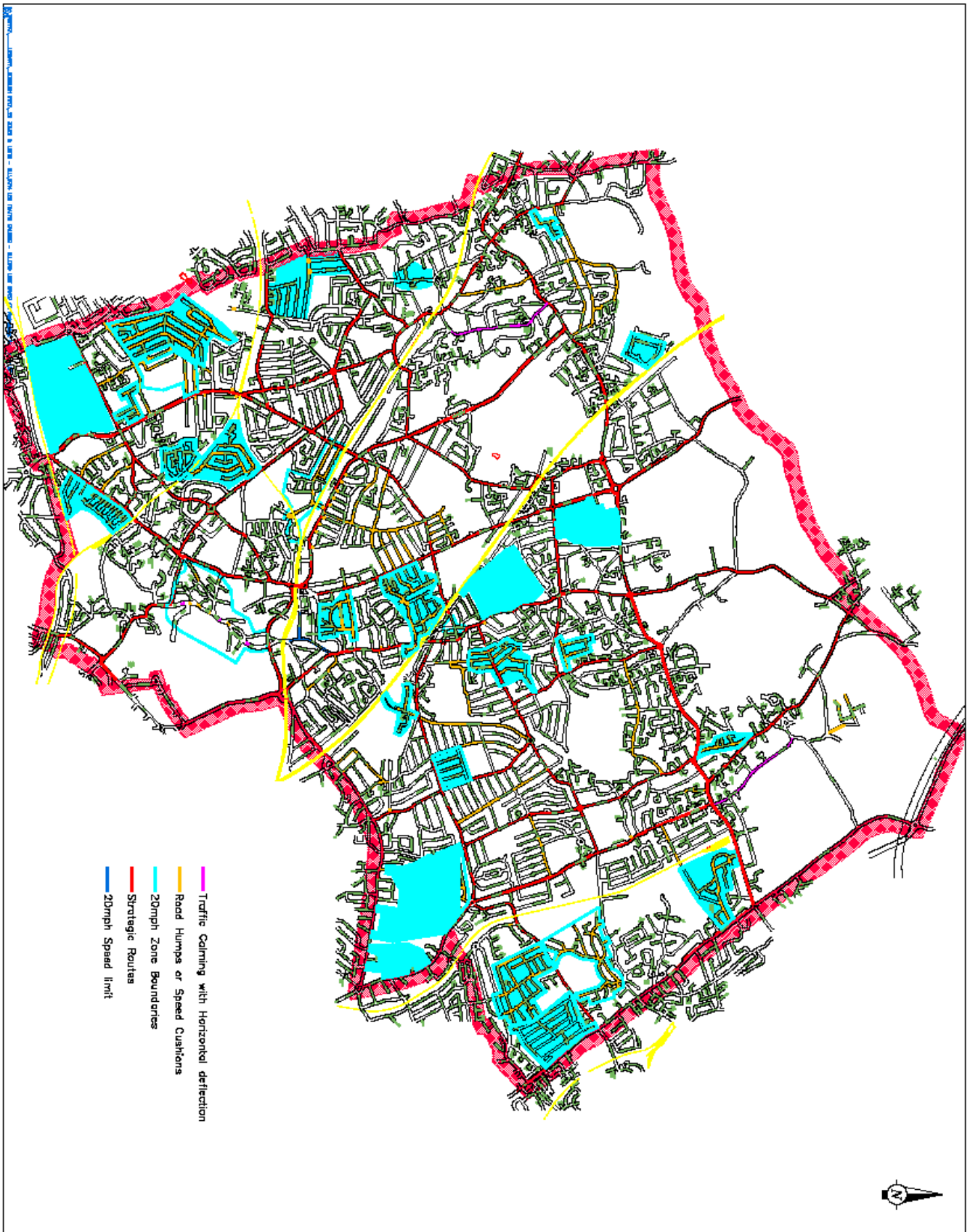
The Department for Transport (DfT) provides general guidance on road safety issues and sets national standards for driver training and vehicle standards and undertakes national campaigns. Transport for London play a large role in supporting London Boroughs in Road Safety initiatives and also provide funding for Local Safety Schemes, School Travel Plan implementation schemes, walking and cycling schemes, 20mph schemes, Education, Training and Publicity promotion in schools and for the continued development of School Travel Plans. The Department for Education and Skills also provide bursaries to local authorities and capital funding to schools to assist in the development of school travel plans.

9. FUNDING

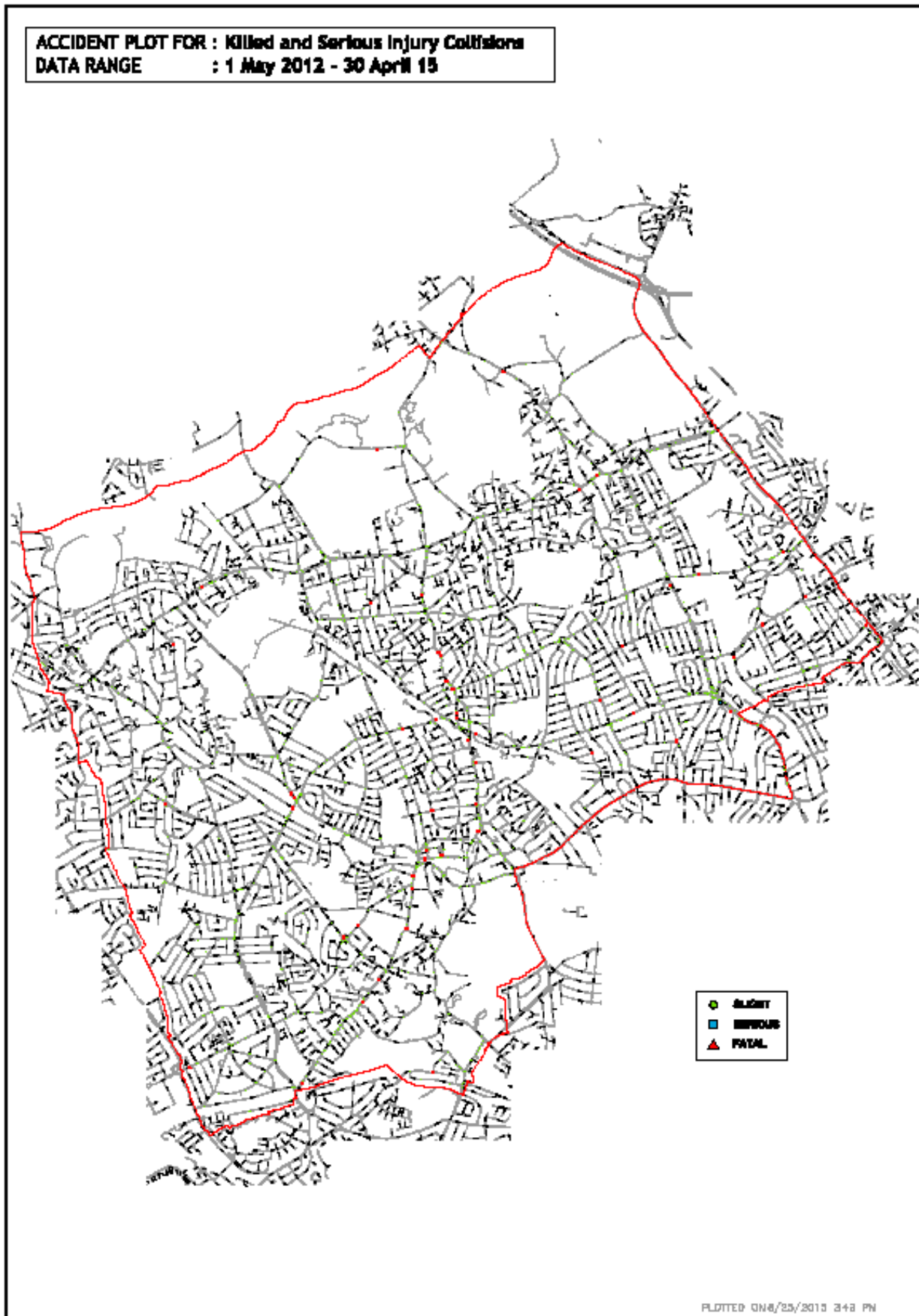
Funding for all road safety schemes in Harrow is predominantly provided by TfL through a borough formula funding allocation.

BP/JA Oct 2015

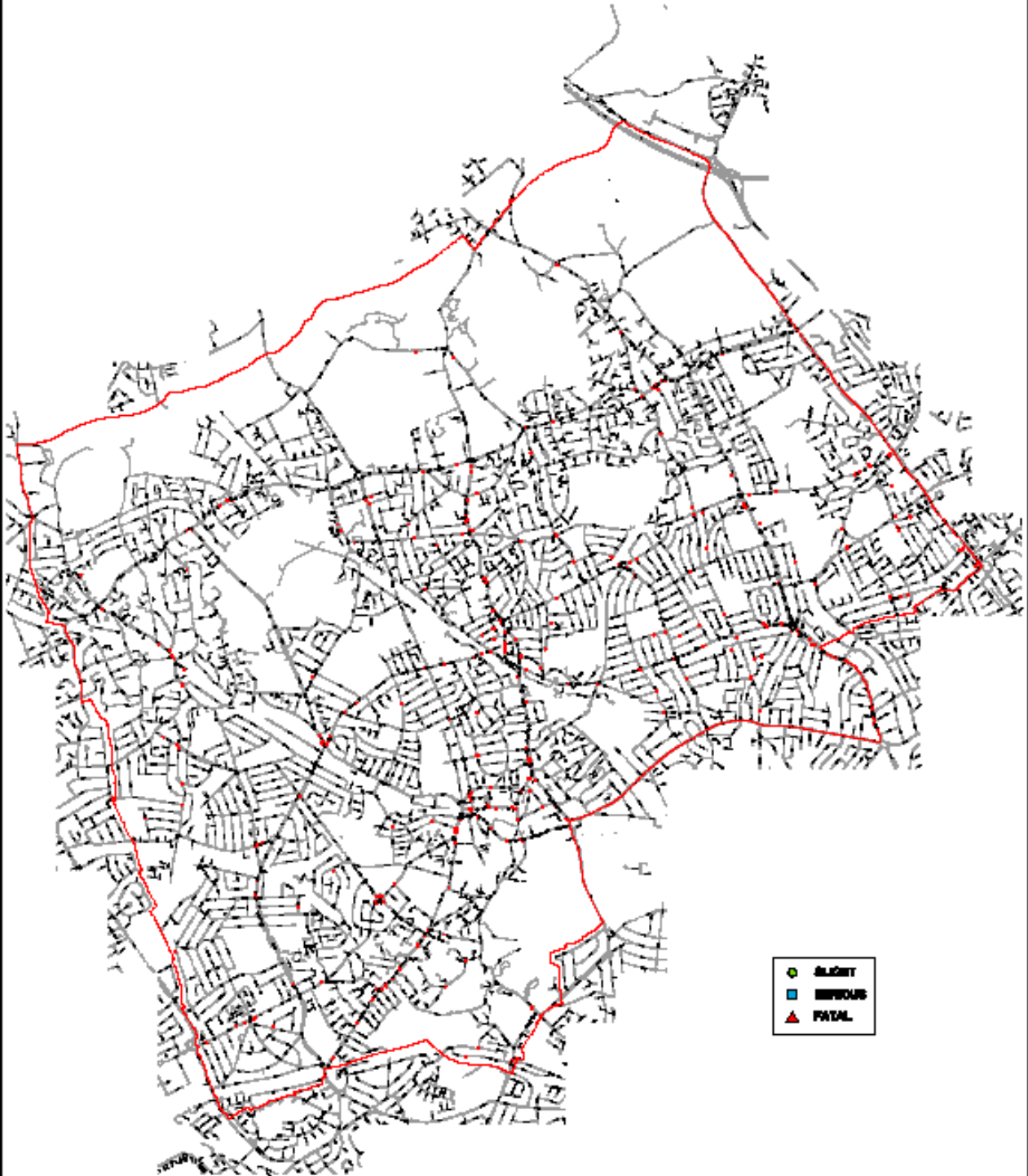
Appendix A: 20mph zones and traffic calmed areas in London Borough of Harrow



Appendix B: Road casualty maps



ACCIDENT PLOT FOR : All Personal Injury Collisions
DATA RANGE : 1 May 2012 - 30 April 15



PLOTTED ON 8/25/2015 3:04 PM

Appendix C: Effectiveness of Local Safety Scheme implementation

The following table shows the change in accidents between 2009 -2015 following the implementation of local safety schemes: (updated Sept 15)

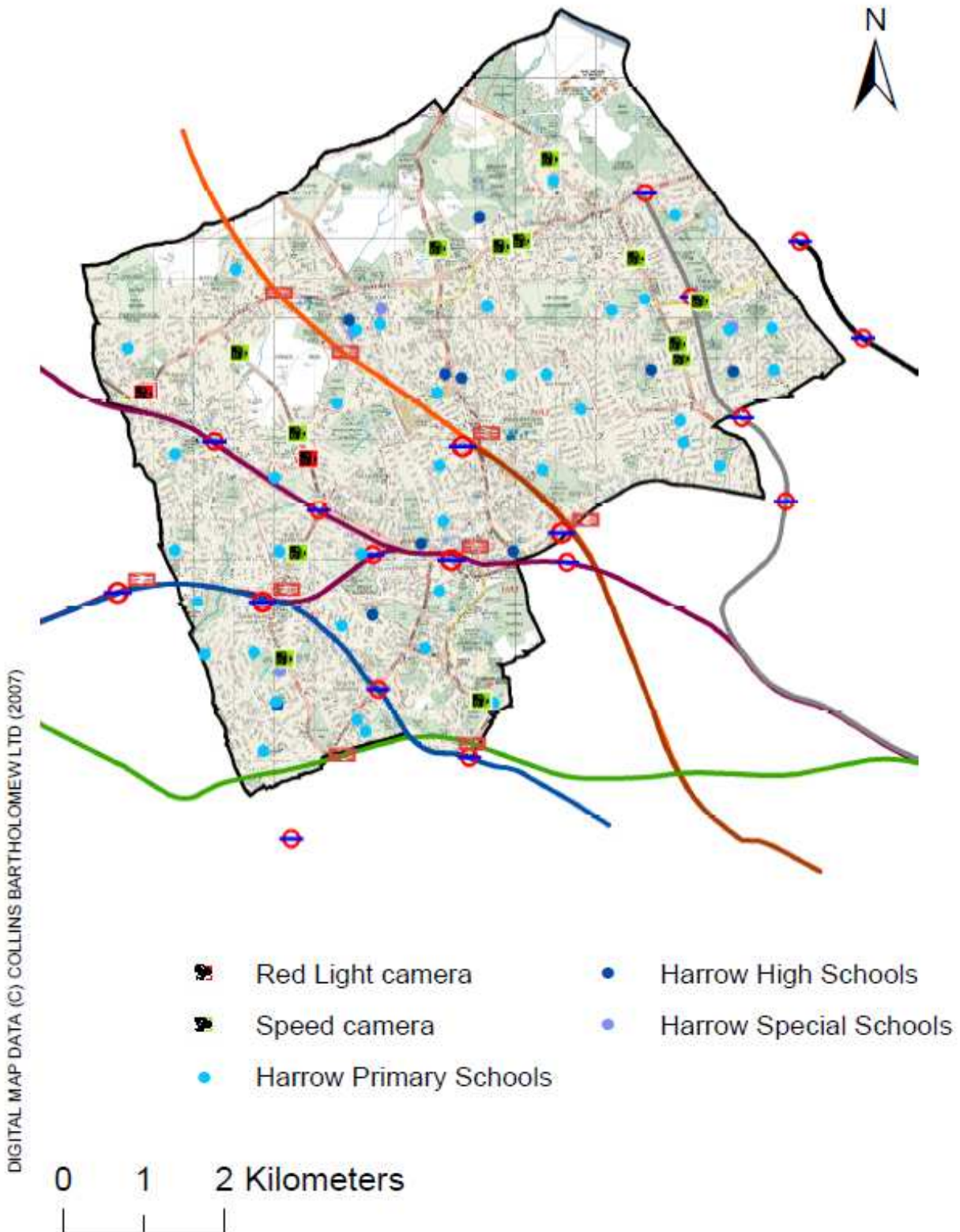
Scheme Name	Date scheme implemented	Before implementation			After implementation		
		Killed	Seriously injured	slights	Killed	Seriously injured	slights
Local Safety Schemes							
George V – traffic signals	Sept -10	0	2	11	0	0	1
Northolt Road	Dec- 10	0	1	36	0	2	7
Uxbridge Road – Hatch End	Apr -11	2	6	12	0	0	2
Shaftesbury Circle**	Apr -13	0	2	9	0	1	8
Old Redding**	May-13	0	4	26	0	2	5
Old Church Lane**	Jan-14	0	0	5	0	0	2
London Road**	Mar-14	0	0	8	0	0	2
High Street, Pinner	TBC	0	3	11	-	-	-
High Road , Harrow Weald	TBC	0	4	28	-	-	-
Total		2	22	146	0	5	27

** Accident numbers shown are for the three years before and three years after implementation or up to end of Apr 2015 if less than three years.

Of the first seven schemes above this shows a reduction in KSI's of 71% and 75% for slight casualties.

Appendix D: Location of speed and red light camera sites

Speed and red light camera locations



Red light Running Camera Sites

LOCATION	DIRECTION
• A404 Uxbridge Road Pinner Green j/w Elm Park Road.	Westbound
• A404 George V Avenue, Pinner j/w Headstone Lane.	Southbound
• A404 Pinner Green j/w Pinner Hill Road	Eastbound

Speed Camera Sites

LOCATION	DIRECTION & SPEED LIMIT
• A4140 Honeypot Lane, Stanmore, near j/w Broadcroft Avenue	Northbound 40mph
• A4140 Honeypot Lane, Stanmore, north of j/w Wigton Gardens.	Southbound 40mph
• A4140 Marsh Lane, Stanmore, opposite j/w Silverston Way.	Southbound 30mph
• A409, Brookshill, Harrow Weald j/w Harrow Weald Park.	Southbound 30mph
• A404 St Thomas' Drive, Pinner j/w Briants Close	Northbound 40mph
• A404 St Thomas' Drive, Pinner j/w Briants Close	Southbound 40mph
• A404 George V Avenue, Pinner j/w Elmcroft Crescent	Northbound 30mph
• A404 George V Avenue, Pinner j/w Elmcroft Crescent	Southbound 30mph
• A4140 Stanmore Hill, Stanmore j/w Wood Lane	Southbound 30mph
• A4090 Alexandra Ave, near j/w Drake Rd	Southbound 30mph
• A4090 Alexandra Ave, near j/w Drake Rd	Northbound 30mph
• A4005 Sudbury Hill near j/w Greenford Rd	Southbound 30mph
• A410 Uxbridge Rd by Hathaway Close	Westbound 30mph
• A410 Uxbridge Rd by Masefield Ave	Eastbound 30mph
• B461 Whitchurch Lane near Donnesfield Ave	Westbound 30mph
• B461 Imperial Drive near Farm Avenue	Northbound 30mph
• B461 Imperial Drive near Farm Avenue	Southbound 30mph

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

Date of Meeting:	23 November 2015
Subject:	Headstone Lane area parking review - Public Consultation
Key Decision:	No
Responsible Officer:	Venetia Reid-Baptiste - Divisional Director Commissioning Services
Portfolio Holder:	Cllr Graham Henson - Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	Hatch End, Headstone North
Enclosures:	Appendix A Stakeholder meeting notes – Headstone Lane area parking review Appendix B Headstone Lane area parking review - public consultation document Appendix C Consultation responses listed by road and questions Appendix D Petitions received Appendix E Area recommended for detailed design and statutory consultation

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the Headstone Lane area in September 2015 on a possible controlled parking scheme. The report requests the Panel to recommend proposals to the Portfolio Holder for Environment, Crime and Community Safety and to proceed with a statutory consultation.

Recommendations:

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

- (a) A controlled parking zone including resident permit bays is introduced operating Monday to Friday, 10am – 3pm within the boundary shown in Appendix E in the following roads and that eligibility for permits is restricted to the following addresses:
 - Headstone Lane (Nos. 155 to 291 odds, 194 to 350 evens, Letchford House and Letchford Terrace),
 - Long Elmes (207 to 283 odds and 200 to 252 evens),
 - Chantry Road,
 - West Chantry,
 - Chantry Place (public highway section only),
 - Mullion Close,
 - Broadfields,
 - Randon Close,
 - Fernleigh Court,
 - Barmor Close, and
 - Parkfield Avenue (Nos. 23 to 63 odds, 42 to 94 and Laura Court).
- (b) To introduce Shared use bays (“pay & display” and permit holders) and “Pay & Display” bays in Long Elmes and Headstone Lane by the shopping parades with a tariff of 10p per 20minutes for pay and display (first 20 mins per day free),
- (c) Introduce a loading bay in Long Elmes to operate Monday to Saturday 8am to 6.30pm,
- (d) Introduce Monday to Saturday 8am to 6.30pm waiting restrictions in Headstone Lane and Courtenay Avenue (between Secker Crescent and Pinner Park Avenue)
- (e) Introduce “at any time” waiting restrictions (double yellow lines) at junctions, crossing points, along narrow sections of carriageway and at bends throughout the consultation area.

Reason: (For recommendation)

To regulate parking in the Headstone Lane area as detailed in the report. The measures are in response to requests from residents and businesses to address parking problems in their area to maintain road safety and accessibility for vehicular traffic.

Section 2 – Report

Introduction

- 2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main transport issues reported to the Council. This report sets out how parking issues raised by residents and businesses in the area around Headstone Lane station are being addressed by an area wide parking review.

Options considered

- 2.2 A stakeholder meeting was held in July 2015 including community representatives and councillors to review the scope and objectives of the public consultation proposed. The consultation material was developed based on the feedback from the meeting.
- 2.3 A public consultation exercise was undertaken to establish the geographic extent that residents considered parking to be a problem. It also measured support for controlled parking or other parking restrictions in the area. The consultation questionnaire provided a range of options for residents to consider as well as an opportunity to provide comments. These have been assessed and are presented in this report for consideration.
- 2.4 There was a wide range of opinion expressed by people within the consultation area. Whilst it is not possible to act on every individual comment the majority view is reflected in the recommendations made in this report.

Background

- 2.5 At the February 2015 Panel meeting it was agreed to include the Headstone Lane area scheme in the 2015/16 Parking Management programme of work for investigation and consultation. Schemes are included in the programme based on a borough wide review of public requests for parking schemes and an assessment of the severity of the problems based on agreed criteria and their respective priorities.
- 2.6 The area consists of residential properties, businesses in a small industrial estate on the west side of Headstone Lane, two shopping parades in Long Elmes and Headstone Lane, Headstone Lane London Overground station,

St Teresa's RC primary school, Shaftesbury School and Hatch End High School. The area is split by the West Coast main line railway line which forms the boundary between Hatch End and Headstone North wards.

- 2.7 To the north-east of the railway line and east of Headstone Lane in Hatch End ward it is mostly local authority housing some of which has been sold. Few properties have off street parking although there are some parking areas owned by Harrow Housing either side of Augustine Road. The high density of housing and limited off street parking combine to leave little free parking space especially in the evenings and at weekends. There is a service road on the north side of Long Elmes which provides parking for the adjacent shopping parade.
- 2.8 A petition from Long Elmes businesses and local residents called on the council to introduce parking controls to address parking problems outside the shops and in surrounding streets to address non-residential long stay parking, particularly rail commuters. The petition claimed businesses were being damaged by a lack of parking available for customers and requested 2 hours free parking in the service road and consideration of a controlled parking zone (CPZ) around the station. It was this petition along with other residents' complaints which led this Panel to prioritise the area for a parking review. The parking situation in Long Elmes and nearby roads is exacerbated by parents / carers driving children to and from St Teresa's school.
- 2.9 In Headstone South ward apart from the 24 maisonettes by the station the properties are privately owned mainly detached or semi-detached houses generally with off street parking. Broadfields, a side road leading from Headstone Lane opposite the railway station has heavy parking during week days. This has led to complaints from residents and even a petition, reported separately to this Panel meeting, specifically requesting a CPZ.
- 2.10 The provisional consultation area was determined by site observations and including roads where parking issues had been raised. This area was finalised at a stakeholders meeting held on 7 July 2015. This meeting also helped refine the general consultation format and questionnaire to reflect local circumstances and feedback from community representatives. Notes of the stakeholder meeting can be seen in **Appendix A**.

Public consultation

- 2.11 The public consultation for the Headstone Lane area parking review was undertaken between 14 September and 4 October 2015. A copy of the consultation document and questionnaire can be seen in **Appendix B**. The consultation documents were hand delivered to approximately eight hundred and thirty properties within the consultation area and were also made available on the Harrow Council public website to enable online responses.

- 2.12 The responses were either received by post or on line and were analysed on a road by road basis to ascertain where a majority indicated parking problems, what type of restrictions were preferred and where localised support within road sections was demonstrated. Residents were also asked whether their opinion regarding support for a scheme would change if a majority in an adjoining street supported a scheme so that the panel could consider the implications of any parking displacement issues.
- 2.13 The consultation area selected by the stakeholder meeting was intentionally set to a wider area than that where specific parking problems were observed so that residents could determine the extent of any proposed measures without any limitations. This consultation area is shown in **Appendix E**.
- 2.14 Area based parking management schemes such as these incorporate a review of “at any time” waiting restrictions (double yellow lines) across the consultation area which are proposed for safety and access reasons within the area and are recommended separately from the outcome of the controlled parking review. This is because these restrictions are intended to reinforce the requirements of the Highway Code which set out where vehicles should not park (e.g at junctions) and to prevent obstruction and improve road safety.

Responses

- 2.15 Approximately 830 properties within the consultation area received a consultation document. There were 150 responses received either by post or online. Some of these included addresses outside the CPZ consultation area, duplicate responses from the same address or did not specify an address and these have been excluded leaving 124 valid responses. This represents an overall response rate of 15% and is consistent with the expected response rate for this type of consultation.
- 2.16 A tabulated summary of responses to the consultation questionnaire is provided on a road by road basis in **Appendix C**. There is variation in the totals because some questions allowed multiple selections and some respondents did not answer all of the questions. This applies to the appendix and the following summary tables in which the results are tabulated.
- 2.17 A 17 signature petition was received during the consultation period from residents of Chantry Road & West Chantry against the proposed double yellow lines in Chantry Road shown on a plan in the consultation documents. A copy of the petition is in **Appendix D** and the petition statement reads:

“We, the undersigned residents of West Chantry and Chantry Road are extremely concerned at the proposal to mark part of Chantry Road with double yellow lines.

West Chantry is a narrow pedestrianised cul-de-sac with no access to cars, serving its residents without driveways, whose only means of parking is along Chantry Road- Many residents of Chantry Road also need to park along that road, which is presently already quite congested, due also to the need of Belmont Motors to place cars there for service or repair.

Therefore reducing parking facilities by double yellow lines would deprive the West Chantry residents below of any ability to park their cars, and cause residents of Chantry Road severe restriction for themselves or visitors.

We earnestly request that no double or single yellow lines are placed along Chantry Road, and strongly recommend a member of Harrow Council to inspect this area, so as to understand our problem first-hand.”

- 2.18 The extent of the proposed double yellow lines to which the petition refers has been reconsidered along with all the other consultation responses received in the analysis section of the report below.
- 2.19 A further petition from residents of Broadfields and Randon Close was received after the consultation period. This followed correspondence from several residents of Broadfields voicing concerns that they might not have any parking restrictions introduced in their road. Reassurance was given that proposals would be taken forward provided there was support demonstrated in the (questionnaire) responses received.
- 2.20 These petitions can be seen in **Appendix D**.
- 2.21 A meeting was held with the ward councillors, in accordance with standard practice to discuss the distribution of responses and the detailed responses. This information is not reproduced in this report for data protection reasons
- 2.22 Quality assurance checks have been carried out on the responses received and a complete copy will be made available for members to review in the member’s library.

Analysis of consultation results

Support for a scheme

- 2.23 The agreed approach to all area-wide parking consultations is first to establish where residents feel existing parking problems exist and then whether they want parking controls introduced to address these issues. Further questions are then asked about what form of parking restriction or control is preferred and for what period any restrictions should apply. **Appendix C** gives a full breakdown of the responses received to the questionnaire on a road by road basis.

- 2.24 An assessment of question 2 “Do you or your visitors find it difficult to find a convenient parking space nearby?” and question 3 “Should the council introduce a parking control scheme to improve the situation?” indicated that occupiers in Headstone Lane, Letchford Terrace, Long Elmes, Broadfields, Fernleigh Court, and Barmor Close indicated at least 60% support for parking controls and should be included in an area scheme.
- 2.25 Consideration of question 4 “would you change your mind if adjoining roads have parking controls?” shows that Randon Close residents would want to be included if a scheme proceeds in the adjacent Broadfields which has shown support. Further consideration of the question 4 responses from Mullion Close, Chantry Road, West Chantry and Parkfield Avenue shows that these should be considered within a scheme if a scheme proceeds in Headstone Lane and Letchford Terrace which have also shown support.
- 2.26 The table below gives a summary of the responses to questions 2, 3 and 4.

Street Name	Number of Addresses	Number of responses	Response rate	Q2 – Difficulty in parking	Q2 - Percentage (yes)	Q3 – Introduce a scheme	Q3 – Percentage (yes)	Q4 – Neighbouring street	Q4 – Percentage (yes)
HATCH END (northeast of railway line)									
Headstone Lane	60	4	7%	1	25%	3	75%	3	75%
Letchford Terrace	19	5	26%	4	80%	4	80%	5	100%
Long Elmes	83	6	7%	6	100%	5	92%	5	92%
Mullion Close	14	2	14%	2	100%	1	50%	1	50%
Chantry Road / West Chantry	34	14	41%	6	42%	2	14%	8	57%
Augustine Road	113	9	8%	1	11%	1	11%	1	11%
Juxon Close (not public highway)	20	2	10%	2	100%	2	100%	2	100%
Bancroft Gardens	46	5	11%	1	20%	1	20%	1	20%
Secker Crescent	21	1	5%	0	0%	0	0%	0	0%
Theobald Crescent	30	0	0%	0	0%	0	0%	0	0%
Courtenay Avenue	30	1	3%	1	100%	1	100%	1	100%
Winston Court	10	0	0%	0	0%	0	0%	0	0%
HEADSTONE NORTH (southwest of railway line)									
Broadfields	97	10	10%	9	90%	9	90%	10	100%
Fernleigh Court	20	10	50%	6	60%	9	90%	9	90%
Barmor Close	13	9	69%	4	44%	7	78%	9	100%
Headstone Lane	111	29	26%	19	66%	23	79%	24	83%

Randon Close	15	2	13%	1	50%	1	50%	2	100%
Parkfield Avenue (Headstone Ln - Parkfield Cres)	57	12	21%	8	67%	5	42%	7	58%
Parkfield Avenue (all)	93	17	18%	8	47%	5	29%	7	41%

- 2.27 Roads with greater than 60% of the responses received in support of a scheme are shown in bold. All roads to be included in the zone are shaded in the table above and also include streets which would support inclusion of a neighbouring street that showed support.
- 2.28 The responses from Parkfield Avenue are strongly polarised along its length. There is strong demand for parking controls towards the north-western end which is closest to the railway station (and shops). The table above indicates a separate assessment of the responses in Parkfield Avenue which focuses on the section with strongest support between Headstone Lane and Parkfield Crescent to show the level of support.
- 2.29 The two responses from Mullion Close both recognise a parking problem but are equally split on whether parking controls should or should not be introduced. It is recommended to include the road in the scheme due to the existing parking displacement problems observed so that residents can have a second opportunity to comment during the statutory consultation.
- 2.30 West Chantry is an unsurfaced unadopted access to eight properties which has insufficient width to accommodate parking. Residents of West Chantry therefore park vehicles in Chantry Road, from which it leads. This situation is reinforced by the petition from addresses in both roads against the proposed double yellow lines and has a bearing on whether the roads are included in the parking scheme. For this reason the responses of Chantry Road and West Chantry are combined to determine the best approach. The majority of the responses regarding question 4 in both roads favour inclusion on the basis of adjacent neighbouring roads (Headstone Lane, Letchford Terrace) supporting the parking scheme.
- 2.31 Chantry Place provides access from Headstone Lane to Chantry Road and the southern end of Letchford Terrace it also leads to an unadopted section of Chantry Place which gives access to industrial premises. There is only one residential address and a garage business on the adopted part of Chantry Place neither of whom responded to the consultation. Most of the road is already restricted with the exception of the western end beyond the junction with Chantry Road. It is therefore recommended to include the adopted section of the road within the parking scheme as this ensures that a continuous zone can be introduced.
- 2.32 The relatively few responses received from Augustine Road, Bancroft Gardens, Secker Crescent and Juxon Close did not support inclusion and do not acknowledge any parking problems. There were no responses from Theobald Crescent. Given the proximity to the station and observations on site this is quite surprising. Juxon Close is not an adopted street and does

have its own parking and so controls would not be introduced in this location. The one response from Courtenay Avenue was in support of parking controls but not permit parking. It is recommended that all of these roads are not included in the parking scheme area.

Types of parking control and operational hours

2.33 An analysis was undertaken in the streets that demonstrated support for a parking control scheme in the table above (questions 2 – 4) in order to determine which form of parking controls are the most appropriate and what operational hours are preferred. Questions 5 and 6 in the questionnaire were used for this analysis. Question 5 allows respondents to indicate their preferences for different parking control measures and question 6 to indicate preferences for different operational hours.

2.34 The table below shows the figures only for the particular roads supporting the introduction of a scheme. Please note that in the descriptive text for question 5 in the questionnaire it is suggested that single yellow lines are suitable for Headstone Lane and “pay and display” bays, loading bays and shared use bays are suitable for use in the vicinity of shops.

Street Name	Number of responses	Question 5					Question 6			
		Resident permit parking bay	Single yellow line only	Pay and Display bays	Shared use bays	Loading bays	Mon - Fri, 1 hr am	Mon - Fri, 1 hr pm	Mon - Fri 10am - 3pm	Mon – Sat, 8am- 6pm
HATCH END (northeast of railway line)										
Headstone Lane	4	0	4	3	1	2		1	2	1
Letchford Terrace	5	3	5	3	3	3			2	
Long Elmes	6	4	2	4	4	2	1	1	2	3
Mullion Close	2		1							1
Chantry Road & West Chantry	14	6	4	6	3	2	1	0	5	0
HEADSTONE NORTH (southwest of railway line)										
Broadfields	10	9	2	2	3	2	6		7	
Fernleigh Court	10	7	2	5	4	4	1		7	1
Barmor Close	9	5	7	6	2	5	1		5	5
Headstone Lane	27	16	16	13	17		8	12	7	6
Randon Close	2	1	2	1	1	1	1	1		1
Parkfield Avenue up to junction with Parkfield Cres	12	4	4	4		4	2	1	2	1
	101	55	49	47	38	25	21	16	39	19

(the preferred type of control and operational hours are shown shaded and in bold)

- 2.35 It can be seen in the table above that there is variation from road to road, however, it is clear that the most popular form of parking control overall is for resident permit parking bays as part of a CPZ. This is supported by over 50% of the responses throughout the scheme area. A high level of support was also indicated for single yellow lines (Headstone Lane) as well. Detailed proposals for permit parking bays in residential streets and single yellow lines in Headstone Lane will therefore be taken forward and more detailed design developed.
- 2.36 The other options in question 5 (pay and display bays, loading bays and shared use bays) relate to measures in the vicinity of local shops. It can be seen in the table above that the most popular form of parking control overall is for “pay and display” bays as part of a CPZ. The other options also had a reasonable level of support.
- 2.37 The Panel will recall the receipt of a petition in December 2014 from the businesses from the Long Elmes shopping parade calling for parking controls to assist their customers. This petition asked for up to 2hours free parking. The consultation document explains that limited period free parking (like 2hours) is impractical due to the excessive enforcement resources required to do this but does also explain the Council’s current policy to allow a 20 minutes free period of parking in “pay and display” bays.
- 2.38 An additional question 9 in the questionnaire asked about what parking controls should be provided outside the shops in Headstone Lane and Long Elmes to support customers of local shopping parades. The table below summarises the responses and indicates “pay and display” as the preferred form of control with shared use bays as the second most popular choice.

Question 9 - Which parking controls should be introduced outside the shops? (as business customers)	Headstone Lane	Long Elmes
Pay & Display (incl initial free 20minutes)	57	44
Shared use (also allows permit parking)	31	18
Permit bay (for permit holders only during operational hours)	15	9
Loading bay (small amount of dedicated space just for loading)	22	16
Other including no restriction (please specify in comments)	16	16
No opinion	14	17

- 2.39 In respect of Long Elmes the provision of “pay and display” bays only would limit parking access to people purchasing tickets and these bays would not accommodate permit holders for residents living above the shops or elsewhere in Long Elmes. Most of the road is already controlled with waiting restrictions (yellow lines) and the only parking areas available are the service road and layby by the shops. It should be noted that there

are no other roads in close proximity within the wider scheme proposed that would provide access to permit bays. It is important to ensure there are adequate spaces to which potential permit holders have access and so it is recommended that a combination of shared use permit parking and “pay & display” bays are provided outside the shops in Long Elmes. Loading and unloading for shops can be undertaken in these types of parking bays, however, access is dependent on the level of parking demand and it is possible that loading could be difficult at peak times when the bays have higher levels of occupation. It is therefore further recommended that a loading bay be provided outside the shops to allow unrestricted access to loading and unloading so that these activities are not obstructed by other parking.

- 2.40 The situation outside the smaller shopping parade in Headstone Lane is simpler in that there is more potential for permit holders to park in permit bays in adjacent side roads in close proximity to the shops within the wider scheme proposed. It is recommended to have a combination of shared use permit parking and “pay & display” bays provided outside the shops in Headstone Lane with a larger proportion of “pay and display” bays.
- 2.41 More detailed designs will be developed for the shopping parades on this basis.
- 2.42 An additional question 7 was asked to clarify which waiting restrictions (yellow lines) should be provided in Headstone Lane and Courtenay Avenue (the area shown in the consultation document between Secker Crescent and Pinner Park Avenue). The results indicated a majority in support of a Monday to Saturday, 8am to 6.30pm single yellow line waiting restriction in both roads. As there is no permit bay provision in Headstone Lane it is recommended that residents living in these roads within the proposed zone be eligible for permits to enable parking in appropriate side streets.
- 2.43 An additional question 8 was asked about whether the two inset parking bays on the west side of Headstone Lane between the railway station and the shops should be controlled or left as free parking. People from across the consultation area responded and a majority favoured it being permit parking. It is recommended that parking in two inset bays made into permit parking which is consistent with these bays being within the CPZ recommended. The splitter island adjacent to 252-258 Headstone Lane may need to be altered to provide sufficient room to accommodate permit parking bays. Double yellow lines will be installed around the island itself. More detailed investigation and costings will be obtained to ensure parking bays can be installed while still allowing other vehicles to pass parked vehicles.
- 2.44 In the table above question 6 provides options for the operational hours of a scheme. The most popular response from those within the scheme area recommended was for Monday to Friday, 10am to 3pm in the majority of streets. It is recommended that the scheme proposals go ahead on that basis.

Other parking issues

- 2.45 An additional question 11 was asked about formalising parking on the eastern footway of Theobald Crescent in anticipation that this road probably would be within the parking scheme area. No responses were received from residents of Theobald Crescent and this aspect of the proposal will not be taken forward.
- 2.46 An additional question 10 was asked about introducing parking controls in the off highway parking spaces either side of Augustine Road owned by Harrow Housing. However, this question became irrelevant because Augustine Road did not show support for inclusion in a scheme.
- 2.47 In addition to the main proposal there are “at any time” no waiting restrictions (double yellow lines) also proposed throughout the consultation area as shown in **Appendix B**. These are generally introduced 10 metres back from junctions, in turning heads, along narrow sections of carriageway and at bends in accordance with guidance from the Highway Code. These measures take account of vehicle tracking computer simulations to eliminate any potential for obstruction by parked vehicles so that vehicular access is maintained and there is good visibility for motorists to improve road safety.
- 2.48 The Panel is requested to recommend to the Portfolio Holder that the proposals go to statutory notification which is the next stage of the scheme development process. This will provide a further opportunity to consult on the scheme and refine the proposals before a scheme is considered for implementation. The statutory notification phase offers the opportunity for representations and objections to be made which will be reported to the Portfolio Holder for consideration before a final decision on the scheme is made.

Risk Management Implications

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

Legal implications

- 2.51 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Statutory consultation is part of the process required before parking controls can be implemented and the Council must follow the statutory consultations procedures under the Road Traffic Regulation Act 1984 (RTRA) and The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 (LATO)

- 2.52 The principal traffic and management powers given to local authorities are contained in the RTRA and traffic regulation orders made by the Council are governed mainly by the RTRA and LATO.
- 2.53 Under the LATO the Council is required to publish notice of its proposals to make a traffic regulation order in the London Gazette and to take such other steps as they consider appropriate for ensuring adequate publicity about the order is given to persons likely to be affected. CPZ's are defined in Section 4 of the Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.54 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2015/16. A sub allocation of £50k for the consultation and implementation of the Headstone Lane area parking review was recommended by the Panel in February 2015 and subsequently approved by the Portfolio Holder.
- 2.55 The cost of the final scheme will be dependent on the results of the planned statutory consultation.
- 2.56 If the scheme is implemented parking income will be generated from resident / visitor permits charges and from penalty charge notices for parking offences. A small sized CPZ typically generates approximately £10k - £15k per annum depending on the parking layout design. Any income raised will be used to fund the costs of administration and enforcement.

Equalities Implications / Public Sector Equality Duty

- 2.57 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.
- 2.58 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

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

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

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

Council Priorities

2.60 The parking scheme detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Making a difference for communities	<p>Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
<p>Making a difference for the vulnerable</p> <p>Making a difference for families</p>	<p>Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.</p>
Making a difference for local businesses	<p>The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.</p>

2.61 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 10/11/15		
Name: Matthew Dineen	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 11/11/15		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact: Stephen Freeman - Project Engineer, Traffic & Parking Management
020 8424 1484

Background Papers:

Annual Parking Review Report, to this Panel February 2015
Consultation responses- copies placed in Members' library

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Environment and Enterprise
Corporate Director – Caroline Bruce

HEADSTONE LANE AREA PARKING REVIEW Stakeholder meeting minutes

Date: 7th July 2015
Time: 7:15 pm
Venue: Julie Cook Hall, Augustine Road

Panel

Councillor Barry Kendler (BK) Meeting Chair and Chair Traffic and Road Safety
Advisory Panel (TARSAP)

Also present:

Councillor Susan Hall (SH) Hatch End Ward Councillor
Councillor John Hinkley (JH) Hatch End Ward Councillor
Councillor Jean Lammiman (JL) Hatch End Ward Councillor
Councillor Janet Mote (JM) Headstone North Ward Councillor

16 stakeholders attended and signed the attendance register representing residents, Hatch End High School and local Safer Neighbourhood Teams of the Police

Andrew Leitch (AL) LB Harrow – Team Leader Parking
Stephen Freeman (SF) LB Harrow – Project Engineer
Roz Seedburgh LB Harrow – Housing

Apologies received from a ward councillor, a resident and the lead petitioner (Long Elmes shops)

Appendix A

Map of area showing the consultation area for the Headstone Lane Area Parking Review that was agreed at the meeting

Minutes

Introduction

The Chair, Councillor Barry Kendler, opened the meeting welcoming everyone and thanked them for attending. The Chair introduced himself and the panel that consisted of the council officers listed above. He also noted the other councillors that were in attendance in the audience.

Introduction to consultation process by Andrew Leitch

The steps in the consultation process were explained. The first step being this stakeholders meeting, then there will be a public consultation and finally a legal statutory notification.

It was explained that the council was aware of some of the issues but were here to listen to what the concerns of the residents and businesses were. The council had no preconceived schemes or ideas what will happen as it was up to the residents to tell us what their issues were. The council were there to try to help with as many of the issues raised as possible although definitive solutions would not be possible at this meeting.

It was explained that even if no controls were supported by the residents the council would take this opportunity to install double yellow lines at all junctions, bends and narrow parts of the carriageway to reinforce the well-established rules of the Highway Code where motorist should not be parking and to keep accesses clear for emergency and service vehicles.

It was stressed to the attendees the importance of returning the consultation documents when they are distributed and asked that all those present ensured that they got as many people as possible to also return their consultation documents. It is the results from the consultation that will determine what measures are proposed and it is therefore very important that officers could be confident in the recommendations made to the Portfolio Holder. This was the opportunity for the residents to consider what they thought their parking problems were and what they thought may be a suitable solution.

Mention was made that when looking at the results officers consider them on a road by road basis, however if there is a definitive split in support officers will recommend controls be installed in part of a road only. Also residents need to be mindful that if they choose not to support any controls and an adjacent road does support they are then likely to suffer displaced parking. The consultation will contain a supplementary question that gives those that may initially not support controls to change their mind if the adjoining road do want controls.

Discussion on parking problems

The Chair opened the floor for discussion on what problems people are experiencing

Following is a list of the issues raised by the attendees.

Augustine Road

- Commuter parking for rail station
- Traffic and parking associated with the nearby school including parking on footway
- Lack of enforcement on existing double yellow lines and school markings
- Cars being worked on in the street and various vehicles being dumped for days at a time before and after being worked on
- Larger transport vehicles parking taking up multiple parking spaces
- Not enough space for parking
- Speeding vehicles
- Other anti-social behaviour

Not all residents would be interested in trying to sort out the parking problems.

Fernleigh Court

Supported double yellow lines at junctions mentioned in introduction by AL
Commuter parking for rail station
Road is narrow so parked vehicle can cause obstruction

Long Elmes

Nowhere outside shops for customers due to commuter parking for rail station
In service road two cars cannot pass as it is too narrow
Some parking needs to be provided for shoppers
Parking problems associated with GP's surgery.

Bancroft Gardens

Convert all or part of green in the centre to some parking for residents

Other issues or comments

Private road/bridle way off Broadfields to garden centre suffers some parking now, what would happen if controls were installed in neighbouring roads?
Parking areas off the public highway along Augustine Road, how would they be controlled?
What are the options for disabled blue badge drivers?
Council must be part responsible for parking issues due to allowing school expansion and other developments with not enough parking
If cpz to go ahead make it same time as school pick up and drop off to stop school traffic
Make Theobald/Augustine/Secker one way system with the 'in' at Theobald. Mention of petition submitted to previous TARSAP
Make area 20mph zone especially considering proximity to (primary) school.
Speeding issues in Augustine Road, Long Elmes and on the Headstone bends
There should be a zebra crossing on island outside shops in Long Elmes and at the junction with Headstone Lane
Trees overhanging approach to zebra outside school in Headstone Lane

Possible Solutions and comments on above points

Officers addressed meeting to comment on possible solutions to the issues raised.
Other comments also given by councillors present
Residents need to decide what sort of restriction they think would work as a Controlled Parking Zone (cpz) would remove commuter parking but would not help with the number of vehicles residents own in the area.
Traffic associated with schools is difficult due to the number of schools and the resources available to tackle this. There are two CCTV cars specifically to tackle issues around schools.
Travel plan officers work closely with schools to try to encourage other forms of transport to/from school.

Controls such as Pay and Display (P&D) could be installed near shops to remove commuters but still encourage a turnover of vehicles for shoppers particularly in Long Elmes.

In narrow roads where any car parked could cause an obstruction it may be more practical to have restrictions covering the whole road.

The council as the highway authority do not have jurisdiction over the areas of road that are not classified as public highway including the parking areas in Augustine Road or the green in Bancroft therefore if any controls were installed in these road these area are not included. It would be for Housing to decide how to control these areas. Traffic will work with Housing to discuss options if they were willing to assist.

A land registry search for the owner of the private portion of road off Broadfields has not provided any property owner details so we are unable to comment on that at this time. Possible off-street traffic orders will need to be obtained for any controls to be installed in bridle way and other parking areas as detailed above.

Some of the recent planning applications were refused by the council but later overturned on appeal. The council has to be confident it can defend refusals of planning permission. National dispensation regarding disabled blue badge drivers was summarised at the meeting. Blue badge holders can park in P&D and permit parking bays free of charge. One way systems can control vehicle conflict but can also be extremely inconvenient for residents particularly those at or near the ends of the system as they have the furthest to travel to get to or from their properties

Issues regarding speeding, 20mph and zebra crossing will be passed to the Traffic team for their consideration

Current indicative costs of parking permits were given at the meeting but it will be fully detailed in the consultation documents.

If a CPZ is implemented enforcement levels will increase but this is focussed on controlled period.

Extent of area and options to be consulted on and Summary

The Chair opened the discussions on the possible consultation area

Map of the area was presented to the meeting that showed a suggested area derived from where the council had received previous complaints about parking – it was for the meeting to discuss this and make any changes it wanted to. There was general agreement that the area was satisfactory, although maybe a bit large to start with, but at least if residents are included in the consultation they can opt not to have any controls so any final scheme progressed may be smaller than the consultation area.

It was reiterated that it is extremely important that the residents return their questionnaires so that officers can formulate the best solutions to try to tackle as many of the issues as possible. It will not be possible to solve every single issue.

Options detailed in the opening introduction were highlighted again but it is for the residents to tell the council what the issues are and what they think are possible solutions, whether it commuter or residents parking that are causing the issues identified at the meeting.

Where do we go from here?

Now that the consultation area has been identified the project engineer will start preparing consultation documents, questionnaires and plans that will be delivered to all residential and business properties within the agreed consultation area. Contact details of the project engineer will also be included in all documentation sent out so they can be contacted at anytime to discuss any issue in relation to the scheme that the consultees may have as it will not be possible to respond to all individual responses received.

All responses will be analysed and proposals developed from this. These will be discussed with the local ward councillors before a report is presented to the Portfolio Holder for Environment, Crime and Community Safety (PH) for his consideration and his final approval to proceed to Statutory Notification. The PH decision record is also published on the council website and will include a copy of the full report.

It is important that people return the consultation documents so that the council can get any scheme as right as possible as it is not possible to add any other proposals at the statutory notification stage.

Closing comments from Chair


The Chair brought the meeting to a close thanking everyone for attending, also reiterating the point about getting the consultation documents returned to the council

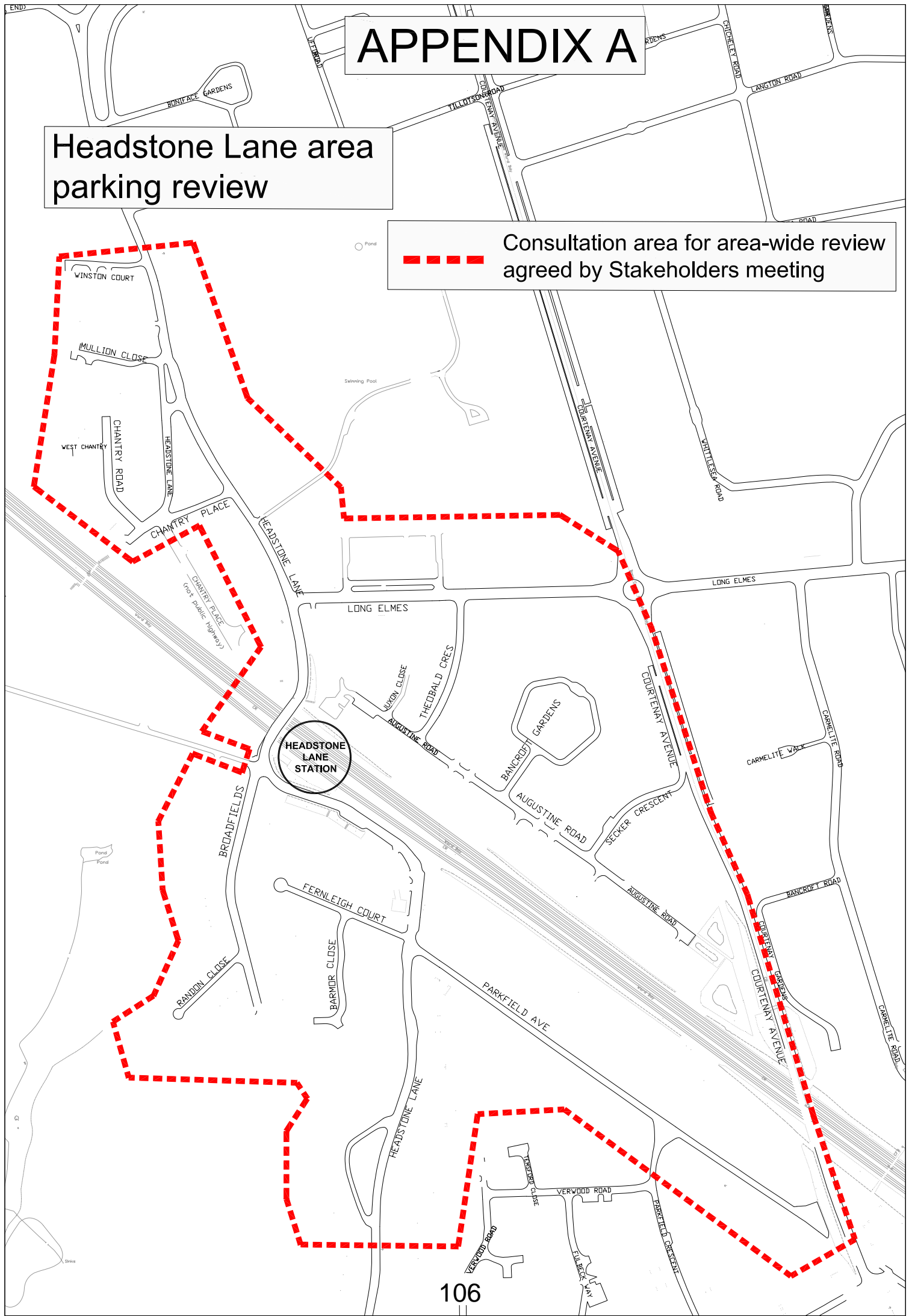
Meeting concluded at 9:00pm

Minutes by Andrew Leitch – Drafted 8th July 2015
- Approved 24th July 2015

APPENDIX A

Headstone Lane area parking review

 Consultation area for area-wide review agreed by Stakeholders meeting



Please respond to this consultation
online by visiting
www.harrow.gov.uk/trafficconsultations



HEADSTONE LANE AREA

Possible changes to Parking in your area

PUBLIC CONSULTATION

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND

Introduction

The Headstone Lane area is a mixture of residential roads with a number of businesses and shops located in Long Elmes and Headstone Lane. The overground station is located in the centre of the area and is affected by all day parking by commuters in the roads around the station and near the shops. As a result the council has received a petition and complaints from local residents and some businesses asking for the council to take action to help local people with parking problems in the area.

The council wants your views about parking problems in your area.

Despite the petition and other people complaining about the parking problems in your area **we need to know your views about the parking situation and how you would like the council to deal with it.** This consultation is intended to gather information from local people to help the Council to decide what will happen next. Other than the area where we are consulting people, no decisions have been made yet. The various types of parking control, their costs, benefits and limitations is shown in the table on page 6. Which control is most appropriate if you have a parking problem will depend your street and your personal circumstances.

Your response is vital so that councillors and officers are able to clearly identify the extent of parking problems and what parking control measures you would support to ease these problems. The council's Traffic and Road Safety Advisory Panel in November will consider the consultation results which will determine the extent and type of parking controls recommended to go to the next legal traffic order stage (see below). Any recommendations made will be debated by the members of the Traffic panel and a way forward agreed at the meeting. We will advise everyone within the consultation area of the consultation results and any parking restrictions proposals which are going to be advertised before that legal orders stage.

Parking schemes will only be recommended where councillors are satisfied that there is majority support. In general a minimum of 60% of people who respond to the consultation would need to indicate support before measures like permit parking are taken forward. Particular attention is given to the streets to be included in any parking zone, the type of parking controls to be used and the operational times for the parking controls.

It is good practice for any scheme to include some yellow line restrictions both inside and outside of any proposed scheme zone in order to prevent obstructive parking compromising road safety and vehicular access especially as a consequence of changes in parking patterns resulting from any scheme. This will reinforce the requirements of the Highway Code and allow the Council to take any necessary enforcement action. We will therefore be proposing double yellow lines in junctions, bends, crossing points etc. We will also propose a daytime parking restriction on one side of Headstone Lane. Two plans showing the consultation area for the area-wide review, potential additional parking restrictions and possible parking outside shops are enclosed as is a more detailed plan showing how permit bays, pay & display and other restrictions might look. These proposals are described in other localised issues below.

Please note that once this parking review is completed it is unlikely another review will occur in this area for several years due to outstanding requests from other areas of the borough. It is important that you tell us any parking issues so that we can address them within this review.

How to respond so we get the right scheme for your area?

We are aware that local opinions vary and therefore have enclosed a questionnaire for you to complete in private. The information you provide will be analysed along with all other comments received. We ask you questions about any parking problems, whether you support a CPZ and if so what operational hours you would prefer.

If you have access to the internet we would prefer you to respond on-line as it is more environmentally friendly and helps the council to save costs. You can submit your questionnaire on-line by visiting: **www.harrow.gov.uk/trafficconsultations**
You then click on the link for the 'Headstone Lane area parking review' and click on 'start survey' to make your comments. You will be asked to register your details before completing the survey. Alternatively, you can send the enclosed paper questionnaire by post to:

Traffic, Highway & Asset Management, Harrow Council PO Box 39, Station Road, Harrow HA1 2XA.

The public consultation will run for a period of 3 weeks between 14 September and 4 October 2015.

All responses need be received no later than 4 October 2015.

Legal requirements

If the Traffic panel approve a parking scheme then a draft traffic order of the agreed scheme will be advertised. This is a legal requirement and allows anyone to make comments or object to changes in parking restrictions. We will advise you of the agreed proposals and explain how you could make an objection/ representation, should you wish to. You only need to respond at this last legal stage if you are concerned you would be badly affected.

Any objections and representations would be reported and discussed with your councillors before a final decision on proposals to be implemented is made by the portfolio holder – a senior councillor responsible for traffic and parking issues. We will advise affected residents and businesses at this stage.

Can I discuss this with an officer from the council?

Officers will be available to discuss your concerns and suggestions in more detail during this consultation period through a series of public exhibitions at the Julie Cook Hall in Augustine Road on the following dates:

- Thursday 24 September 2015 between 4.00pm – 8.00pm
- Saturday 26 September 2015 between 11.00am – 4.00pm

Further information

If you would like to discuss any aspect of this consultation in more detail please contact the project engineer Stephen Freeman on 020 8424 1437 or by email: transportation@harrow.gov.uk

Headstone Lane Area Parking Review

Parking permit charges

Central government requires parking schemes to be self-financing, so monies raised in operating and enforcing schemes pays for the installation of the scheme, parking attendants, the cost of processing parking fines, issuing permits, maintenance and other associated costs. The current annual resident parking permit costs in Harrow from 1st April 2015 are:

1st vehicle in household	£ 67.50	2nd vehicle	£ 101.00
3rd vehicle	£135.00	4th and subsequent vehicle	£169.00

Visitor permits are £16.90 per book of 10, which is reduced to £8.45 for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free.

Pay & Display (local centre) - 10p per 20 minutes, first visit per day - 20 minutes free

My address is well away from the station, why am I being consulted

If you live towards the edge of the consultation area you may well consider there is not a parking problem to justify permit parking and the potential costs for yourself or your visitors to park. We have deliberately chosen an area wider than may be necessary. That is so you can select the area of any parking scheme. Otherwise you could have been just outside of the proposed area and want to have been consulted. Please answer No to Q2 or Q3 if you don't have a parking problem or don't want a permit parking scheme in your road.

It might be that although parking is not too bad in your road that you are aware the next road is more heavily parked. If the residents in that road decide they want a parking scheme we will look at your answer to Q4. If you have answered Yes to Q4 this would protect you from parking problems moving to your road but will only be considered if an adjacent road has a majority in favour.

Other localised issues

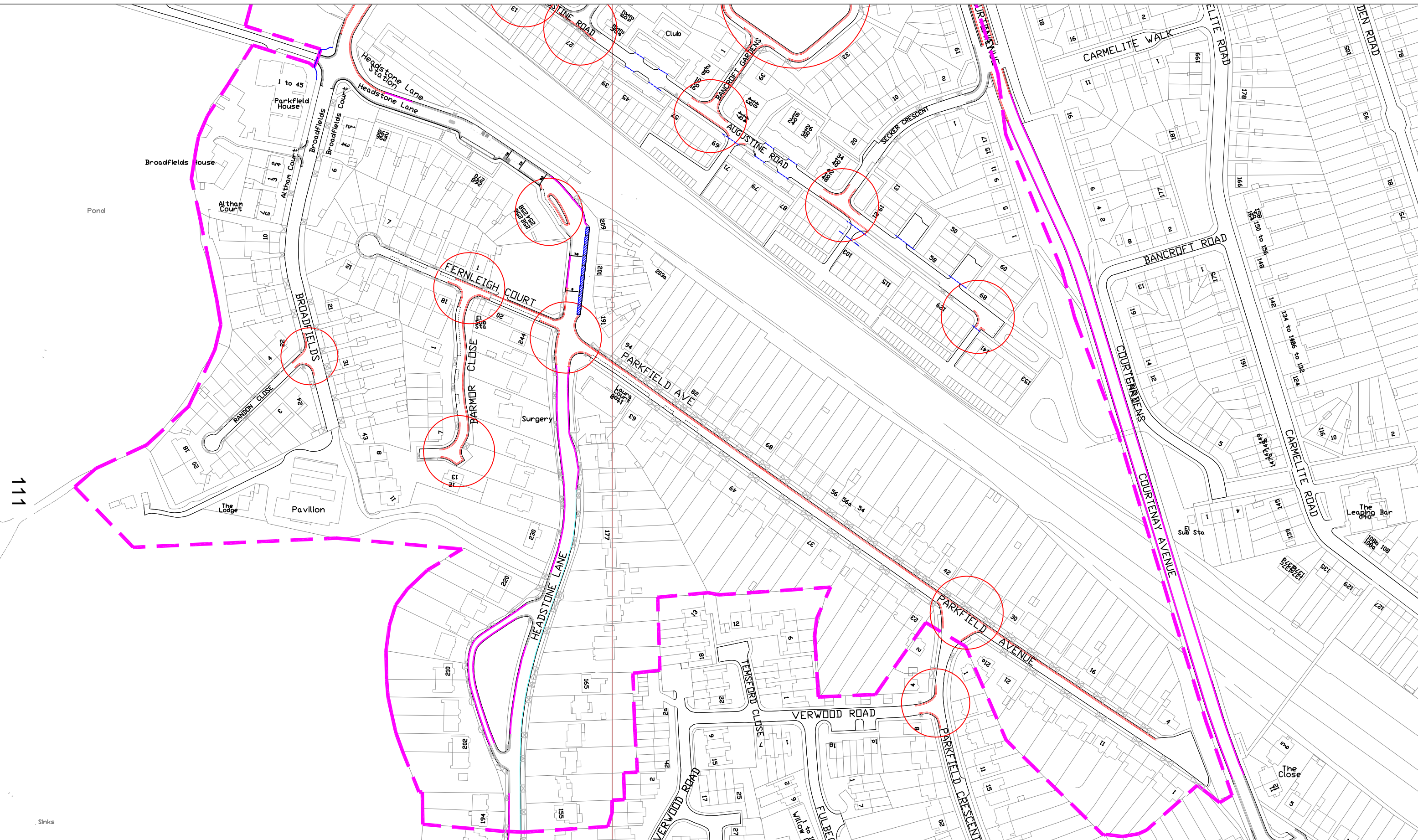
In addition to the general parking review there are some additional proposals which may apply to your address. Please complete whichever of questions Q7 to Q11 apply to you.






Headstone Lane

Headstone Lane is designed to take all types of through traffic except heavy goods vehicles. It is also on the H18/H19 bus route and has a cycle lane in one direction. For this reason we have some additional proposals for Headstone Lane in addition to the general parking review.

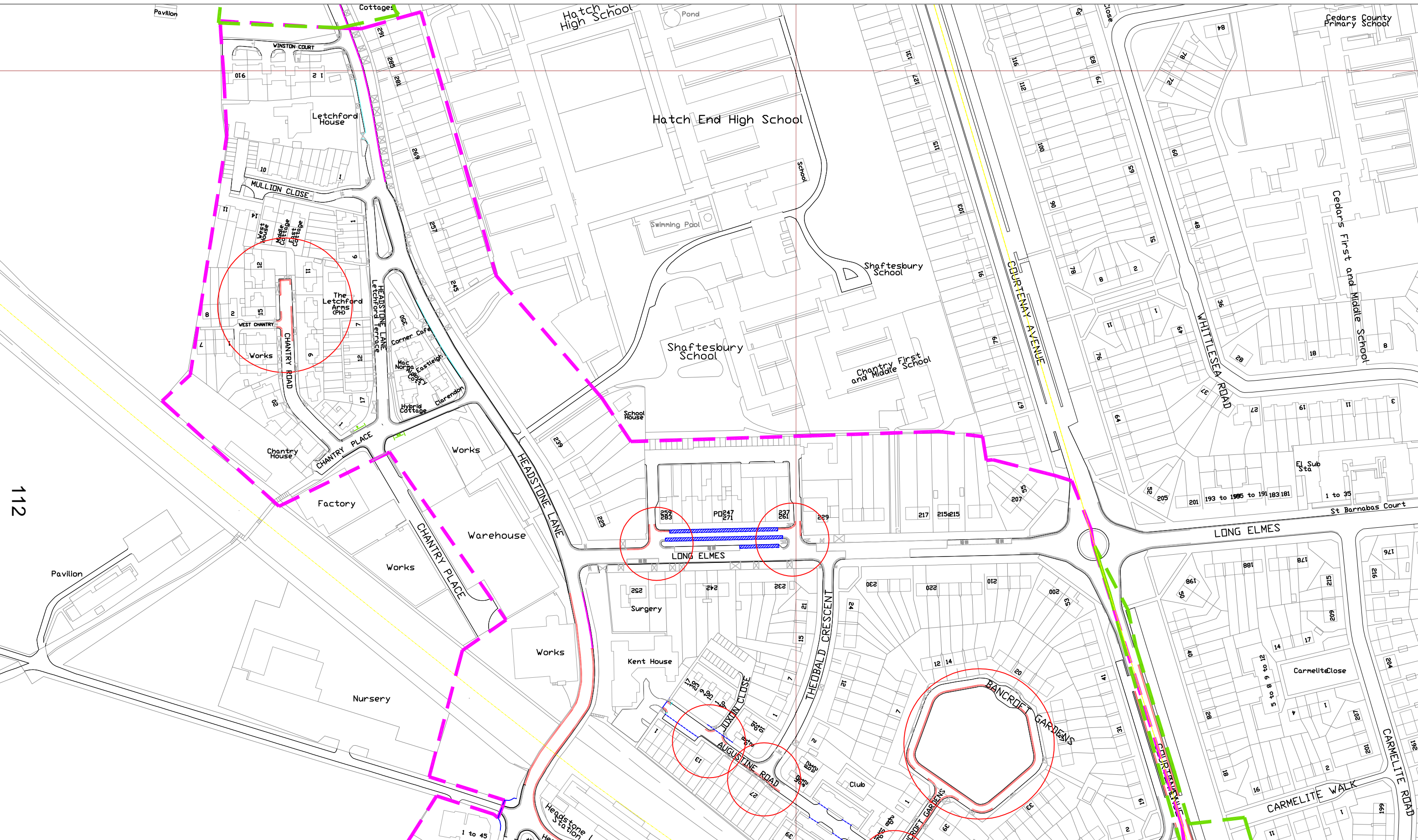
There are three locations in Headstone Lane near to the station which are usually full of parked vehicle: outside the shops and in two laybys on the opposite side. Parking outside the shops is looked at below. Residents in this part of Headstone Lane who don't have off-street parking need to advise if this parking in the laybys should be controlled.






Little other parking has been observed on Headstone Lane itself however this might well change if parking controls were introduced into side roads following this review. We are proposing a Monday to Saturday 8am to 6.30pm (or other time to be agreed) waiting restriction on the side of Headstone Lane with the cycle lane. On the other side we propose a single zone time yellow line as any agreed for the other side roads. This would stop commuters and others transferring



- KEY:**
-  Extent of consultation for area wide parking review
 -  Proposed Double Yellow Lines (locations like junctions, bend etc generally circled)
 -  Existing Waiting restriction
 -  Proposed Monday to Saturday 8am–6.30pm waiting restriction on Headstone Lane
 -  Parking outside shops where P&D &/or Shared use (P&D & permits) &/or loading bays might be appropriate
- Parking bays for residents and zone time waiting restrictions within any agreed area are not shown

A		Public consultation		SMF Aug15	AL
REVISION TABLE					
CONSULTATION	SCALE (AT A3 SIZE) 1:2000	DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE
PROJECT		Headstone Lane area parking review			
DRAWING TITLE		Area-wide review consultation and Proposed parking restrictions (Southern area)			
ISSUING OFFICE	CIVIC CENTRE	DRAWING NUMBER		REVISION	
TELEPHONE NUMBER	02084241437	T/DWG/000899/2		A	



- KEY:
-  Extent of consultation for area wide parking review
 -  Proposed Double Yellow Lines (locations like junctions, bend etc generally circled)
 -  Existing Waiting restriction
 -  Proposed Monday to Saturday 8am-6.30pm waiting restriction on Headstone Lane
 -  Parking outside shops where P&D &/or Shared use (P&D & permits) &/or loading bays might be appropriate
- Parking bays for residents and zone time waiting restrictions within any agreed area are not shown

A		Public consultation		SMF Aug15	AL
REVISION TABLE					
DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE		
CONSULTATION		SCALE (AT A3 SIZE) 1:2000			
PROJECT		Headstone Lane area parking review			
DRAWING TITLE		Area-wide review consultation and Proposed parking restrictions (Northern area)			
ISSUING OFFICE	CIVIC CENTRE	DRAWING NUMBER	REVISION		
TELEPHONE NUMBER	02084241437	T/DWG/000899/1	A		

their parking from the side roads to avoid the restrictions which would be detrimental to safety and cause delays. We propose the Mon-Sat 8am-6.30pm yellow line for both sides of the narrow service road in front of Nos. 200-218 to preserve access.

Courtney Avenue

Little parking occurs on the main carriageway of Courtney Avenue south of the roundabout junction with Long Elmes which is a similar type of road as Headstone Drive. There is however a concern that, if parking controls are introduced in side roads nearby that parking could displace. A Mon-Sat 8am-6.30pm yellow line is proposed for both sides going over the railway bridge and double yellow lines from Secker Close to Long Elmes for safety and access reasons.

Parking outside Shops in Headstone Lane and Long Elmes

There are two shopping parades. Concerns have been raised that long term parking by non-residents is stopping business customers. We are consulting on what controls should apply outside the shops. Limited period free parking, as has been suggested, is regrettably not practical as it requires an unrealistic level of enforcement resource. The borough does however now allow a 20 minute free period on its on-street pay and display (by displaying a ticket). This ensures customers can park for short periods free and achieve a good turnover of parking. Longer term parking might well be possible in nearby side roads when any parking controls are not in operation. It appears to work well in other similar small shopping parades. A comparison of the various types of control is included on the reverse.

Augustine Road area

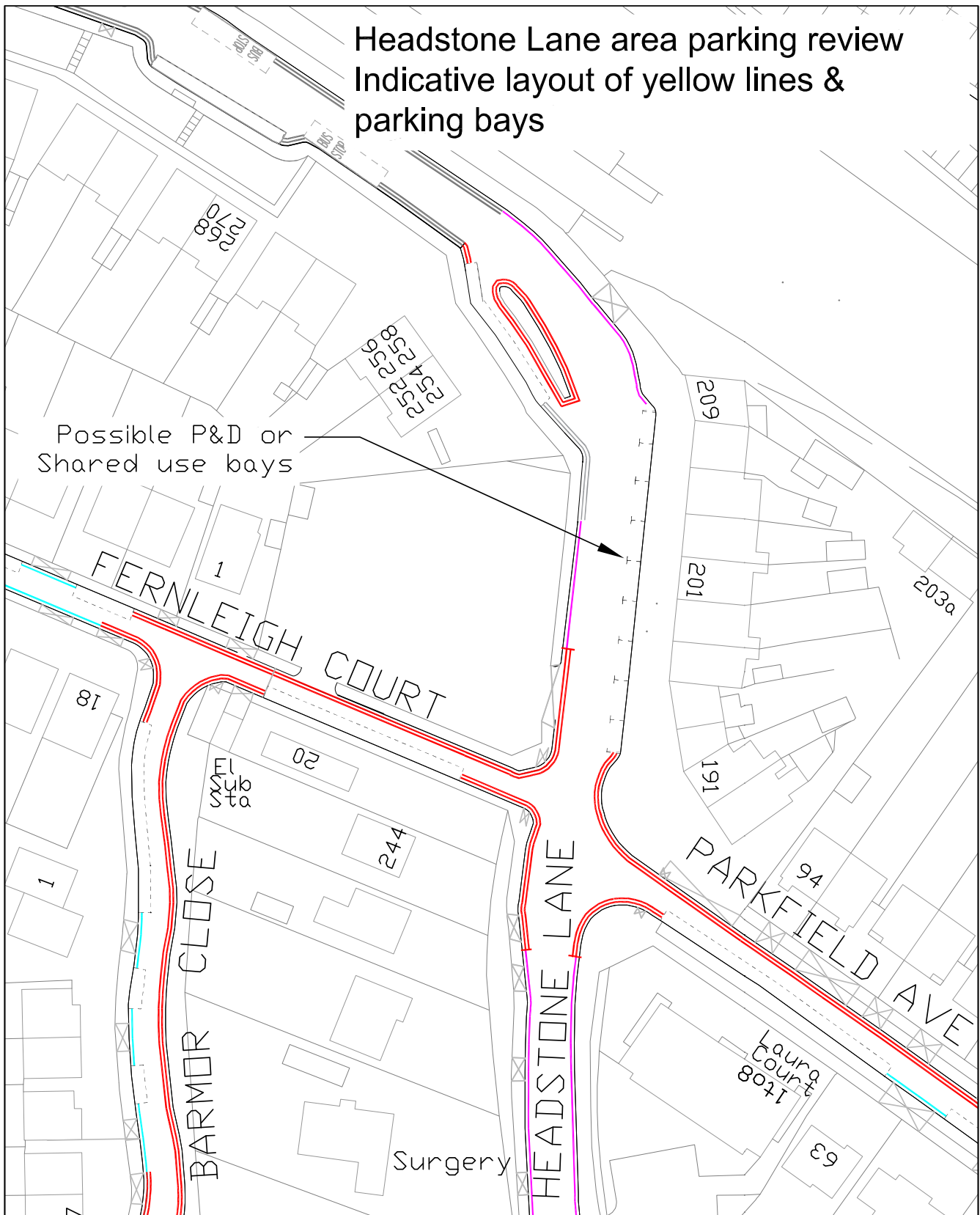
The current parking review is concerning parking on the public highway which includes most of the roads in the area. The car parking areas either side of Augustine Road although owned by Harrow Council are not part of the public highway. The Kent House car park is privately owned. Residents who attended an initial meeting were concerned that rail commuters who might be prevented from parking on the road by any parking restrictions would possibly fill these car parking areas. Harrow Housing already operate permit schemes in similar parking areas elsewhere in the borough. Different legal regulations apply to areas on and off the public highway which mean that permits for these two areas are not interchangeable although they do cost the same. Harrow Housing are aware of the situation and will consult you about measures to protect this space for residents should you decide on parking controls for the road.

Theobold Crescent is not sufficiently wide to allow parking on both sides without parking on at least one side being on the concreted part of the pavement (footway). Should a parking scheme go ahead in Secker Crescent we would propose to formalise the parking partially on the footway by marking the bays in that position.

Headstone Lane Area Parking Review

Summary of main types of controls their costs, benefits and limitations

Type of Control	Costs etc.	Benefits	Limitations
<p>Permit parking bay in force for zone time.</p> <p>Recommended for residential roads and perhaps smaller parades with limited customer parking.</p>	<p>Residents permits annual cost – first vehicle per household = £67.50. 2nd, 3rd & 4th vehicles £101, £135 & £169 respectively</p> <p>Visitor permits £16.90 per book of 10 but 50% discount for senior citizens</p>	<p>Prevents long term parking by non-residents. When zone not in operation available for visitors and customers etc can park for free. Can be used for loading free of charge.</p>	<p>Slightly less effective at preventing people from outside area parking as applies for shorter time. Permit parking will reduce amount available for short term customer parking. Customers will not be able to park when zone in operation. Requires a controlled parking zone.</p>
<p>Pay & Display Monday to Saturday 8am-6.30pm.</p> <p>Recommended for outside shops/businesses</p>	<p>Parking is 10p per 20minutes. There is one initial 20 minute free period per 24 hours</p>	<p>Effectively prevents long term parking, enabling space for short term customer parking. Charges on lowest tariff for local shops. Can be used for loading free of charge.</p>	<p>Not available to residents to park in other than evenings or Sundays. There is cost involved for parking more than 20 minute free period</p>
<p>Shared use (P&D and permit parking) Mon-Sat 8am-6.30pm.</p> <p>Recommended where there is demand for resident and business customer parking</p>	<p>P&D cost as above</p> <p>Permit costs as above</p>	<p>Prevents long term parking by non-residents. Flexible for use by residents and customers. Can be used for loading free of charge</p>	<p>Visitors and customers have less flexibility to avoid restricted period to park for free.</p>
<p>Freebay</p> <p>Not recommended</p>	<p>No costs for parking</p>	<p>No cost involved</p>	<p>Because there is no restriction any one can park for as long as they want so may well be full if there is demand for parking and therefore not available to residents or visitors or customers or loading vehicles.</p>
<p>Loading bay</p>	<p>No charges for goods vehicle or customer loading</p>	<p>Allows dedicated space for servicing, deliveries and collection</p>	<p>Takes up space which cannot be used other parking.</p>



Headstone Lane area parking review
Indicative layout of yellow lines & parking bays

Possible P&D or Shared use bays

- KEY:
- Proposed Double Yellow Lines
 - Existing waiting restrictions
 - Proposed single yellow line – no waiting Mon–Sat 8am–6.30pm on Headstone Drive
 - Single yellow line operating for the zone time across driveways etc if the CPZ goes ahead in this road
 - - - - Position of possible permit bay is only indicative

REVISION TABLE		SMF Apr 13	SMF Apr 13	BP 21.6.13	BP 21.6.13
NO.	DESCRIPTION	DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE
A	Public consultation				
CONSULTATION		SCALE (OF A3 SIZE) 1:500			
PROJECT		Headstone Lane area parking review			
DRAWING TITLE		Indicative Layout of yellow lines and parking bays should a scheme proceed			
ISSUING OFFICE	CIVIC CENTRE	DRAWING NUMBER	REVISION		
TELEPHONE NUMBER	02084241437	T/DWG/000541/2	A		

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

- Albanian** Nëqoftëse gjuha Angleze nuk është gjuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
- Arabic** اذا 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 अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
- Punjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- Urdu** اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیے گئے نمبر پر رابطہ کریں۔

020 8424 1437

**QUESTIONNAIRE
HEADSTONE LANE REVIEW OF PARKING PROBLEMS IN YOUR AREA**

PLEASE DO TAKE THE TIME TO COMPLETE THIS QUESTIONNAIRE
YOUR VIEWS ARE IMPORTANT

This questionnaire is available online at www.harrow.gov.uk/trafficconsultations and then click live and closed consultations. By completing it online it is a more environmentally friendly and cost effective way of informing us of your views.

It is recommended that you read the leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of. **Due to the large number of responses anticipated, we cannot reply to you all individually.**

Alternatively, if you do not have access to the internet you can complete this questionnaire and return it by post to the address in the consultation leaflet to arrive by **4 October 2015**

We base decisions on your address so this information is very important to us. Questionnaires returned without a name and address will not be officially recorded in the results of this consultation. Each household or business counts as one response. Where multiple responses are received from individual residents / employees the first response made will be recorded.

First Name Family Name

Business Name (if applicable)

Property Number/Name Street Name

Postcode Date

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

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

Q1 Are you a resident or business?

Yes No

Q2 Do you or your visitors find it difficult to find a convenient parking space nearby?

Yes No *pinion*

Q3 Should the council introduce a parking control scheme to improve the situation?

Yes No

Q4 If you said NO to Q2 or Q3 would you change your mind if adjoining roads have parking controls?

Yes

No

DRAFT

Q5 Which parking control measures do you support?

Parking solutions available	Impact	Tick
Resident permit parking bays (Controlled Parking Zone)	<p>Parking for permit holders only during the hours of operation</p> <p>Charges will apply for permits. The first resident permit costs £67.50 per annum (see leaflet for more details)</p> <p>Will remove commuter and non-resident long stay parking and release more on-street parking space for local residents and shop customers outside zone hours.</p>	<input type="checkbox"/>
Single yellow line only Proposed for Headstone Lane (no parking bays)	<p>Waiting restrictions apply during the hours of operation</p> <p>No one can park on the single yellow line during the hours of operation</p> <p>This will prevent long stay parking transferring from side roads which could cause safety or obstruction issues.</p>	<input type="checkbox"/>
Pay and display bays Proposed outside the shops in Long Elmes and Headstone Lane	<p>Will increase availability of short stay parking particularly close to the shops.</p> <p>Parking charges will apply. The Council currently operates an initial free 20 minutes parking period.(on street only)</p>	<input type="checkbox"/>
Shared use bays Possibly part of parking outside shops (Controlled Parking Zone)	<p>In addition to allowing for P&D customer parking would also allow permit holders to park</p>	<input type="checkbox"/>
Loading bays Possibly part of parking outside shops	<p>Allow for service loading/unloading for the shops/ other businesses and for customer collection of goods</p>	<input type="checkbox"/>

Please tick all the options you support for your street

Q6 At what times would you like parking controls to operate?

Operational times available	Impact	Suitable for	Tick
Monday – Friday One hour either am or pm	<p>Will deter some long stay parking. Would not deter afternoon or morning only parking but more convenient for residents. More difficult to enforce. Recommended by stations</p>	<p>Residents am</p> <p>pm</p>	<input type="checkbox"/>
Monday - Friday 10am – 3pm	<p>Will deter all long stay parking. More effective than a one hour scheme but is less convenient for residents' visitors. Easier to enforce. Recommended if parking problems caused by more than rail commuters</p>	Residents	<input type="checkbox"/>
Monday - Saturday 8am - 6:30pm	<p>Working day parking controls to deter all long stay parking. Pay and Display, with controlled parking provides short stay parking for the shops and for residents all day. Very effective and easy to enforce but most inconvenient for residents' visitors.</p>	Businesses & residents	<input type="checkbox"/>

Please tick all the options you support for your street

DRAFT

Headstone Lane (HL) & Courtney Avenue (CA)

Q7 Do you support the Monday – Saturday 8am-6.30pm waiting restriction (pink line) on plan for access and safety reasons?

	HL	or	CA
Yes	<input type="checkbox"/>		<input type="checkbox"/>
Yes, in principle but should be different time	<input type="checkbox"/>		<input type="checkbox"/>
Please specify different time			
No	<input type="checkbox"/>		<input type="checkbox"/>
No opinion	<input type="checkbox"/>		<input type="checkbox"/>

Headstone Lane

Q8 What parking controls should apply to inset layby and bay outside Nos. 252 to 258?

Permit bay (would require permit during operational hours)	<input type="checkbox"/>
Free bay (available to anyone as inset bay at present)	<input type="checkbox"/>
No opinion	<input type="checkbox"/>

Headstone Lane and Long Elmes – as a business customer

Q9 Should the parking controls outside the shops in Headstone Lane be?

(Please tick as many that apply)

	HL	LE
Pay & Display (incl initial free 20minutes)	<input type="checkbox"/>	<input type="checkbox"/>
Shared use (also allows permit parking)	<input type="checkbox"/>	<input type="checkbox"/>
Permit bay (for permit holders only during operational hours)	<input type="checkbox"/>	<input type="checkbox"/>
Loading bay (small amount of dedicated space just for loading)	<input type="checkbox"/>	<input type="checkbox"/>
Other – including no restriction (please specify in comments)	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>

Augustine Road

Q10 Should a controlled parking scheme proceed on Augustine Road, would you like a parking scheme in the parking areas either side of the road?

Yes	<input type="checkbox"/>
	<input type="checkbox"/>

No

No opinion

Theobald Crescent

Q11 Do you support the introduction of parking partially on footway (pavement) on the eastern side of Theobald Crescent? This would need to leave a minimum 1.5 metres (5 feet) width of pavement for pedestrians.

Yes

No

No opinion

Other comments

.....

.....

.....

Responses will be available for public inspection as necessary but all personal information (name, address, etc.) will be removed beforehand so that you cannot be identified.

DRAFT

Appendix C - Consultation results by road questions Q2-Q4

Street Name	Number of responses	Number of Addresses	Response rate	Q2 - Do you or your visitors find it difficult to finding parking nearby?	Percentage identifying a parking problem	Q3 - Should there be a parking control scheme to improve the situation?	Proportion wanting a parking control scheme.	Responses who want a scheme or would want one if nearby roads vote for such a scheme	Proportion wanting a scheme or wanting to be included
HATCH END									
Headstone Lane	4	60	7%	1	25%	3	75%	3	75%
Letchford Terrace	5	19	26%	4	80%	4	80%	5	100%
Headstone Lane incl Letchmore terr	9	79	11%	5	56%	7	78%	8	89%
Long Elmes	6	83	7%	6	100%	5.5	92%	5.5	92%
Mullion Close	2	14	14%	2	100%	1	50%	1	50%
Chantry Road	9	26	35%	2	22%	1	11%	4	44%
West Chantry	5	8	63%	4	80%	1	20%	4	80%
Chantry Road & West Chantry	14	34	41%	6	43%	2	14%	8	57%
Augustine Road	9	113	8%	1	11%	1	11%	1	11%
Juxon Close	2	20	10%	2	100%	2	100%	2	100%
Bancroft Gardens	5	46	11%	1	20%	1	20%	1	20%
Secker Crescent	1	21	5%	0	0%	0	0%	0	0%
Theobald Crescent	0	30	0%						
Courtenay Avenue	1	30	3%	1	100%	1	100%	1	100%
Winston Court	0	10	0%						
All HE responses	49	480	10%						
HE responses for proposed CPZ	31	220	14%	24	49%	20.5	42%		
HEADSTONE NORTH									
Broadfields	10	97	10%	9	90%	9	90%	10	100%
Fernleigh Court	10	20	50%	6	60%	9	90%	9	90%
Barmor Close	9	13	69%	4	44%	7	78%	9	100%
Headstone Lane	29	111	26%	19	66%	23	79%	24	83%
Randon Close	2	15	13%	1	50%	1	50%	2	100%
Parkfield Avenue up to junction with Parkfield Cres	12	57	21%	8	67%	5	42%	7	58%
Parkfield Avenue	17	93	18%	8	47%	5	29%	7	41%
All HN responses	77	349	22%						
HN responses for proposed CPZ	72	313	23%	47	61%	54	70%		
Overall responses	126	829	15%			74.5	59%		
Overall where CPZ proposed	103	533	19%	71	56%	69.5	67%		

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Appendix C - Headstone Lane area results by road questions 5 and 6

Street Name	Q5 Which parking control measures do you support?						Q6 At what times would you like parking controls to operate?			
	Number of responses	Q5a Resident permit parking bay	Q5b Single yellow line only	Q5c Pay and Display bays	Q5d Shared use bays	Q5e Loading bays	Q6 Monday-Friday 1 hour am	Q6 Monday-Friday 1 hour pm	Q6b Monday-Friday 10am-3pm	Q6c Monday-Saturday 8am-6pm
HATCH END										
Headstone Lane	4	0	4	3	1	2		1	2	1
Letchford Terrace	5	3	5	3	3	3			2	
Headstone Lane incl Letchmore terr	9	3	9	6	4	5	0	1	4	1
Long Elmes	6	4	2	4	4	2	1	1	2	3
Mullion Close	2		1							1
Chantry Road	9	1	2	2	1		1		1	
West Chantry	5	5	2	4	2	2			4	
Chantry Road & West Chantry	14	6	4	6	3	2	1	0	5	0
Winston Court	0									
HE responses for proposed CPZ	31	13	16	16	11	9	2	2	11	5
HEADSTONE NORTH										
Broadfields	10	9	2	2	3	2	6		7	
Fernleigh Court	10	7	2	5	4	4	1		7	1
Barmor Close	9	5	7	6	2	5	1		5	5
Headstone Lane	27	16	16	13	17		8	12	7	6
Randon Close	2	1	2	1	1	1	1	1		1
Parkfield Avenue up to junction with Parkfield Cres	12	4	4	4		4	2	1	2	1
HN responses for proposed CPZ	70	42	33	31	27	16	19	14	28	14
Overall where CPZ proposed	101	55	49	47	38	25	21	16	39	19

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Appendix C Headstone Lane area consultation results questions Q7 and Q8

		Q7 Do you support the Monday-Saturday 8am-6.30pm - Headstone Lane				Q7 Do you support the Monday-Saturday 8am-6.30pm - Courtenay Avenue				Q8 - What parking controls should apply to inset layby and bay outside Nos. 252 to 258?		
Street Name	Responses	Q7 Yes (Do you support the Monday-Saturday 8am-6.30pm)	Q7 - Yes, in principle but should be different time, please specify different time, below	Q7 - No	Q7 - No opinion	Q7 Yes (Do you support the Monday-Saturday 8am-6.30pm)	Q7 - Yes, in principle but should be different time, please specify different time, below	Q7 - No	Q7 - No opinion	Permit bay	Freebay	No Opinion
HATCH END												
Headstone Lane	4	3	1	0	0	0	0	0	2	3	0	1
Letchford Terrace	5	3	1	1	1	0	0	0	1	1	0	3
sub-total	9	6	2	1	1					4	0	4
Augustine Road	9	1	0	3	0	0	0	1	1	0	2	1
Juxon Close	2	1	0	0	1	0	1	0	0	0	1	1
Bancroft Gardens	5	0	0	1	1	0	0	2	0	0	2	1
Secker Crescent	1	0	1	0	0			1	0	0	0	1
Theobald Cres	0					0	1	0	0			
Courtenay Avenue	2	0	0	2	0	0	0	0	1	1	2	0
Carmelite Walk	1			1	0	0	1	0	1	0	1	0
Long Elmes	5	1			3	2	0	0	2	1		1
Mullion Close	2	1	0	0	0	0	0	0	0	0	0	1
Chantry Road	9	1	1	3	3	0	0	3	5	1	3	5
West Chantry	5	1	1	1	2	1	0	0	1	0	0	3
HE total	50	12	5	12	11	3	2	7	13	7	11	18
HEADSTONE NORTH												
Barmor Close	9	5	0	1	1	1	0	0	3	2	3	2
Broadfields	10	5	0	0	2	5	0	0	2	4	4	0
Randon Close	2	1	0	0	1	1	0	0	1	1	0	1
Fernleigh Court	10	5	0	0	3	2	0	0	3	5	0	3
Headstone Lane	32	11	10	7	3	8	1	3	11	22	6	3
Parkfield Avenue	17	5	1	9	1	5	0	5	3	1	7	5
HN total	80	32	11	17	11	22	1	8	23	35	20	14
Total	130	44	16	29	22	25	3	15	36	42	31	32

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Appendix C Consultation responses by road Questions Q9

		Q9 - What parking controls do you support outside Headstone Lane Shops						Q9 - What parking controls do you support outside Long Elmes Shops					
Street Name	Responses	Q9 - Pay & Display (incl initial free 20minutes)	Q9 - Shared use (also allows permit parking)	Q9 - Permit bay (for permit holders only during operational hours)	Q9 - Loading bay (small amount of dedicated space just for loading)	Q9 - Other including no restriction (please specify in comments)	Q9 - No opinion	Q9 - Pay & Display (incl initial free 20minutes)	Q9 - Shared use (also allows permit parking)	Q9 - Permit bay (for permit holders only during operational hours)	Q9 - Loading bay (small amount of dedicated space just for loading)	Q9 - Other including no restriction (please specify in comments)	Q9 - No opinion
HATCH END													
Headstone Lane	4	4	1	0	1	0	0	3	0	0	1	1	0
Letchford Terrace	5	3	1	0	1	0	1	1	0	0	0	0	1
sub-total	9	7	2	0	2	0	1						
Augustine Road	9	1	0	0	2	1	0	2	1	0	1	0	1
Juxon Close	2	1	0	0	0	0	1	1	0	0	1	0	0
Bancroft Gardens	5	1	0	0	1	0	1	0	1	1	1	1	0
Secker Crescent	1	1	0	0	1	0	0	0	0	0	0	1	0
Theobald Cres	0							2	1	0	1	0	1
Courtenay Avenue	2	0	1	1	1	2	0	2	0	0	0	0	1
Carmelite Walk	1	0	0	0	0	1	0	4	1	0	1	0	2
Long Elmes	5	2	1	1	2		1	2	2	3	1	1	0
Mullion Close	2	0	0	0	0	0	1	0	0	0	0	0	0
Chantry Road	9	4	2	0	1	0	3	4	2	0	1	1	3
West Chantry	5	1	0	0	0	0	2	2	0	0	0	0	0
HE total	50	18	6	2	10	4	10	19	7	4	7	5	7
HEADSTONE NORTH													
Barmor Close	9	6	0	1	0	0	1	3	0	0	1	0	2
Broadfields	10	5	2	0	2	0	1	5	4	2	3	1	1
Randon Close	2	2	0	0	0	0	0	2	0	0	0	0	0
Fernleigh Court	10	5	3	1	3	0	0	2	0	0	1	0	0
Headstone Lane	32	13	20	11	6	6	1	6	7	3	3	4	6
Parkfield Avenue	17	8	0	0	1	6	1	7	0	0	1	6	1
HN total	80	39	25	13	12	12	4	25	11	5	9	11	10
Total	130	57	31	15	22	16	14	44	18	9	16	16	17

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Appendix C Consultation responses by road Questions Q1 and Q11

		Q1 - Are you a resident, business or both?			Q11 - Do you support the introduction of parking partially on footway (pavement) on the eastern side of Theobald Crescent?		
Street Name	Responses	Residents	Businesses	Both	Support	Do not support	No Opinion
HATCH END							
Headstone Lane	4	4			0	1	3
Letchford Terrace	5	5			4	0	1
sub-total	9	9			4	1	4
Augustine Road	9	9			3	2	2
Juxon Close	2	2			2	0	0
Bancroft Gardens	5	5			2	1	0
Secker Crescent	1	1			0	0	1
Theobald Cres	0						
Courtenay Avenue	2	2			1	2	
Carmelite Walk	1	1			0	1	
Long Elmes	5	2	2	1	2	1	2
Mullion Close	2	2			0	0	1
Chantry Road	9	9			2	1	6
West Chantry	5	5			1	0	3
HE total	50	47	2	1	17	9	19
HEADSTONE NORTH							
Barmor Close	9	9			0	0	6
Broadfields	10	10			6	1	2
Randon Close	2	2			1	1	0
Fernleigh Court	10	9		1	0	1	7
Headstone Lane	32	27	5		3	4	22
Parkfield Avenue	17	17			4	1	9
HN total	80	74	5	1	14	8	46
Total	130	121	7	2	31	17	65

Note : Responses to question Q10 irrelevant as no CPZ now proposed for Augustine Road

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Harrow Council

P.O.Box 39, Station Road,

Harrow HA1 2XA

RECEIVED
23 SEP 2015

C1012303

19th. September 2015

Dear Sirs

Parking in Chantry Road

We, the undersigned residents of West Chantry and Chantry Road are extremely concerned at the proposal to mark part of Chantry Road with double yellow lines.

West Chantry is a narrow pedestrianised cul-de-sac with no access to cars, serving its residents without driveways, whose only means of parking is along Chantry Road. Many residents of Chantry Road also need to park along that road, which is presently already quite congested, due also to the need of Belmont Motors to place cars there for service or repair.

Therefore reducing parking facilities by double yellow lines would deprive the West Chantry residents below of any ability to park their cars, and cause residents of Chantry Road severe restriction for themselves or visitors.

We earnestly request that no double or single yellow lines are placed along Chantry Road, and strongly recommend a member of Harrow Council to inspect this area, so as to understand our problem first-hand.

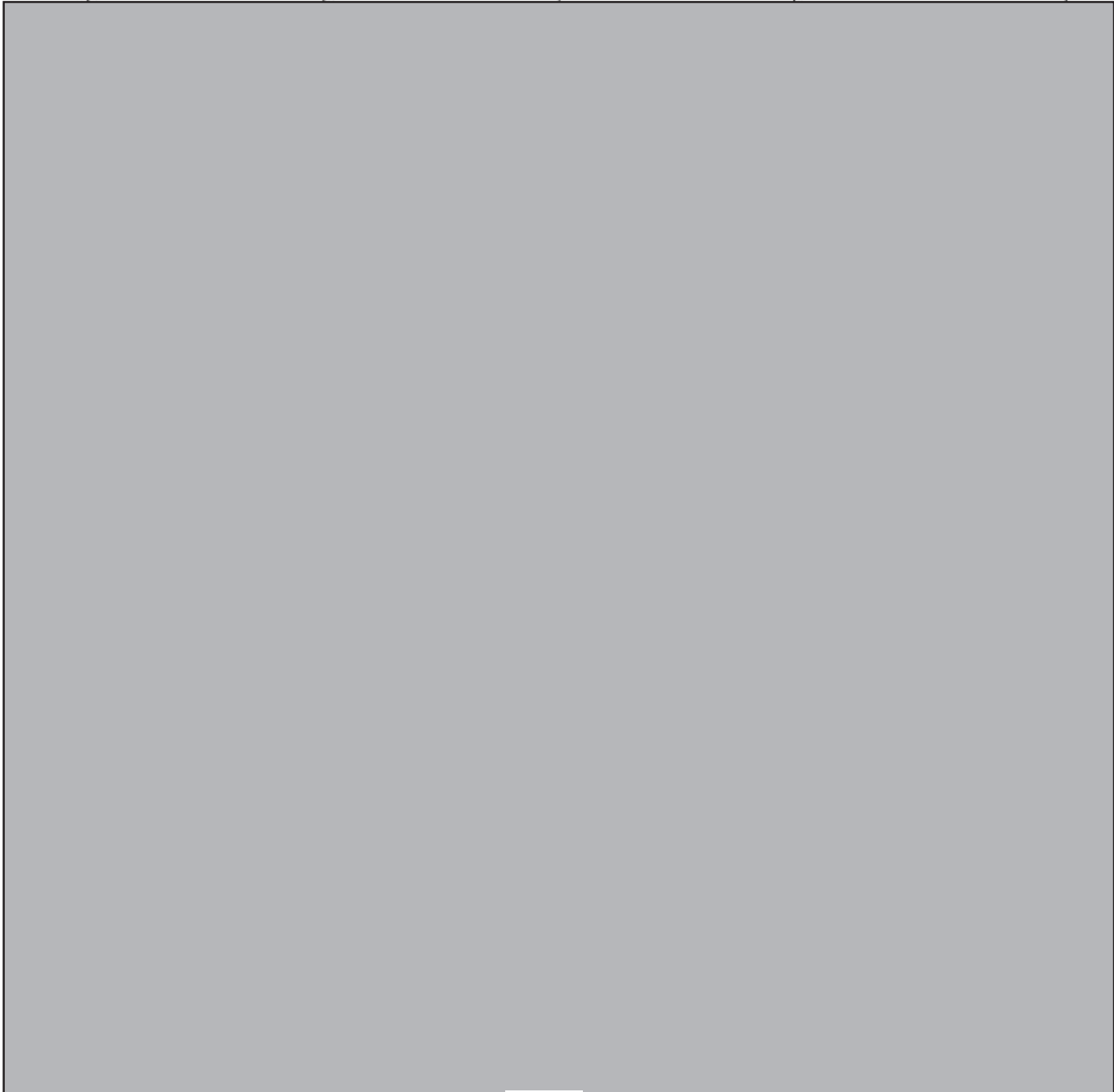
Yours faithfully,

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**PETITION FROM RESIDENTS – BROADFIELDS, HARROW, HA2 AND
RANDOM CLOSE**

We the Residents of Broadfields and Random Close would like the Council to consider Controlled Parking Zone for the above Roads due to continued difficulties as Residents that we face on a daily basis. Commuters parking all day long to use Headstone Lane Station from 7.00am until 7.00pm in the evening and then leaving their rubbish at the side of the Road for the Residents to clear up and the Residents unable to park.

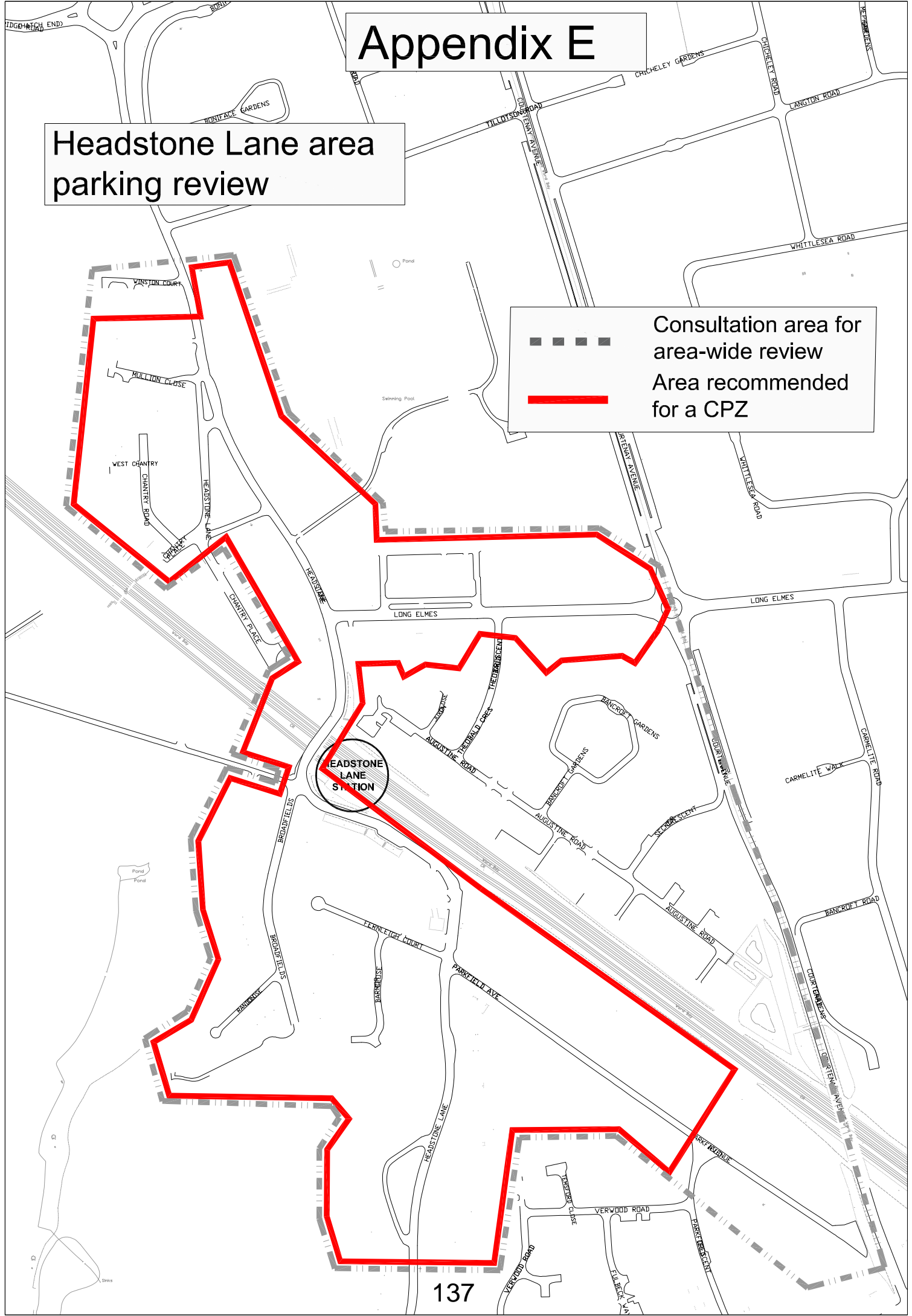
Name:	Address:	Signature:	Additional Comments:
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Appendix E

Headstone Lane area parking review



	Consultation area for area-wide review
	Area recommended for a CPZ

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

Date of Meeting:	23 November 2015
Subject:	Whitmore Road area Parking Review - Statutory Consultation Results
Key Decision:	No
Responsible Officer:	Venetia Reid-Baptiste Divisional Director Commissioning Services
Portfolio Holder:	Cllr Graham Henson Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Wards affected:	Harrow on the Hill
Enclosures:	Appendix A Whitmore Road area Parking Review - Statutory Consultation Document Appendix B Copy petition statement Appendix C Consideration of individual formal objections and other representations Appendix D Whitmore Road Area Parking Review - Recommended proposals for implementation

Section 1 – Summary and Recommendations

This report provides results of the statutory notification exercise carried out in the wider Whitmore Road area between 17 September and 7 October 2015 regarding the introduction of parking controls. The report seeks the Panel's recommendation to implement the controlled parking measures.

Recommendations:

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

- a) That the traffic regulation orders be amended as shown in **Appendix D** to address the formal objections for the Whitmore Road area parking review proposals, that the objectors (along with other residents) be informed and that officers proceed with the order making and implementation of the scheme,
- b) Introduce a new controlled parking zone (CPZ) operating Monday to Friday, 10am - 1pm in the following streets with permit eligibility restricted to the following addresses:
 - Whitmore Road (Nos. 71 to 81 odds and 2 to 72 evens)
 - Bessborough Road (Nos. 102 – 128 and 1 & 2 Roxeth Farm)
 - Treve Avenue
 - Porlock Avenue (Millook, Field End, School House & Jarvis Cottage)
- c) Make minor changes to the permit bay layout outside Nos 71 to 77 Whitmore Road including the addition of two permit parking bays as advertised;
- d) Introduce 3 Shared Used bays ("pay & display" and permit holders) in Whitmore Road adjacent to the playing fields as advertised with an unlimited maximum period of stay,
- e) Pay and Display parking bay be installed in Porlock Avenue along playing fields in current unrestricted section as advertised,
- f) Amend the proposed waiting restrictions as follows:
 - the proposed waiting restrictions on the north side of Whitmore Road (Nos. 80 to 92) be implemented operating Monday to Friday, 8-10am and 4-6.30pm;
 - the proposed waiting restrictions on the north side of Whitmore Road (Nos. 2 to 70) be implemented operating Monday to Friday, 10am to 1pm,
 - the proposed waiting restrictions on the east side of Bessborough Road be abandoned.
- g) That the CPZ proposals in Whitmore Road west of the junction with Treve

Avenue / Porlock Avenue are not implemented.

REASON: To regulate parking in the wider Whitmore Road area as detailed in the report. The measures are in direct response to resident's 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 residents and businesses and is one of the main concerns reported to the Council regarding transport issues. This report summarises the results and outcomes of the statutory notification exercise agreed by the Panel on 12th February 2015 for roads in the Whitmore Road area

Options considered

- 2.2 Statutory consultation proposals were developed having taken account of previous consultations, stakeholder meetings and panel meetings involving local residents, businesses, councillors and the panel. The information distributed to local people gave details of the proposals developed by the Council and invited comments where individuals may be materially affected by the proposals.
- 2.3 The area included both the western and eastern sides of Whitmore Road and the adjacent sections of Treve Avenue and Porlock Avenue due to concerns over parking displacing.
- 2.4 It should be noted that whilst there were a range of views received from the statutory notification it was not possible to act on every individual comment, however, all views from responses were analysed so that recommendations could be made based on where majority support was received.
- 2.5 Consideration for possible revision to the geographical extent of the proposed CPZ and the proposed hours of operation is included within the "Analysis of results in proposed areas" section below.

Background

- 2.6 The eastern section of Whitmore Road in particular has suffered from parking pressures over a number of years. The area has been subject to both public consultation and statutory notification on controlled parking schemes previously during the period from 2010 to 2012. These consultations were reported to the Traffic and Road Safety Advisory Panel (TARSAP), however, only very localised proposals consisting of double yellow lines were actually implemented due to objections and petitions from residents not wishing to have a wider parking control scheme at that time.

- 2.7 During the redevelopment of Whitmore High School there were parking issues in the western section of Whitmore Road but since that work was completed the pressures in this location have reduced.
- 2.8 The implementation of parking controls in Charles Crescent and Lascelles Avenue and adjoining streets at the beginning of 2013, however, resulted in a significant increase in parking in the eastern section of Whitmore Road. This section of this road is typically full of parked vehicles during week days on both sides except during school holidays. A more limited amount of parking occurs in the section of Whitmore Road between the junctions with Treve Avenue and Drury Road which has caused congestion issues and problems with the H11 bus service which uses this part of Whitmore Road.
- 2.9 A 40 signature petition asking for a CPZ to be introduced in Whitmore Road was submitted to the October 2013 Cabinet and subsequently reported to this Panel in February 2014. Another similar petition with 43 signatures sought "Clarification of times of operation of previously requested CPZ" and was reported to this Panel in July 2014. This led to the Panel agreeing to prioritise proposals for Whitmore Road in the 2015/16 parking management programme of works at TARSAP in February this year.

Statutory Notification

- 2.10 In September 2015 leaflets were distributed to a total of 215 addresses. The leaflets explained the proposals for a controlled parking scheme, the statutory notification process and detailed instructions on how to make a formal objection if desired. This included all of Whitmore Road, Treve Avenue, the northeast section of Porlock Avenue and a section of Bessborough Road between Whitmore Road and Andrews Close. A copy of the statutory notification leaflet is shown in **Appendix A**.
- 2.11 The traffic regulation order was advertised on 17 September 2015 for a 21 day period in a local newspaper as well as on street notices placed in the affected roads during this period. The statutory notification ended on the 7 October 2015.

Statutory Notification results

- 2.12 During the statutory notification period, officers received a total of 68 responses of which 66 were statutory objections. Two of these statutory objections concerned residents living just outside the proposed CPZ and a further ten from people who live further afield but currently park where the restrictions are proposed. A petition with 104 signatures from 60 residential addresses in the western section of Whitmore Road, stating objection to the CPZ, was received at the end of the statutory period and can be seen in **Appendix B**. This petition is also reported separately on the agenda to this Panel and was considered in conjunction with the other responses received.
- 2.13 Independent quality assurance checks have been carried out on the responses received and a complete copy of all responses is available for members to review in the member's library. The reasons for each objection are summarised together with officer's comments in **Appendix C**.

- 2.14 The most common types of responses received during the consultation are summarised below:

Whitmore Road – western section

- There is no parking problem or necessity for a CPZ in this section of the road and that controlling parking would increase traffic speeds.

Whitmore Road – eastern section

- Waiting restrictions should only apply for the period of the proposed CPZ (Monday – Friday, 10am-1pm).
- Residents in Bessborough Road north of Whitmore Road should not be eligible to purchase permits.
- People who work locally would be required to pay and believe the proposed parking controls are unnecessary.

- 2.15 Meetings were held with the ward councillors on 29 October 2015, in accordance with standard practice, to discuss the issues raised and distribution of responses to the statutory consultation. This meeting also considered how the proposals might be modified to address the representations.

Analysis of statutory consultation results

Whitmore Road – eastern section (Bessborough Road to Treve Avenue)

- 2.16 There were 31 representations received from residents in the eastern section of Whitmore Road (Bessborough Road to Treve Avenue) and a further 8 objections from individuals and a company on behalf of its employees who live further away but currently park in this part of Whitmore Road. Of these 23 representations state their support for the CPZ in principle but raise objections mainly to two key issues. The first relates to the operational hours of the proposed single yellow line on the northern side of Whitmore Road and the second to the extent of the area which will have eligibility for permits.
- 2.17 Only seven residents raised objections to the CPZ proposals in principle and of those four come from the same address. One representation expressed a preference of different hours of control but is regarded as a comment rather than a formal objection.
- 2.18 The majority of the representations from residents of the eastern section are in support of a CPZ being introduced representing very strong community support for the CPZ proposals.
- 2.19 In the western section of Whitmore Road (Shaftesbury Avenue to Treve Avenue) there are 20 representations/objections including one from Treve Avenue in addition to the petition mentioned earlier in the report which objects to the proposals in Whitmore Road.

- 2.20 Overall there is strong community support demonstrated for the controlled parking zone CPZ within the eastern section of Whitmore Road including the Monday to Friday 10am-1pm operational hours. This support outweighs the objections raised particularly when giving greater weight to the opinions of people actually living in the area directly affected by the proposals. It is therefore recommended that the CPZ be implemented in the eastern section of Whitmore Road.
- 2.21 In the proposed scheme the section of waiting restriction (single yellow line) on the north side of Whitmore Road (Bessborough Road to Treve Avenue) was to operate Monday – Friday, 8am – 6:30pm. A key objection raised by almost all residents from this section of Whitmore Road, with the exception of 2 who stated support, were against the proposed single yellow line. The intention of the original design was to have the same operational hours as the proposed shared use bays in order to improve visibility for drivers emerging from residential driveways (a common cause of complaint). It was judged that there would still be sufficient parking provision during week days on the south side of the road and that the yellow lines would allow any loading and unloading to take place. It is clear from the consultation results that residents consider the availability of parking to be more important than the additional safety offered by the waiting restriction. It is therefore recommended that the waiting restriction operational hours be reduced to Monday to Friday, 10am to 1pm, the same as the proposed CPZ operational hours, as requested by residents.
- 2.22 Another key objection raised by many residents in the eastern part of Whitmore Road was to exclude residents of Bessborough Road from being eligible to purchase permits in the proposed CPZ (except the corner property at 128 Bessborough Road). There were 32 addresses in Bessborough Road (Whitmore Road to Andrews Close) included within the consultation.
- 2.23 Properties in Bessborough Road within the consultation area are already restricted by a combination of “at any time” (double yellow line) and Monday Saturday, 8am – 6:30pm (single yellow line) waiting restrictions and there is very little on-street parking available to them during week days. Observations on site make it difficult to establish how many vehicles from addresses in Bessborough Road currently park in Whitmore Road, however, there is little on street parking observed in Whitmore Road in evenings, weekends or school holidays and the level of parking is probably quite low. Therefore parking from residents of Bessborough Road is not likely to create any significant additional pressure on parking demand in Whitmore Road and there is no need to deny these residents eligibility to parking permits. A CPZ is designed to provide all local residents within the affected area a preferential parking opportunity and this does not need to be exclusive to an individual road. It is therefore recommended that this objection be set aside and the scheme remain unchanged.
- 2.24 Three residents in the section of nos. 71-77 Whitmore Road raised objections to the proposed waiting restriction (Monday – Friday, 10am – 1pm) outside their properties stating that there should be further permit bays provided instead. Two of these objectors also complain about the close proximity of the proposed permit bay to a driveway access. It is possible to include two additional permit bays between the driveway accesses without affecting the

scheme. The standard practice within CPZ schemes is for permit bays to have 1.5 metres clearance from the driveway. In addition the residents are also requesting at least a car length of clearance from the proposed permit bay which is considered unrealistic in an urban setting , however, a smaller adjustment can be accommodated.

- 2.25 Seven individual responses and one company representation was made objecting to the introduction of the proposed CPZ and consequent removal of free parking space for people working in Harrow. The cheapest available all day parking is quoted as £4.20 per day. The council as highway authority has no legal obligation to provide any parking on the public highway for anyone. It is policy is to encourage the use of more sustainable forms of transport rather than private cars. The shared use bays proposed in Whitmore Road allow people to pay and display at 30p per hour but with a maximum stay of 4 hours. This does not allow for all day parking. Removing the maximum stay period would be one way of partially addressing these objections and the needs of the wider community such as the playing fields and the school. It is considered as there are still unrestricted streets comparatively close to Harrow town centre that this concession to park for say 8hours at a cost of £2.40 would not be taken up by many people so not significantly disadvantage residents. It is recommended that the 4hour maximum stay period be removed.

Treve Avenue and Porlock Avenue

- 2.26 Treve Avenue and Porlock Avenue form an intersection with Whitmore Road and serve three bus routes including the 140 service. Two permit parking bays are proposed for Treve Avenue and a single “pay and display” bay for Porlock Avenue each to replace currently unrestricted sections of road used for parking.
- 2.27 Four representations have been received from Treve Avenue and one from Porlock Avenue. Only one of the representations from Treve Avenue might be seen as an objection to the CPZ in principle. Two representations are specifically supportive of the CPZ but believe the CPZ restrictions should also apply to Saturdays. The last representation from Treve Avenue objects to the close proximity of the permit bay to their driveway access. The Porlock Avenue representation states that proposed “pay and display” parking in that road should be replaced by a parking restriction as parking in that location leads to delays.
- 2.28 There is significantly more support in the representations received for the proposals than objections by a factor of 4 to 1. There may be some justification for a Monday to Saturday restriction rather than the Monday to Friday proposed based on the busy nature of these roads. However permit parking bays with different periods of operation are generally not used in the same CPZ and separating these roads from the proposed CPZ in Whitmore Road is seen as impractical. Introducing permit parking or “pay and display” is likely to reduce the amount of parking and improve the situation. It is recommended that the proposals for Treve Avenue and Porlock Avenue be implemented as advertised.

Whitmore Road – western section (Shaftesbury Avenue to Treve Avenue)

- 2.29 The western section of Whitmore Road currently has less on street parking than the eastern section. Most of the on street parking occurs to the east of the junction with Drury Road where some obstruction has been reported by the operators of the H11 bus service. In previous consultation there has been less support for a CPZ in this section of Whitmore Road, however, there is concern that if a CPZ is only introduced in the eastern section that non-resident parking will just displace to the western section if left unrestricted. For this reason the CPZ proposals advertised included all of Whitmore Road. Additionally a Monday to Friday 8am to 6.30pm single yellow line restriction was proposed on the north side of Whitmore Road to the east of Drury Road opposite the bus stop to address concerns by bus operators about the problems caused by on-street parking.
- 2.30 In contrast to the eastern section 14 of the 19 individual representations are objections to the CPZ being introduced in the western section of Whitmore Road with only two generally in support of the CPZ proposals. Seven objections concerned other aspects of the proposals. Additionally there was an objection from a resident of Drury road living just outside the proposed CPZ boundary to the CPZ.
- 2.31 There was also a 104 signature petition from 60 of the 97 addresses in this section of Whitmore Road objecting to the parking restriction proposals in Whitmore Road and the adjacent sections of Treve Avenue and Porlock Avenue which is stated as excessive to the parking problems. Their primary concern is that the proposals will lead to increased traffic speeds. The petition statement can be seen in **Appendix B**.
- 2.32 The two representations in partial support of the CPZ proposals were both from the section of road east of Drury Road. There are however two representations who formally object to the proposals and another who is strongly opposed to the proposed CPZ. The petition was signed by people from nine addresses in this section of Whitmore Road. The grounds of objection mainly focus on the fear of increased traffic speeds and that there is not a problem with parking on their section of Whitmore Road.
- 2.33 Based on the majority of responses and petition received against a CPZ it is not recommended that the western section be included in the scheme.
- 2.34 There are also three specific objections to the proposed single yellow line outside nos. 78 – 92 Whitmore Road. This restriction proposed Monday to Friday, 8am to 6.30pm to allow traffic to flow unimpeded. There is a need of for some waiting restrictions to address congestion. It is therefore recommended the waiting restriction be reduced to operational hours of Monday to Friday 8-10am and 4-6.30pm to cover the busiest traffic periods. This restriction should prevent the north side of this section of road being used by commuters.

Bessborough Road

- 2.35 A Monday to Saturday 8am to 6.30pm waiting restriction was proposed on the east side of Bessborough Road just to the north of its junction with Whitmore

Road. This was to prevent parking displacing from Whitmore Road onto the main road which is part of the strategic road network. This restriction attracted one objection from a resident who lives in Bessborough Road north of the junction with Kingsfield Road where the road is also currently unrestricted. This area is currently used by residents and workers for parking.

- 2.36 Bessborough Road is relatively wide at this point so that parking of cars does not impede traffic flow. It is therefore recommended that the proposed waiting restriction be abandoned.

Risk Management Implications

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

Legal implications

- 2.39 Subject to statutory consultation requirements, which the council has complied with, the council has powers to introduce and change CPZ's 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

- 2.40 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2015/16. A sub allocation of £40k for implementation of the Whitmore Road area parking review was recommended by the Panel in February 2015 and subsequently approved by the Portfolio Holder.
- 2.41 If the scheme is implemented parking income will be generated from resident / visitor permits charges and from penalty charge notices for parking offences. A small sized CPZ typically generates approximately £10k - £15k per annum depending on the parking layout design. Any income raised will be used to fund the costs of administration and enforcement.

Equalities Implications / Public Sector Equality Duty

- 2.42 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.
- 2.43 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of non-residents vehicles 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 and the elderly are particularly sensitive.

- 2.44 Equalities monitoring data on public consultations were collected to monitor the equality of access to the consultation. These responses were compared with the most recent census data.

Council Priorities

- 2.45 The parking scheme detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Making a difference for communities	<p>Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p> <p>By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling</p>

	lessening the impact on the local environment.
Making a difference for the vulnerable Making a difference for families	Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.46 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 10/11/15		
Name: Ajay Thakerar	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 11/11/15		

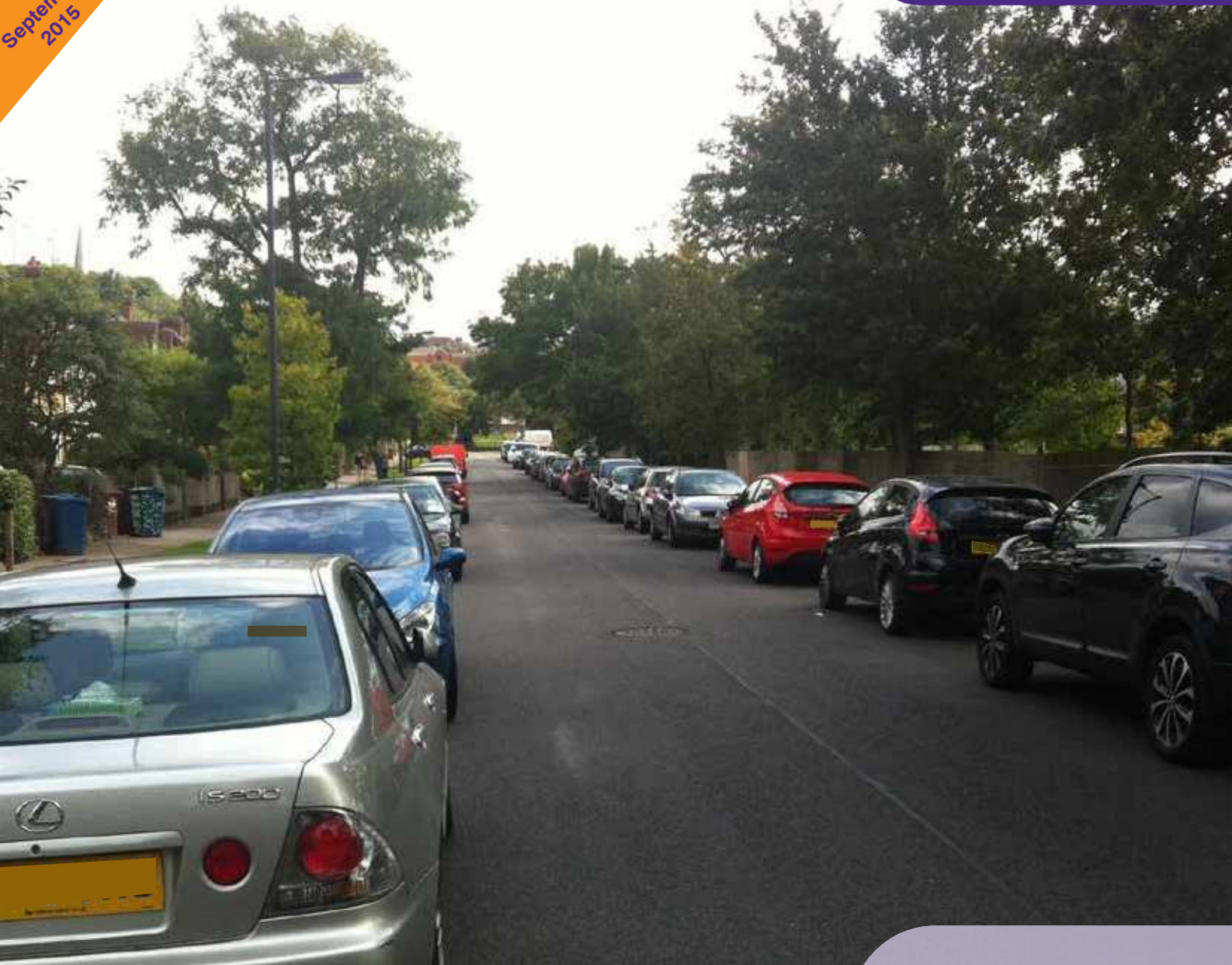
Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact: Stephen Freeman- Project Engineer – Traffic, Highways and Asset Management
020 8424 1437

Background Papers:

Previous TARSAP reports – February 2014 / July 2014
Consultation responses



WHITMORE ROAD Area Parking Review

LEGAL NOTIFICATION PARKING CONTROL SCHEME

IMPORTANT – THIS AFFECTS YOU – PLEASE READ

Whitmore Road Area Parking Review

What is this about?

A public consultation was undertaken in 2010 on proposals to introduce controlled parking (CPZ) in your area. There was a small majority of Whitmore Road residents in favour of a scheme however objections to the CPZ scheme resulted in the road being excluded from the final scheme introduced in 2012/13. Residents have subsequently sent us two petitions calling for a CPZ and there have other complaints about parking in the area.

Residents complain that Whitmore Road and un-restricted sections of Treve Avenue are being used by non-residents quite possibly rail commuters or people working in Harrow. The council's Traffic and Road Safety Advisory Panel in February 2015 agreed that there should be further CPZ proposals for Whitmore Road and the adjacent sections of Treve Avenue / Porlock Avenue.

A CPZ can be useful at addressing safety and access issues if the parking congestion is caused by non-residents. As you are aware the section of Whitmore Road east of its junction with Treve Avenue has residential property on the northern side and largely playing fields on the south side. The council wishes to deter long stay parking from those who have no connection with the immediate area but recognises some parking may be associated with the playing fields etc. As these roads are public highway there is need to provide for all road users which includes some parking associated with the playing fields.

We developed the proposals which we believe are the best compromise to help address the problems taking into account all the comments received in the past. The Council is now advertising the legal traffic order that will give effect to the proposed controls on your road. This statutory notification stage is the legal process that the council is required to undertake before any parking controls can be implemented. The proposed scheme is set out below and in the enclosed plans:

- A controlled parking zone, within the light blue dashed area, with operational times of Monday – Friday 10am to 1pm with permit parking bays and single yellow lines. This will to give a greater window of opportunity for enforcement to occur. The bays are located mainly on the south side of the eastern section of Whitmore Road to enable better visibility for vehicle coming from driveway. Permit cost £67.50p for 1st permit per household. £101, £135 and £169 for 2nd, 3rd and 4th permits respectively. Visitor permits cost £16.90 per book of 10 with a 50% discount for senior citizens.
- Pay and display parking operating Monday – Friday 8am - 6.30pm to allow some opportunity for parking associated with the playing fields and Whitmore High School. Cost: 10p per 20 minutes maximum stay 4 hours
- Single yellow line waiting restriction operating Monday – Friday 8am-6.30pm on the north side of Whitmore Road (eastern arm) to encourage the parking to occur just on the south side. The section between the junctions with Treve Avenue and Drury Road is in response to difficulties that buses experience when parking occurs on both sides.

What happens next?

The council is required by law to advertise these proposals this allows anyone to comment or raise objections. The leaflet gives you the background and detail of the proposed scheme.

We will advertise the Traffic Management Order by placing notices on-street and in local papers on or about 17th September 2015. If you wish to respond or make a formal objection then you need to do so in writing by the deadline of 7th October 2015.

If you are in agreement with the scheme then there is no need to respond. However, if you feel that you are materially affected by the proposals then you should set out your concerns in writing before the deadline. You must provide reasons to substantiate your reasons for objecting so this can be considered.

What happens with any objections or comments?

Any representations, objections or comments received will be discussed with the local ward councillors before being presented to the PH for approval to proceed to implementation. If there are any formal objections then the PH will determine what action needs to be taken. At this stage it will not be possible to add to or increase the extent of the scheme as advertised. However, changes that reduce the scale of the proposals can be made to address any objections where they do not impact on road safety. Alternatively any aspect of the proposals could be abandoned.

If it is agreed to proceed with the scheme then the residents will be informed of the outcome. Arrangements will subsequently be made with the Council's contractors to implement the scheme and confirmation of the operational date and any other relevant information will be sent to residents and businesses in the affected area.

If you want to make a comment or objection

If you are going to make comments or objections these should state how you are materially affected by the parking scheme proposed. The response needs to be made in writing (email is acceptable) providing your name and address. Please include the word **objection** in the text (to distinguish it clearly from comments) and the reason for the objection. The council is legally required to consider all formal objections before a final decision is made.

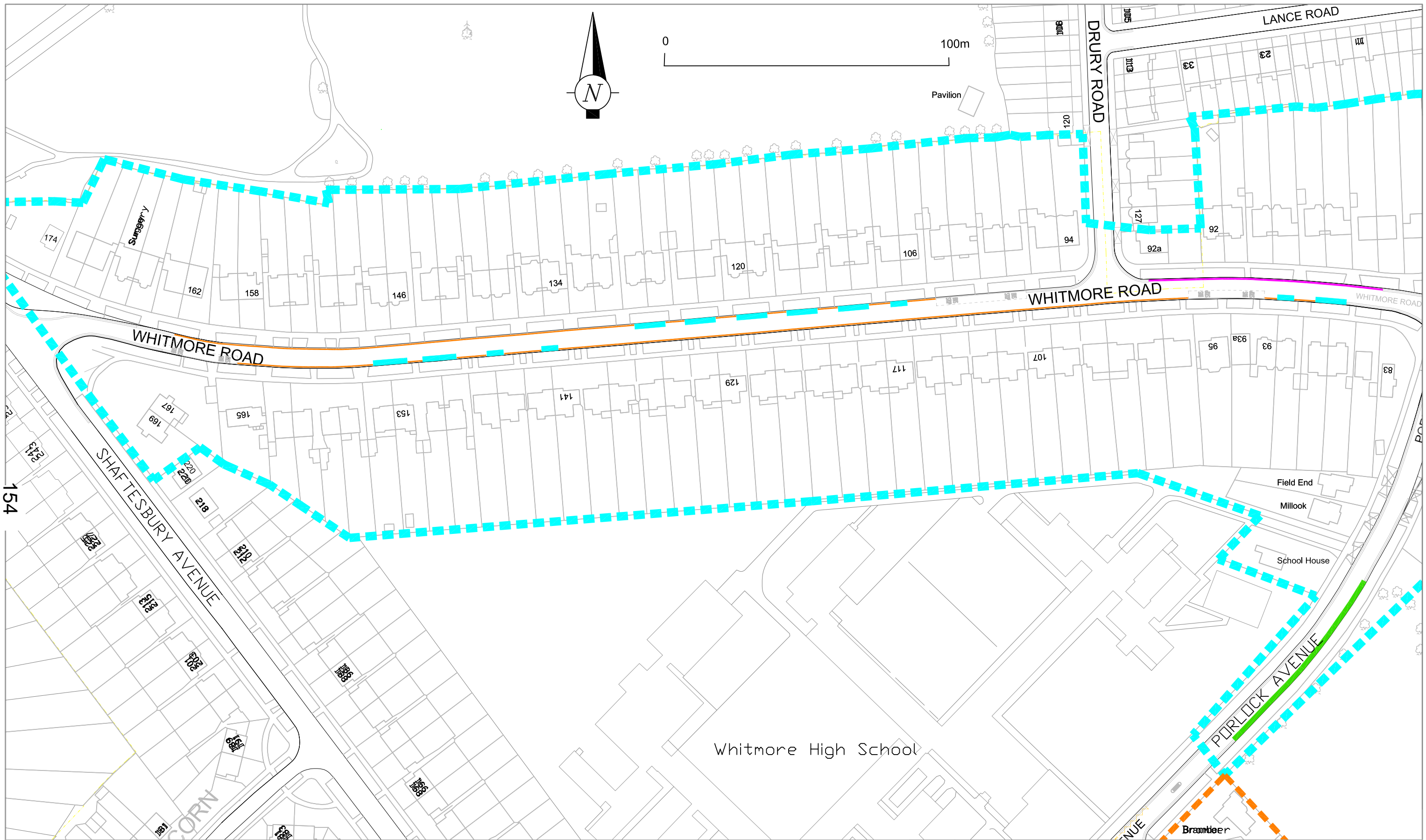
A copy of the traffic order and associated plans can be viewed at the councils 'One Stop Shop', and those that have internet access can view the notices on-line by visiting: www.harrow.gov.uk/trafficorders then click on the link to Whitmore Road area parking review. Please submit your objection via email to transportation@harrow.gov.uk

Or in writing sent to:









Service Manager - Traffic, Highways and Asset Management
Harrow Council, PO Box 39, Civic Centre, Harrow HA1 2XA


Please quote reference DP 2015-16.

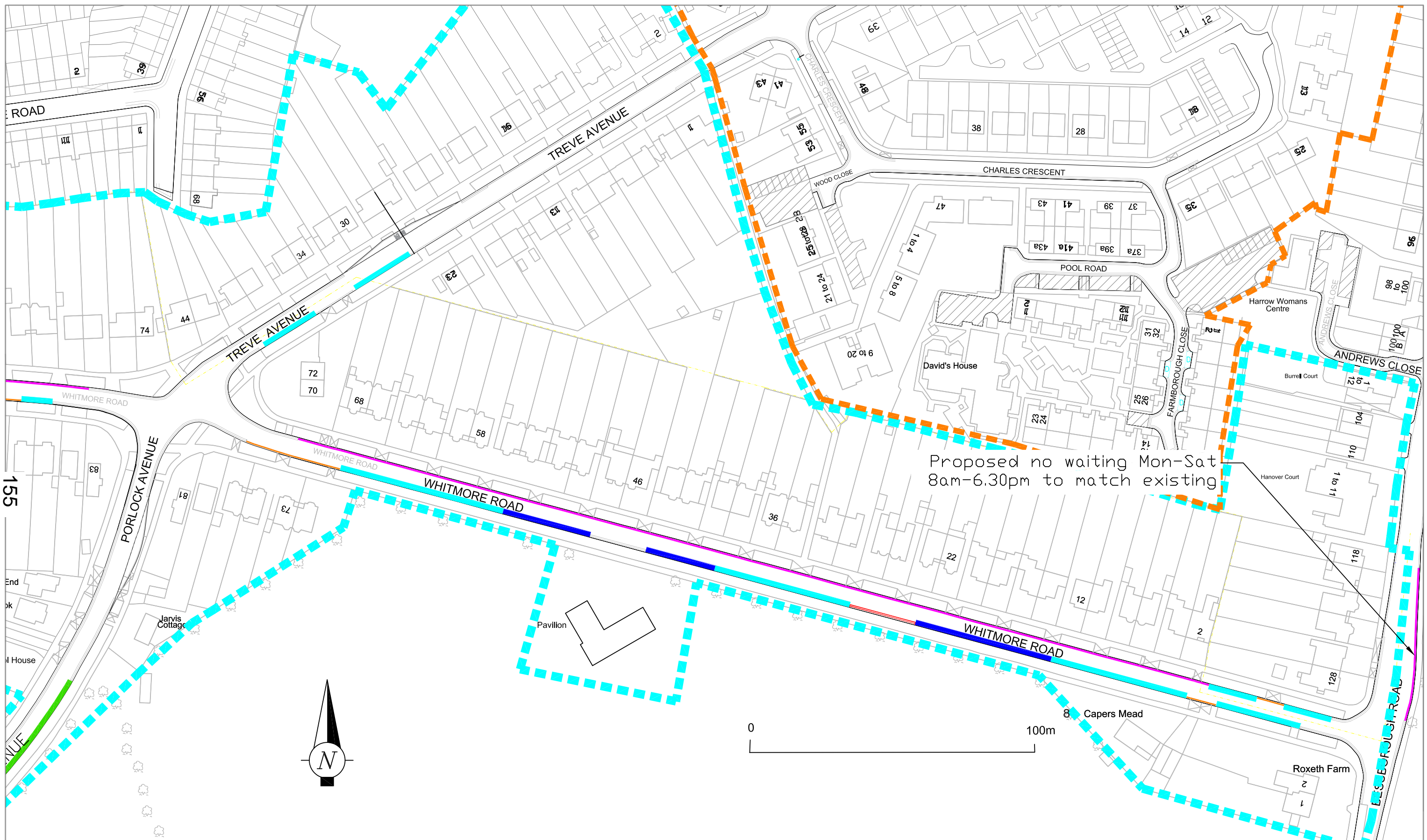
Please return your comments by 7 October 2015.



KEY:


-  Proposed Double Yellow Lines
-  Existing Waiting restriction
-  Proposed no waiting Monday – Friday 8am – 6.30pm
-  Proposed no waiting zone time – Monday – Friday 10am – 1pm
-  Proposed permit parking bay Monday – Friday 10am – 1pm
-  Proposed pay and display parking bay Monday – Friday 8am – 6.30pm
-  Proposed new controlled parking zone (CPZ) area
-  Existing adjacent CPZ area

A Statutory consultation		SMF Aug 15	BP		
REVISION TABLE		DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE
CONSULTATION	SCALE (AT A3 SIZE) 1:1250	PROJECT Whitmore Road area parking review			
		DRAWING TITLE Whitmore Road area Proposed bays and parking restrictions			
ENVIRONMENT & ENTERPRISE TRANSPORTATION		ISSUING OFFICE CIVIC CENTRE	DRAWING NUMBER	REVISION A	
P.O. Box 39, Civic Centre, Harrow, Middlesex, HA1 2XA Tel: 020 8420 9611 Fax: 020 8420 9611		TELEPHONE NUMBER 02084241437	T/DWG/000901/2		



Proposed no waiting Mon-Sat
8am-6.30pm to match existing

- KEY:
- Proposed Double Yellow Lines
 - Proposed no waiting Monday – Friday 8am – 6.30pm (except as noted)
 - Proposed no waiting zone time – Monday – Friday 10am – 1pm
 - - - Proposed permit parking bay Monday – Friday 10am – 1pm
 - Proposed pay and display parking bay Monday – Friday 8am – 6.30pm
 - Proposed shared use – permits or pay and display parking bay Monday – Friday 8am – 6.30pm
 - - - Proposed new controlled parking zone (CPZ) area
 - - - Existing adjacent CPZ area
 - Existing Waiting restriction

	A Statutory consultation	SMF Aug 15	BP
REVISION TABLE		DRAWN BY AND DATE	DESIGNED BY AND DATE
CONSULTATION	SCALE (AT A3 SIZE) 1:1250	CHECKED BY AND DATE	APPROVED BY AND DATE
		PROJECT Whitmore Road area parking review	
<small>ENVIRONMENT & ENTERPRISE TRANSPORTATION</small>		DRAWING TITLE Whitmore Road area Proposed bays and parking restrictions	
<small>P.O. Box 39, Civic Centre, Harrow, Middlesex, HA1 2XA Tel: 020 8420 5611 Fax: 020 8420 9611</small>		ISSUING OFFICE CIVIC CENTRE	DRAWING NUMBER
		TELEPHONE NUMBER 02084241437	REVISION T/DWG/000901/1 B

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** اذا 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 अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
- Punjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- Urdu** اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیئے گئے نمبر پر رابطہ کریں۔

020 8424 1437

APPENDIX B

5-16

Harrow Council

GCO12401

Proposed Controlled Parking Zone (CPZ) on Whitmore Road

Please see attached petition to object to the current proposals to restrict parking on Whitmore Road and the adjacent sections of Treve/Porlock Avenue.

Residents at the lower end of Whitmore Road have expressed concerns that the current proposals are excessive and out of proportion with the perceived parking problems in the area and wish to formally object to the current proposals.

The main concerns are as follows:

- The speed and volume of traffic at the lower end of Whitmore Road is already a cause for concern amongst residents, particularly as the majority are either families with young children or pensioners. The road is also a main walking route to several local schools including Whitmore High school and a number of primary schools. These two groups are particularly vulnerable to increases in speed and exhaust emissions from cars. Parking bays and further restrictions will significantly increase the speed and traffic volumes as the current uncontrolled pattern of parking is the only thing that encourages drivers to slow down when traversing the road.
- The CPZ scheme will be excessive compared to other CPZ schemes operating locally. The current proposal for restrictions between the times of 10am to 1pm (lower end) and 8am to 6.30pm (top end) are unnecessary and will simply displace parking from one end of the road to the other. The initiative seems engineered to generate revenue for the council rather than discouraging commuter parking.
- Parking meters and bays will spoil the character of what is a residential road some distance from the Harrow town area.

Kind regards

Whitmore Road residents

Proposed Controlled Parking Zone (CPZ) on Whitmore Road

We the undersigned would like formally object to the current proposals put forward by Harrow Council to restrict parking on Whitmore Road and the adjacent sections of Treve and Porlock Avenues.

We feel the current proposals are excessive and out of proportion with the perceived parking problems in the area.

The main concerns are as follows:

- The speed and volume of traffic at the lower end of Whitmore Road is already a cause for concern amongst residents, particularly as the majority are either families with young children, or pensioners. These two groups are particularly vulnerable to increases in speed and exhaust emissions from cars. The road is also a main walking route to several local schools including Whitmore High school and a number of primary schools. Parking bays and further restrictions will significantly increase the speed and traffic volumes as the current uncontrolled pattern of parking is the only thing that encourages drivers to slow down when traversing the road.
- The CPZ scheme will be excessive compared to other CPZ schemes operating locally. The current proposal for restrictions between the times of 10am to 1pm (lower end) and 8am to 6.30pm (top end) are unnecessary and will simply displace parking from one end of the road to the other. The initiative seems engineered to generate revenue for the council rather than discouraging commuter parking.
- Parking meters and bays will spoil the character of what is a residential road some distance from the Harrow town area.

Name	Signature	Address
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APPENDIX C

Analysis and comment on response to statutory consultation

The representations, objections and comments received from individuals during the statutory consultation period are tabulated along with officer comments in the table at the end of this appendix. Responses have been grouped geographically. Some responses were essentially identical except the name and address of the respondent. The responses are analysed and the officer recommendations made on whether the scheme proposals should be changed by each significant issue.

1) Whether the CPZ should proceed and if so to what geographical limits?

The responses from residents on support or objection to a CPZ in principle varied. In Whitmore Road (east of Porlock/Treve Avenue) and Bessborough Road north of Whitmore Road 22 responses offered support whilst 7 objected. In Treve & Porlock Avenue two are in explicit support and two further implicit support or wanting stronger restrictions with only one in objection. In Whitmore Road (west of Porlock/Treve Avenue) there are only two in support whilst 12 objected. On this basis **the area recommended for CPZ implementation includes Whitmore Road (east of Porlock/Treve Avenue), Treve and Porlock Avenues within the consultation area.**

2) Period of operation of the CPZ?

There were relatively few representations directly about the proposed CPZ times of Monday – Friday 10am-1pm. Implicitly those who completed the form letters welcoming the CPZ proposals and raising two specific objections are accepting the CPZ hours. Similar would apply to the other supportive responses although two from Treve Avenue request additional hours on Saturday. Perhaps unsurprisingly those who objected to the CPZ also believed the hours of control to be too long. The majority of the responses/representations from where the CPZ is recommended above accept the proposed CPZ hours so these hours are recommended for implementation.

3) Proposed Monday to Friday 8am to 6.30pm waiting restriction on north side of Whitmore Road between Treve Avenue and Bessborough Road

It is recommended this be reduced to operate Monday to Friday 10am-1pm as the CPZ operational hours following representations by residents.

4) Eligibility area for permits in Bessborough Road

Whitmore Road is a public highway available for the use of the public in general and the local community in particular. It is appropriate that local residents on more major roads like Bessborough Road and Treve Avenue should be able to access parking in quieter side roads like Whitmore Road. The residents of Whitmore Road do not have exclusive parking rights in Whitmore Road. Despite the widespread objection to Bessborough Road residents being eligible for parking permits no change in the area of eligibility is recommended.

5) Proposed Monday to Saturday 8am to 6.30pm waiting restriction on east side of Bessborough Road

It is recommended that this proposed restriction is abandoned

6) Proposed Monday to Friday 8am – 6.30pm waiting restriction on the north side of Whitmore Road between Treve Avenue and Drury Road

It is recommended this be reduced to operate Monday to Friday 8-10am and 4-6.30pm as the CPZ operational hours following representations by residents.

7) Request for additional permit parking spaces on south side of Whitmore Road towards junction with Porlock Avenue

It is recommended that two further permit be introduced, also minor adjustments to starting points of proposed permit bays in Whitmore Road and Treve Avenue.

8) Section of Whitmore Road between Drury Road and Treve Avenue

Various options considered based on some support and some objection to CPZ also opposition to the proposed waiting restriction on north side. Recommended no CPZ at this stage but monitoring post implementing of current scheme to determine need for possible further consultation.

9) Access to shared use parking spaces in Whitmore Road for all day use

Objections from people working locally who use Whitmore Road (and perhaps Treve Avenue) for parking but claim cheapest all day parking £4.20 per day. The parking spaces in Whitmore had a proposed maximum stay period of 4 hours. It is recommended to remove the maximum stay period which would allow all day parking for c£2.50-£3 as a means of addressing these objections.

Representations regarding proposals in Whitmore Road or adjacent streets

	Source	Objections or other representations	How addressed and/or officer comment
1.	Resident of eastern section Whitmore Road 12331	1. I support and am in agreement with the proposed CPZ scheme but have a couple of objections I would like to make: 2. Eastern section of Whitmore Road - In my view the proposed no waiting zone time, single yellow line (SYL) Monday to Friday from 8am- 6.30pm, proposed along the northern side of the road, would materially	1. This and the 15 essentially identical text and 5 further representations offer explicit support for the controlled parking zone (CPZ). Several others offer implicit support. 2. The arrangement with a single yellow line on the north side and parking bays on the south side came from previous consultations and was to protect visibility for residents emerging from their driveways also to obviate a post a sign by each parking

		<p>affect my current parking rights and those of my family, friends and visitors. The parking congestion, safety, access and visibility issues caused by non resident parkers, which has prompted the Review, could be addressed by merely reducing this time slot to the Zone Time of 10am-1pm.</p> <p>3. With the exception of 128 Bessborough Road, whose front door and drive is in Whitmore Road, I am also objecting to the inclusion of 32 properties (includes 23 flats) in Bessborough Road within the proposed CPZ scheme. This will materially affect my current parking rights and those of my family, friends and visitors as it will reduce the parking spaces available.</p>	<p>bay between driveways. It was proposed all day to match the operational period of the shared use bays and prevent afternoon parking by non-residents. Residents and their visitors would still be able to park in permit bays after 1pm. This approach has attracted universal objection from those residents otherwise supportive of the parking controls in their road. It is therefore recommended to reduce the operational period of the single yellow line to Monday to Friday 10am-1pm to match the CPZ time.</p> <p>3. Observations in evenings, weekends and school holidays show relatively little parking in Whitmore Road. This suggests few residents from Whitmore Road or Bessborough Road actually park in Whitmore Road. It seems highly improbable that significant numbers of Bessborough Road residents would start parking in Whitmore Road if they would now need to purchase permits. The introduction of restrictions as proposed would deny access for parking to these Bessborough Road residents who already have waiting restrictions outside their properties. Whitmore Road is a public highway so residents of that road are not entitled to exclusive parking rights. It is therefore recommended to leave the CPZ boundary in Bessborough Road unchanged. Even had the suggestion of residents been accepted it would have necessitated further consultation of those Bessborough Road residents who would be potentially excluded from the scheme.</p>
2. to 16	<p>Representations from same section of Whitmore Road using identical or near identical wording as 1. above.</p> <p>12332 12333</p>	See 1 above	See comments to 1 above.

	12334 12335 12336 12343 12354 12368 12373 12392 12394 12395 12396 12416 12417		
17.	Resident of eastern section of Whitmore Road making exactly the same representation as 1 above but with additional comments as noted 12393	Additional two paragraphs emphasising support for CPZ and wanting it introduced as soon as possible plus offering contact if clarification required	See comments to 1 above.
18.	Resident of eastern section of Whitmore Road making exactly the same representation as 1 above but with additional comments as shown 12355	Essentially same as 1 but additional para: The current plan proposes a no-waiting time zone of 10 to 1pm Monday to Friday outside our back garden gate. As discussed with officer, we understand that there has to be some form of marking across this driveway, so accept that the proposal is the best available. I was reassured to learn that, if someone did park across our drive outside of this time zone, then the Highway Code would apply and Harrow Council would be willing to issue a parking ticket.	See comments on objections to 1 above. The resident's comments are correct.
19.	Resident of eastern section of Whitmore Road on south side near junction with	We live on Whitmore Road, which is on the Eastern Arm of the road between Treve Avenue and Bessborough Road. We have the following objections to the current proposal:	1. Adequate parking for residents and non-residents provided however addition of two permit bays not detrimental to scheme objectives and is recommended.

	<p>Porlock Avenue 12329</p>	<p>1. No waiting between 10am-1pm outside numbers 71-79, would materially affect our current parking rights and those of our family, friends and visitors. The parking congestion, safety, access and visibility issues caused by non-resident parkers, which has prompted the review, could be addressed by implementing residential parking along this strip within the restricted time.</p> <p>2. No waiting between 8am-6:30pm on the northern side of the road (eastern arm). This reduces the parking on this end of the road by 50% during the day. We believe that the restrictions on the northern side should allow for permit holders to park between 10am-1pm.</p> <p>3. The southern side of the road, where there are no houses, this section is not outside any property, and therefore we would like to see this as free parking at all times. This would not directly impact on any residents on the road.</p>	<p>2. To introduce permit parking on north side would necessitate numerous parking bays each with its post and sign. These would be more detrimental for visibility for residents emerging from driveways..</p> <p>3. All space within CPZ is meant to be controlled. This would leave chaotic parking which scheme is designed to address.</p>
20.	<p>Resident of eastern section of Whitmore Road 12346</p>	<p>Parking in Whitmore Road is undoubtedly a nuisance but I have some reservations.</p> <p>1. I wonder if the hours on the laybys might be changed to 10 a. m to 12 p.m.? I have 9 or 10 friends to lunch quite often and the cost of the parking tickets for these occasions would be prohibitive for me, as a pensioner.</p> <p>2. I also wonder whether the 'No Waiting' on the residents' side of the road might do as well between these times as it would interfere with those using the</p>	<p>1. Not a formal objection rather comments /request. Resident wants CPZ times amended so finishes at 12 noon rather than 1pm for convenience of resident's lunch visitors. The 10am to 1pm period agreed by officers and councillors to enable effective enforcement. The CPZ with this time has been supported by almost all the other residents in their representations. No change recommended.</p> <p>2. Yellow line proposed for north side to be reduced to CPZ time see 1 above.</p>

		street for the station and also the school while causing less trouble for some of my neighbours.	
21.	Resident of eastern section of Whitmore Road 12358	<p>As 1 above with the following in addition</p> <p>The sub-division of parking zones on the south side of the eastern arm of Whitmore Road into at least 10 separate zones will lead to increased signage materially impacting the visual amenity of existing residents. In looking for ways to reduce and/or consolidate the number of separate zones, and thus related signage, we note:</p> <p>1. The proposed scheme provides for pay and display parking to allow opportunity for parking associated with the playing fields and Whitmore High School. This we understand, however, it is unclear how the shared use provision opposite 12-24 Whitmore provides such amenity whereas it does contribute to the number of zones and materially affect both our current parking rights and those of our family, friends and visitors;</p> <p>2. The notification provides no basis for the proposed double yellow line opposite No. 24-28 Whitmore Road. If this is to provide a passing place, for example for emergency vehicles, there is no evidence that this is required even when vehicles are parked along both sides of the eastern end of Whitmore Road, because of the availability of driveways (e.g. for each pair of houses and the Pavilion) whereas it will add unnecessarily to the number of zones and related signage. We note there is no such provision on the western arm of Whitmore Road whereas</p>	<p>1. Parking is subdivided in order to provide mix of permit parking and shared use which also allows for pay and display. Residents may find pay and display cheaper for their visitors. Shared use also allows non-residents to park by paying and display. Whitmore Road is a public highway the CPZ offers residents preferential parking opportunities but not exclusive parking rights. Permit parking and shared use each need signing at quite frequent intervals c30metres apart so a fair amount of signing would be inevitable even if the number of subdivisions reduced.</p> <p>2. The double yellow lines opposite No. 24-28 provide a safe place to allow vehicles to pass. Without this, issues may arise especially for larger vehicles when other restriction do not apply and parking potentially on both sides of road. The western section has different parking provision as there are houses on both sides along the full length.</p>

		the notification has identified the difficulties that buses experience when parking occurs on both sides.	
22.	Resident of eastern section of Whitmore Road 12344	<p>We are writing to object to the proposed CPZ on our road for the following reasons:</p> <p>1) We are fortunate enough to live on one of the most beautiful streets in Harrow. We have a gorgeous view of the hill. The CPZ road markings will deface our road, with either white boxes or yellow lines and unsightly signs and meters along the whole street. What a shame to have to look at such things when the view is so lovely.</p> <p>2) From what we have observed, one of the busiest times in terms of cars parked on our road is during school drop-off and pick-up hours. The suggested times of 10-1 during the working week will not address this nor will it deter cricket game attendees, church goers or McDonalds drive-thru customers who park outside these hours.</p> <p>3) We moved from another part of London in order to escape the misery of paid parking. From firsthand experience we know that creating a CPZ simply creates a parking problem in neighbouring roads. And there is evidence to suggest that introducing CPZ to residential areas puts people off wanting to move to the area, reducing desirability and therefore house prices.</p> <p>4) A relative comes to our home on a weekly basis to look after</p>	<p>The resident is one of seven objections from residents of this part of Whitmore Road. There are however over twenty representations showing explicit or implicit support for the introduction of a CPZ scheme</p> <ol style="list-style-type: none"> 1. The road markings and pay-and-display meters have a negligible effect on the aesthetics of the area. The markings and signing is part of national legislation but some adjustments can be made in conservation areas. 2. The CPZ is designed to deter longer term parking by non-residents The CPZ does not consider school drop-off and pick-up hours etc nor was other short term parking the issue of concern of residents. 3. No evidence that introducing CPZs reduces property values indeed parking problems as raised by residents often deters potential purchasers and has a negative impact on prices. 4. How useable a resident's driveway is not an issue for the council. Visitor permits are available and the P&D element of the shared use bays may prove more economic. 5. Residents have been made aware of permit charges and by clear majority support a CPZ <p>This opinion is in the minority in the road.</p>

		<p>the children during the working week. The CPZ will mean that every visit by family will be a paid one as we do not have a useable driveway here (and visitors' permits are usually limited in number). What residents who are in favour of the CPZ do not seem to realize is that, during hours of operation, all visits by family members, friends and tradespeople, or where a resident may be using a replacement vehicle for a short time e.g. due to breakdown, will require a visitor's permit which is far from ideal. This may be acceptable to those who have a driveway but we do not.</p> <p>5) And most importantly, we will have to pay the annual fee for our two vehicles, which is an added expense when budgets are very tight. We calculated that we would be paying approximately £300 annually (2 cars plus mother visiting weekly plus random extra permits) which we simply do not have. And this cost will only go up as the years go on. This is causing us significant worry.</p> <p>In conclusion we feel it is a real shame to introduce a CPZ to a road which has cricket fields down almost one whole side, where we have never, in the two years that we have been here, had a problem parking outside our house. And because the majority of homes on this road have a driveway (for a minimum of 2 cars), we find it difficult to understand why there is such a pressure to introduce CPZ.</p>	<ol style="list-style-type: none"> 1. The practicality of a driveway access at this property is a separate issue to the CPZ. The off street parking provision is issue which people would make when choosing where to live. 2. Whitmore Road is public highway and the location of signs or pay and display machines will be decided by the council for traffic management reasons. Whenever possible signage is located as to be unobtrusive. 3. The hours of restriction of the CPZ
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		<p>Objection to CPZ proposals Described Should the CPZ go ahead we would kindly request the following:</p> <p>1) Permission to build a driveway at the front of our house so that our parking situation is the same as everyone else's (so that we are not the only household paying for a permit)- I have been liaising with officer at the council about this</p> <p>2) Please do not position any parking meters outside our front gate. They are unsightly and will compromise our security because members of the public will be loitering outside our house, which is currently very private</p> <p>3) Please only enforce the restricted parking from 10-11am. This way you deter daily commuters but those parking once in a while are only paying a very small fee. This will be consistent with the restrictions on roads leading to West Harrow tube, which is fair</p> <p>4) Please allow for residents parking along both sides of the street (instead of having a yellow line down one whole side). We have two very small children and it would not be safe for me to carry both children half way down the street because there is no available parking close to our house. For the same reason we would appreciate it if you could have residents parking in front of numbers 71-77 (instead of the proposed yellow line).</p> <p>In conclusion, please do not</p>	<p>and any other restrictions will enable effective enforcement. They have either been accepted by the majority or adjustments have been made where strong community view expressed. Whilst all objections and representations are considered and where practical adjustments made, it is not possible to make adjustments to satisfy every individual.</p> <p>4. Allowing residents to park on north side of road would require far more posts and signs and be more visually intrusive. The restriction here has however been reduced to CPZ time.</p>
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		implement CPZ in our road. There is plenty of parking and all residents except us have a driveway in front of their house. This is a selfish campaign by some residents to prevent having cars parked on our street at all which is just ridiculous.	
23.	Resident of eastern section of Whitmore Road 12356	As 1. Plus Eastern section, south side - whilst we welcome the proposed provision of permit bays along most of the southern side, we object to the siting of a permit bay immediately abutting our gateway at No. 71. This will materially affect our safety, as it will increase the risk of obstruction of the sight lines to the eastward (ie, up the road) when exiting our driveway. We request that a no-waiting region of at least a car's length be provided to the eastward of our gateway at No 71. 2 The SYL outside Nos 71 - 77 with a proposed no-waiting period of 10am - 1pm would be inconvenient for residents, and would not increase safety significantly as the main danger when exiting these driveways is from westbound traffic coming down the road. We object to this proposed SYL as it would thus materially affect our parking rights by reducing the available parking spaces. We request that it be replaced by permit bays with a 10am - 1pm Zone Time, similar to the rest of the south side.	See comments from 1 above 1. Resident raises an issue regarding the close proximity of the proposed permit parking bay, which restricts the visibility when leaving the driveway. The standard practice is for a single yellow line to be placed across all driveway accesses and extend 1.5 metres either side to provide more visibility than with the current unrestricted kerb-space where vehicles can be parked right up to driveway. Giving the at least one car length clearance would reduce the amount of on street parking and is not justified. In fact this might be more detrimental when the restrictions do not apply and an additional car may seek to squeeze into the space. Notwithstanding this a small adjustment to increase the clearance will not lose an on street space. 2. Adequate parking for residents and non-residents provided however addition of two permit bays not detrimental to scheme objectives and is recommended.
24.	Resident of eastern section of Whitmore Road	Essentially identical to 23 above who is a near neighbour	As 23 above
25.	Resident of	Similar to 1 above.	Similar comments to 1 above.

	<p>eastern section of Whitmore Road</p> <p>12371</p>	<p>Exact text included: I refer to the Whitmore Road Area Parking Review which you have recently compiled at the request of residents.</p> <p>Whilst we are in general agreement with the proposed CPZ scheme we have the following objections to the current proposal.</p> <p>1. <u>Eastern section of Whitmore Road, north side</u></p> <p>Our original objective in seeking the CPZ was to prevent the use of the road as a long-term car park by commuters which was preventing parking for all other purposes during the day time by everyone else, principally the residents and those coming to see them or conducting business with them. It was not the intention of the residents in requesting a scheme to reduce the availability of parking in the road to such an extent that no parking would be possible on one side of the road from Monday to Friday between 8 a.m. and 6.30 p.m. That's worse than the existing situation! The objective we seek is simply that employed commonly in other CPZs in the borough and elsewhere i.e. the restriction of parking by non-permit holders for a <u>short</u> period during the day, usually one hour is sufficient and that would be preferred. The three hour period between 10 a.m. and 1 p.m. which I have heard as a compromise suggestion is barely acceptable.</p> <p>2. <u>Inclusion of properties in Bessborough Road</u></p> <p>We also object to the inclusion of the properties in Bessborough Road (32 properties in all) being included within the proposed</p>	
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		<p>scheme as this would once again reduce the availability of parking in the road for residents, their families, friends and all other visitors.</p>	
26.	<p>Resident of eastern section of Whitmore Road</p> <p>12410</p>	<p>With reference to the proposed parking scheme, and in particular the Eastern end of Whitmore Road.</p> <p>OBJECTION</p> <p>I am in favour of a form of parking in Whitmore Road, but the 0800 - 1800 to the North side of the road is far too restrictive to myself and family.</p> <p>COMMENT</p> <p>The excessive daytime parking is caused by non residents who park for the day and continue their commute to the centre of Harrow or by train to London.</p> <p>This could be simply remedied by introducing a shorter parking restriction time, which has been successfully implemented in other roads in Harrow. This normally takes the form of two periods: between 1000 - 1100 and 1400 - 1500. These periods would allow for the school runs and also other non resident road users would have the benefit of parking for shorter periods, but the all day commuter parking would disappear immediately.</p> <p>The no waiting time of 1000-1300, which has been proposed on the south side of the road would also deter commuter parking successfully if introduced to the north side of the road.</p> <p>The proposals for the south side appear to be extensive over complicated with nine separate changes along the length of the</p>	<p>Comments to objection see 1 above.</p> <p>In relation to comment: The 10am to 1pm CPZ and now waiting restriction on north side allows for more effective enforcement. Different periods of enforcement are necessary to enable efficient enforcement.</p> <p>The mixture of permit bays and shared use bays provides preferential parking opportunity for residents.</p>

		<p>road. Many posts and signs will be required which will be very confusing as well as unattractive and obstrusive.</p> <p>The extent of the South side proposals have been developed using a 0800-----1800. restriction on the North side. If the North side has shorter restrictions. say 1000-1300. then consideration should be given to reducing the number of changes on the South.</p> <p>The pay and display will be little used for the Harrow School PRIVATE playing fields. The only noticeable parking generated by the fields is on alternate Saturday afternoons during the football season, at a time which is outside the restricted period. The 2010 planning application for the new pavilions submitted by the school stated that the gate was for deliveries only and a pedestrian gate would not be include so as to deter parking in Whitmore Road.</p>	
27.	<p>Resident of Bessborough Rd address</p> <p>12420</p>	<p>I would like to put forward my objections to the CPZ proposal in Whitmore Road.</p> <p>1. We have lived on the corner of Whitmore and Bessborough Road now for 29 years. We haven't had serious problems with parking. We are grandparents and babysit every week day for our daughter, to enable her to go to work. At the moment she is able to arrive with her child and leave the car while she goes to work. The new proposals will make this difficult, as people from neighbouring roads will have permits which will enable them to park here, instead of wherever they park at the moment. Even if we buy</p>	<p>1&3. The observation by these residents seems at odds with the majority of Whitmore Road residents who have petitioned for a CPZ. A single yellow line across the resident's driveway is necessary as all road space in the CPZ must be controlled in some way or form.</p> <p>2. See comments to 1 above</p> <p>3. See above</p> <p>4. The 10am to 1pm period was to allow more effective enforcement.</p> <p>5. Residents permits are the same cost for residents of all ages however resident's visitor permits are available at a 50% discount to those in receipt of an old age pension.</p> <p>This representation is one of only seven objections to the CPZ in principle. The majority of representations from this section of Whitmore Road are in favour.</p>

	<p>permits, which we will find very expensive, more than likely we won't be able to park here anymore.</p> <p>2. My objection is that residents in Bessborough Road and perhaps Treve and Lasselles Avenues will have the same permits which allow them to park here. They should not be included in the scheme. There will not be enough room for all that parking. The situation will be worse for us. <u>Please reconsider this.</u></p> <p>3. Also, I object to having a line across my drive. I would like you to make an exception and leave it as it is, so that we can use it in emergency if, as I suspect, my daughter will have nowhere to park when arriving with our grandchild. <u>We should be trying to make things easier for each other, not more difficult. Please reconsider this.</u></p> <p>4. Originally, when this scheme was proposed, the time of restriction was from 10.00am -11.00am. This was to stop commuters parking all day. In my view, this is sufficient for the purpose. Lengthening the time, will only make it more difficult for residents here and surely, this is not the aim. Please reconsider reinstating the hour slot from 10.00 - 11.00 am at least outside the houses at this end of Whitmore Road. This would be of great help to us. We would actually be quite happy if our corner of the road was left as it is and not included in the scheme. We would be delighted with this as it would be the easiest option for us. We don't want life to be made more difficult than necessary.</p>	<p>Second part of representation from same residents</p>
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		<p>5. Please could you tell me if the cost of parking permits reduced for senior citizens as this would be of help?</p> <p>.</p> <p>This, I am sure, will push permit holders into the bays along the length of Whitmore, making the road, as I said, a parking lot all day and night.</p> <p>Compounding the problem, as you pointed out in your objection no.2 in your letter to the service manager, is the fact that Bessborough Road residents will also park in the permit holders bays. Where else can they go? That is a shame, as beautiful Whitmore will change for ever.</p> <p>I looked out this evening and apart from our two cars and two for Roxeth Farm the road was clear, as is usually the case at evenings and week ends.</p> <p>My view is that the 32 Bessborough Road properties should certainly not be included in the CPZ . There is not enough room in Whitmore Road to accommodate them.</p> <p>As soon as the CPZ comes in, our end of the road will constantly be filled with permit holders cars from other roads, outside our two houses.</p>	
28.	<p>Resident of Whitmore Road living close to junction with Treve Avenue</p> <p>12408</p>	<p>I have enjoyed living at this address for many years. I live at this address with my family and there are three cars in this household and four when my daughter is home.</p> <p>I wish to make FORMAL OBJECTIONS to the proposed scheme as I believe that myself, other members of my family and my neighbours are materially affected by these proposals. From my understanding the main reasons outlined for these</p>	<p>The rational of the parking proposals was described in the documents sent to residents and is based on complaints from residents and observation of the parking situation by officers. The views expressed by the resident in objecting are at odds with the majority view of representations in the eastern section of Whitmore Road.</p>

		<p>proposals is to address the following concerns:</p> <ol style="list-style-type: none"> 1. Safety in relation to access in and out of resident driveways on the northern side of Whitmore Road. 2. Long term parking by non residents, possibly commuters or people working in Harrow along unrestricted parts of Treve Avenue and Whitmore Road. 3. The need to provide parking for all road users including use associated with the playing fields. <p>As a resident I have first -hand experience, and I am also well positioned to make observations on the parking associated with Whitmore Road/Treve Avenue on a daily basis. I believe that the council should seek to understand more fully the nature and degree of the concerns before entering into a CPZ scheme that actually constrains residents more than it benefits them.</p> <p>I would firstly like to address the proposals in relation to Bessborough Road/ Whitmore Road arm. (Eastern arm) The proposal to place no stopping restrictions on the north side of Whitmore Road Mon – Fri between 8 am – 6.30 pm</p> <ol style="list-style-type: none"> a. Reduces the available number of parking places on Whitmore Road by 50% during these hours. b. Does not afford residents any parking outside their homes during the restricted hours of the day. c. Forces residents to purchase resident permits or parking time for themselves and visitors within the restricted hours and for them to park on 	<p>The resident refers to no stopping restrictions. There are no such restrictions proposed. There is a no waiting restriction which allows loading/unloading and drop off / pick up of passengers.</p> <p>Residents do not have a large need for on street parking during the day. The majority of the parking appears to be from non-residents who would be deterred by these proposals.</p> <p>Parking on the north side would require multiple bays and signs. It also makes visibility coming out of driveway difficult.</p> <p>No resident is forced to purchase a permit although one is required to park in a permit/shared used bay during the operational period.</p> <p>The council cannot control the number of cars a resident chooses to own however the council wishes to discourage multiple car ownership so has escalating charges for 2nd and subsequent vehicles.</p>
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		<p>the south side of the road.</p> <p>d. Forces residents to compete for fewer parking spaces on the south side with other road users.</p> <p>e. Negatively impacts residents with charges that offer less rather than more access to parking. In total my household will pay an additional £472.50 + visitor parking charges per annum to compete for less parking places on the road where I live. It is not clear in your circular whether this charge is an annual one. I would be most grateful if this could be clarified to all concerned in order that accurate and informed comments can be made.</p> <p>The proposal is one of many ways that may be employed to deter long stay parking by those who have no connection with the immediate area. However it is not the only one. Unfortunately, I find it is too restrictive. It restricts all parking, impacting the very people who should be permitted to use the road as they live on it and pay council tax to do so. This part of the proposal is not closely aligned to the needs of the residents. I believe the compromise here is unacceptable.</p> <p>Possible alternatives/amendments to the proposals could be:</p> <ol style="list-style-type: none"> 1. In addition to the restricted hours given for the northern side, an exception could be to allow parking for up to 30 minutes with no return within the hour. This allows residents to drop off shopping to their homes, or for the delivery of services. 2. Allocate parking bays on the north side of Whitmore Road to residents only during agreed hours of the day possibly 10- 11 	<p>The suggested alternatives or similar have been proposed here and elsewhere in the borough. None of them are practical.</p> <p>National legislation requires councils to make its parking schemes self financing so free permits are not an option in Harrow. The actual charges for permits are agreed by councillors.</p> <p>Other local authorities have differing funding streams which affects the costs of permits. The charges for permits are the same across the borough.</p> <p>Parking a Harrow Leisure Centre is not on the public highway.</p>
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		<p>am and / or 3 -4 pm Mon - Fri</p> <p>3. Amend proposals for the north side and continue with the proposed scheme on the south side of Whitmore road thereby allowing parking for other road users and bringing in a revenue to cover the cost of the proposals.</p> <p>4. Allocate up to two free parking permits to households on the eastern arm of Whitmore Road. These need not be renewed each year, cutting down on administration and processing time.</p> <p>5. By offering free permits to residents and charging non residents the CPZ does not financially impact residents. If this is the case I would have no objections to its implementation. Similar schemes are currently being run in Brent where residents are charged a one off minimal fee of £10 or no fee at all for resident parking permits. The charge for parking is applied to other road users. Similarly at Harrow Leisure Centre, users are not impacted by parking charges and get three hours parking free. Am I mistaken to have expectations that the council would seek to offer cost efficient schemes, which have the interest of their council tax payers as a priority.</p> <p>I do not believe that you should be introducing a CPZ scheme that financially impacts residents in this way for the foreseeable future. The scheme is far too expensive and I think that you have a duty to seek an alternative means of regularising parking that does not materially impact your residents in this way. Whist the long stay parkers move on, residents are left paying to park outside their homes for years to come. Who benefits most? The council I</p>	<p>The proposed permit parking bay in Treve Avenue is to replace what is currently unrestricted parking and is often full of parked vehicles. A permit bay is less likely to be fully parked especially as it is thought to be no-resident parking which would not continue as they would not have permits. There are no plans to inset the parking bays on this straight section of Treve Avenue.</p>
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		<p>think as you have now safeguarded an income from residents parking for years to come.</p> <p>With regard to the proposed introduction of parking bays onto Treve Avenue. I am amazed that you would consider placing a no stopping restriction on the north side of Whitmore Road for reasons of 'safety', and not do so on this dangerous junction of Whitmore Road and Treve Avenue. Unless you intend to indent the parking bays into the green grass verges as has been done on both sides of Treve Avenue, then I object to them being placed here.</p> <p>My OBJECTION is that I feel cars that park here cause a dangerous obstruction to traffic in both directions. This is a major road servicing 3 main bus routes. The proposed bays would lay on the bend of the road just before a main junction. They obstruct visibility to oncoming traffic and hamper residents safe access across their drives. They also present extreme safety concerns for people entering and leaving their vehicles. I ask that you review this proposal.</p> <p>There is one thing that I am truly thankful for is that all proposals are limited to Mon – Fri only. I do hope my comments may be useful it helping you to determine the best way forward for residents and the local community.</p>	
29.	Resident of Whitmore Road living close to junction with Treve Avenue 12407	I have lived on Whitmore Road for many years. I own one vehicle which is parked on the north side of Whitmore Road daily. I wish to make OBJECTIONS to the proposed CPZ parking scheme for this	Resident from the same address as 28 above raises similar objections. The comments are to new issues raised: Residents in other nearby roads are entitled to have their parking issues addressed by the introduction of parking

	<p>area.</p> <p>Prior to the introduction of the councils current CPZ scheme in 2012/13 residents of Whitmore Road did not experience any of the present difficulties we now face. With restrictions placed on parking in central Harrow, commuters travel further afield to secure parking. Hence the ramifications of the first scheme, has a knock on affect further down the chain. Similarly any further CPZ schemes introduced on Whitmore Road will create problems further down. The free parking spaces at Shaftesbury Circle shopping area will possibly be the next place to be used by commuters and then the CPZ will have to be imposed there. Ultimately the charge and inconvenience is passed on to residents in our community.</p> <p>I would like to outline my objections to the proposed CPZ as I believe that I and members of my family will be materially affected by its introduction. Whilst I accept that introducing resident parking bays may be useful in addressing safety and access issues. I do not believe that it is the only way, nor the most cost effective way to address the issues.</p> <p>The proposed no waiting zone Monday – Friday 8am – 6 .30 pm on the north side of Whitmore Road (eastern arm) restricts the use for commuters which is what we want, but, is also extremely restrictive to residents. It reduces the number of potential parking places available for residents during the day by 50%, imposes financial expense for residents of Whitmore Road and their visitors, and impedes the delivery of services.</p> <p>Presently 19 cars are parked overnight each night by residents on the north side of Whitmore</p>	<p>controls / CPZ. Parking does tend to displace but there is a limit to the distance people are prepared to walk or use other means to finish their journey to work.</p> <p>The waiting restriction on the north side of Whitmore Road has been reduced to Monday to Friday 10am to 1pm i.e. CPZ time.</p>
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		<p>Road. These cars do not cause safety issues to other residents accessing their homes. Why would you implement a single yellow line waiting restriction operating Monday to Friday 8 am – 6.30 pm thereby placing constraints and limitations on residents when the intention is to deter long term parking by commuters who are the ones which impede access in and out of resident driveways. This could be achieved by having resident parking only on the north side of Whitmore Road.</p> <p>An alternative to the above could be the implementation of a no waiting zone Mon- Fri 10 am – 11 am on the north side of Whitmore Road, (eastern arm). This would facilitate residents of Whitmore Road and act as a deterrent for long stay parking. The south side could be used in a number of ways including pay and display parking. This option is more flexible as it could facilitate access to a free parking between 11 -4 pm for residents and other community users and services. It makes provision for parking associated with the playing fields and local schools. An option which has been available to the playing field and local schools in the 30 years that I have lived in this area.</p> <p>Objection</p> <p>The fee structure for administering the proposed scheme is not cost effective, nor does it appear to be in the best interest of the residents and their families. Whilst it may be the same one adhered to throughout the Borough, that does not guarantee that it is the most cost effective method nor that it should not be open to review and scrutiny by the residents you are asking to pay it.</p>	
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	<p>It would seem that this proposal aims to deter approximately 30 long stay car parkers on Whitmore Road by imposing undue financial burdens and penalties on residents and other community users. Whilst the scheme does not cater for long term parking these persons will simply seek alternative parking elsewhere and we shall be left paying to park outside our homes for years to come. The proposed CPZ ultimately imposes fees for parking to residents, reduces the number of parking places by 50% to all users in order to deter some 30 long stay parkers and coincidentally in the long term manages to secure a revenue stream from parking for the council. So, in addition to paying council tax, brown bin collection charge, we are now being asked to pay to park outside our homes. For my household that charge is an additional £472.50 + the cost of visitor parking per year. Consider this charge applied to each and every other home in Whitmore Road, each and every year. I make the assumption that the charges will be applied each and every year. It is NOT CLEARLY outlined in the consultation letter whether this is a yearly charge. Please can you advise all residents in writing in order that they may accurately consider all the financial implications of this proposed scheme before a decision is made and if necessary extend the consultation period. The OAP reduction is no consolation to having to pay this charge as I am in my thirties.</p> <p>I would very much like you to consider and comment on a scheme which is run in London Borough of Brent to preserve</p>	
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		<p>parking facilities for residents near and around Wembley Stadium. In Preston Road area, residents have parking bays marked outside their homes with restrictions. Parking is restricted to residents only during event days at Wembley Stadium. This ensures residents can park outside their homes on these days. The cost to residents is a ONE- OFF charge of £10 per badge with up to 3 badges per household. This scheme regularises the use of parking, placing the needs of the residents as a priority and is run at a cost which is kept to an absolute minimum to residents. Residents are issued with permits which they can transfer to their cars or that of any visitor to their home on match days in order to avoid parking penalty. Similarly the new parking system in place at Harrow Leisure centre allows 3 hours free parking to centre users and accommodates other users, including all day parking for commuters. The point I am trying to make here is that this system was devised to meet specific needs. Centre users are not penalised by having to pay for parking in any way. Other users are charged presumably sufficient to cover and recuperate the running costs of the car park. In the same way centre users are not asked to pay, I do not feel residents should have to pay to park outside their homes in this case. Is it possible to consider and employ similar cost efficient schemes specifically tailored for residents of Whitmore Road and indeed residents of our entire Borough?</p> <p>There is one other objection I would like to make and that is in relation to the proposed parking bays on Treve Avenue. I make</p>	
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		<p>this objection as I believe that unless the parking bays are indented into the grass verges as they are further up Treve Avenue, then this is unsafe planning.</p> <p>Cars that are currently being parked at this location cause such an obstruction that in order to proceed you have to cross the mid-point of Whitmore road, thereby being forced to drive on the side of oncoming traffic. The width of the road does not allow for vehicles to pass safely on both sides if cars are parked on the road at this point. That this situation exists on what is a main bus route for several buses, in an area less than 100 metres from a major junction, and on a bend, causes a nightmare for buses and large vehicles, and is a danger to people entering and leaving their cars. Having lived here for 30 years I know that it has also been the point of several road accidents.</p> <p>My objection here is not necessarily about having parking bays, but that the parking bays should be only placed where it is safe to do so and that they do not impede and cause obstructions to what is a very busy road.</p> <p>In conclusion I feel that there are several options available to the council to control the safety, traffic and parking concerns in this area. I object to the proposed scheme as it only seems to include options that force residents to pay an annual charge to park. It this way I and my family are negatively materially affected.</p> <p>I thank you for giving me the opportunity to comment on the proposals and hope that these comments will be given some consideration and that they may be used to review the proposed</p>	
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		scheme.	
30.	Resident of Whitmore Road living close to junction with Treve Avenue 12406	<p>I would like to make objections to the proposed CPZ scheme for Whitmore Road.</p> <p>I object to the no stopping restrictions on the north side of Whitmore Road. (eastern arm) This restricts free access to my home. There should be provision for residents to park for at least 30 minutes to drop off things at their homes. I think the restriction from 8 am – 6.30 could be reduced to possible 8 am – 4.30 pm</p> <p>I object to having to use a resident permit scheme that is so expensive. Given that there are other low cost schemes working around other neighbouring Boroughs I believe that the Council has a duty to seek an alternative more cost efficient proposal. The current proposal places a heavy financial burden on residents to park their vehicles. What justification is there to impose this charge annually?</p> <p>My objections are made on the grounds that the proposed CPZ has a material impact on my well being and my finances. I imagine it will also impact the resale value of my home.</p>	<p>Resident from the same address as those making objections 28 & 29 above. They raise similar objections and the comments to them from 28 & 29 apply. The following also applies.</p> <p>Like 28 above the resident refers mistakenly to a no stopping restriction. The actual no waiting restriction allows loading and unloading. The period for this restriction has been reduced to CPZ time.</p>
31.	Resident of Whitmore Road living close to junction with Treve Avenue 12432	<p>I live on Whitmore Road. I would like to make the following OBJECTIONS to the proposed CPZ scheme on Whitmore Road and Treve Avenue.</p> <p>I feel that the proposals commit residents and other users to long term financial charges which could be avoided if we are more creative and conservative with the expenditure. I would like for</p>	<p>Resident from the same address as those making objections 28 & 29 above. They raise similar objections and the comments to them from 28 & 29 apply. The following also applies.</p>

		<p>the Council to come up with a low cost /budget scheme and let us see what that may look like. It may be that any compromise may be well worth not having to enter into long term parking charges for residents.</p> <p>The main problem residents on Whitmore Road (eastern arm) experience is the effects that long stay parking has on access in and out of resident homes.</p> <p>If the north side of Whitmore road has restricted use to residents only then the problem of long stay parking by others not associated with the area should resolve the issue of safe access on this side. Currently parking on the unrestricted areas of Treve Avenue is very minimal, particularly in front of the playing field. Providing pay and display bays here can take up the shortfall of parking spaces for those currently using Whitmore Road, thereby providing parking to other road users.</p> <p>There are various options and more flexibility for the south side of Whitmore Road, particular, in front of the playing field. This side could also be left as is, offering some free parking, and reviewed later with the view of installing pay and display bays here if necessary. I do not believe that FREE short term parking should be excluded from the options available.</p> <p>I feel that the proposed CPZ as set out, may suit some, especially if money is no object. But unfortunately I cannot afford to support this costly scheme and I believe the Borough too should be mindful of how it is spending tax payer's money. It is unnecessarily restrictive for the</p>	
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		level and degree of gains to residents. I will be materially affected by these proposals and greatly inconvenienced should they proceed.	
32.	Resident of Bessborough Road 12322	<p>My comment is that while I am supportive of the objectives of the plan which do address quite pressing parking issues I am surprised that you have not included the provision of some parking restriction, preferably double yellow lines, between the South end of the Bus Stop Bay on the West side of Bessborough Road adjacent to the junction with Whitmore Road and the limit of the pedestrian crossing restrictions at the junction of West Street and Lower Road.</p> <p>I hope you are able to consider adding this extension as the current proposals can only make the use of this section of road for parking even more common. This stretch of road has been the site of serious accidents in the past.</p>	Resident in addition to stating support for proposals is requesting a no waiting restriction on the West side of Bessborough Road south of its junction with Whitmore Road. Regrettably this is beyond the remit of the current scheme. There is probably a good case for such restrictions on a narrower section of Bessborough Road but such proposals cannot be added to the scheme without the need to re-advertise the proposals. The council has a separate programme for assessing and potentially introducing such restrictions called the local safety parking scheme (LSPS) programme to which this request will be referred.
33.	Resident of Bessborough Road 12345	<p>With reference to the Legal Notification Parking Control Scheme relating to the above review, I wish to raise an OBJECTION to the proposal to introduce restricted parking Monday to Saturday, 8am - 6.30pm on Bessborough Road, opposite Whitmore Road.</p> <p>1. This is a relatively wide section of road, with no houses on that side, and it is difficult to understand why there is a need to make it restricted when actually parked vehicles cause no obstruction whatsoever. The real problems occur further along Bessborough Road on the opposite side, and on Lower Road beyond West Street.</p>	<p>1. The reason the CPZ extends quite far along Bessborough Road is due to the displaced parking that will most likely occur when the CPZ is implemented.</p>

		<p>I think if an actual inspection was made during these proposed hours the facts would become very clear.</p> <p>My impression is that the previous proposal has been rolled again without an actual review, as I recall making a similar objection at that time.</p> <p>I live on Bessborough Road, and this particular stretch, from the junction of Lascelles Avenue to Kingsfield Road, has no restrictions in accordance with the preference of the majority of residents when we were last consulted (2010?) However, these increased restrictions in surrounding roads will have an adverse effect and impact on my stretch of the road, as people in the many surrounding offices and flats vie for fewer and fewer parking places. Nowadays it is rare for our own visitors or trades people to be able park at all, and obstructive parking across dropped kerbs is becoming more common.</p> <p>Lastly, I do object to not being included in this recent consultation and notification. As can be seen from a map, we are most certainly involved and affected, and I feel we should have been included in both the consultation and decision making.</p>	
34.	Resident of Treve Avenue 12278	<p>1. The close proximity of the parking bay to the west of my driveway promotes a major hazard to those leaving my driveway, and those travelling east on the opposite side of the road.</p> <p>When a car is parked in the bay my vision is obstructed of any east going traffic when leaving</p>	<p>1. Resident raises an issue regarding the close proximity of the west parking bay, which restricts the visibility when leaving the driveway.</p>

		<p>my driveway.</p> <p>Similarly the parked car in the bay obstructs the vision of east going drivers of my driveway.</p> <p>This has resulted in near misses when seeing too late a car emerging from my driveway, coupled with, perhaps, the drivers main distraction being a bus at the bus stop opposite number 23 Treve Avenue.</p>	
35.	<p>Resident of Porlock Avenue 12323</p>	<p>As a resident in Porlock Avenue I wish to point out that since the introduction of an area of permissible free parking in Porlock Avenue adjacent to the Cricket Field & on the opposite side of Porlock Avenue to the front of Whitmore High School, between the hours of 15:00 & 18:00 Traffic Jams have become a common feature from Roxborough Avenue, across Shaftsbury Circle, along Porlock Avenue and into Treve Avenue. Traffic is also held up entering and exiting Whitmore Road. This congestion is primarily caused by vehicles parked-up in this free area of parking along Porlock Avenue. Buses coming towards each other along Porlock Avenue are more often than not having to give way to each other especially around the traffic island beside 'Bramber' bungalow.</p> <p>The only way to alleviate this congestion is, I respectfully suggest, by cutting defined parking bays into the adjoining grass verge running along Porlock Avenue – the grass verge on the opposite side of Porlock Avenue to Whitmore High School, the area where free parking is allowed at present. I do not think that when this area of free parking was introduced, it was imagined that there would</p>	<p>The council as highway authority has not created (unrestricted) free parking in this section of Porlock Avenue as this resident suggests.</p> <p>Observations of traffic in Porlock Avenue</p>

		<p>be traffic jams of this magnitude in Porlock Avenue and surrounding roads 2 to 3 years later. The traffic in this area requires closer monitoring before the situation worsens and becomes uncontrollable. It requires visual monitoring by staff from the council's Traffic, Highway and Asset Department. This should be done with some urgency; Harrow Traffic & Highways Department are, by allowing parking in its present format along Porlock Avenue, turning a blind eye to the congestion and pollution created by their own short sightedness and planning directives.</p>	
36.	<p>Resident of Treve Avenue 12311</p>	<p>I live on Treve Avenue and write to you as a resident of the area and as a user of the amenities of the area. Availability of convenient parking – though seen by many in very NIMBY terms – is vital for the progress and development of the community.</p> <p><u>Objection</u></p> <p>1. I object to the proposal to remove the unrestricted parking section at the Porlock Avenue end of Treve Avenue and replace this with Permit parking bay/s.</p> <p>If this proposal is approved it reduces to zero the amenity (of accessible parking) presently available to Treve Avenue residents (and others). The fact that this amenity <u>may</u> be utilised by others not resident in this area is insufficient reason to take it away completely.</p> <p><u>Comment</u></p> <p>I view with considerable disquiet that proposals are made to</p>	<p>1. Resident objects to a CPZ at the Porlock Avenue end of Treve Avenue. The reason this is part of the CPZ is due to the displaced parking that will most likely occur after implementation.</p>

		reduce to zero the amenity of unrestricted parking on the section of Whitmore Road between Bessborough Road and Porlock Avenue. I would suggest that the proposed double yellow lines is a gross over reaction and you could consider a no waiting 10 am to 1.00 pm on this side and the other side of the road be left as un restricted parking area.	
37.	Resident of Treve Avenue 12338	<p>With regards to our telephone conversation of Friday I am in agreement with having permit holder bays on the south eastern side of Treve Avenue.</p> <p>I was wondering whether this could be extended to include Saturday. Given the current flow of traffic on Saturday is the same as any other week day and with other parts of Harrow becoming permit bays, double yellow lines; I feel commuters are taking the liberty of free parking. In order to control the free flow of traffic I believe I am being reasonable in proposing the Saturday. This will help the elderly neighbours to drive in and out of their driveways without having to stress about cars being parked on the south eastern side of Treve Avenue.</p>	
38.	Resident of Treve Avenue 12433	<p>I am generally supportive of the proposed permit parking bays along Treve Avenue. The area does tend to be affected by commuter parking during the working week and the proposal hopefully will alleviate this problem.</p> <p>I would also support extending this to include Saturday morning for AM period along Treve Ave.</p>	
39	Eight worker from businesses	1. I would like to register my objection to the proposed	1. Part of the reason for this review is local residents complaining about

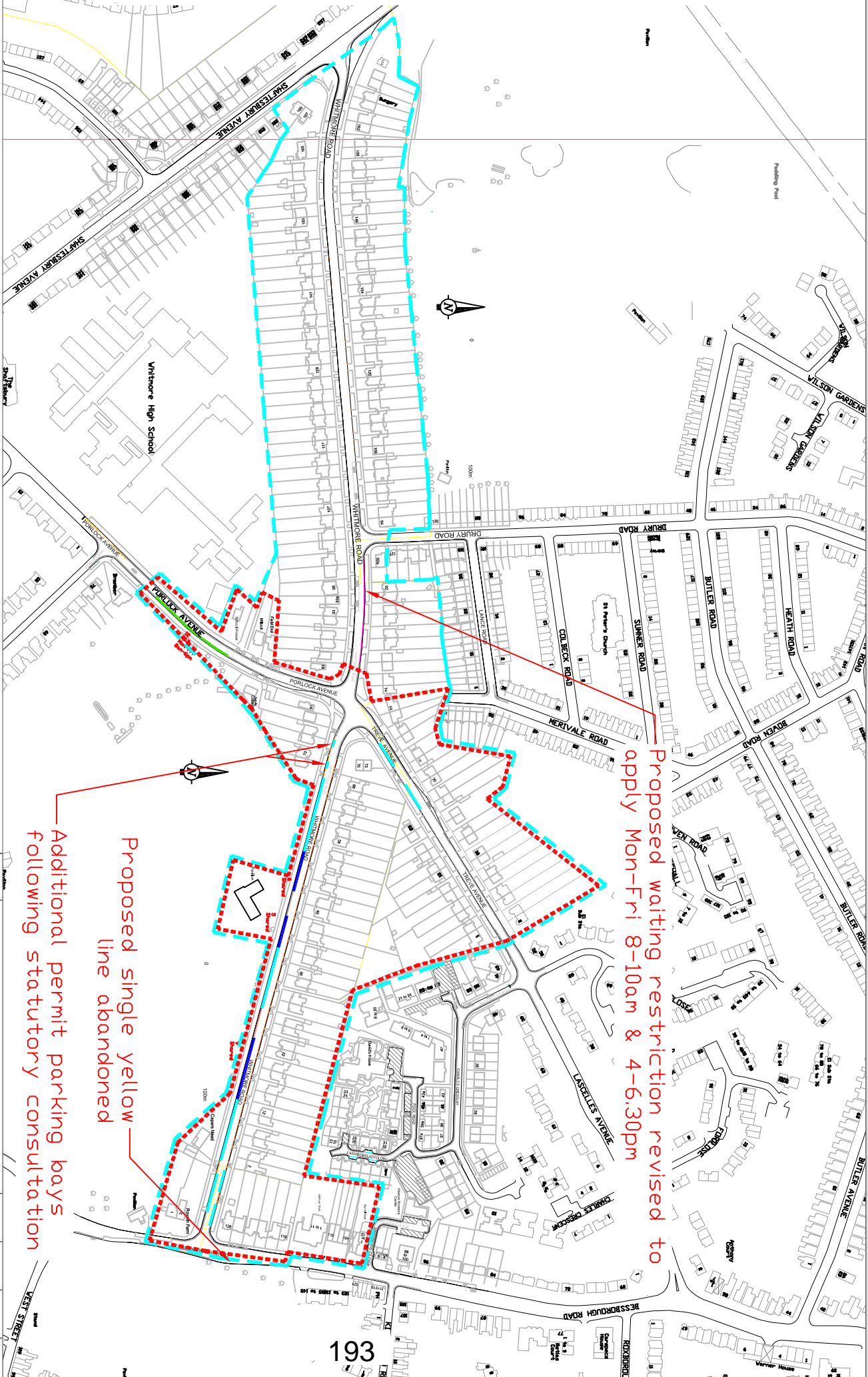
	on Bessborough Road	<p>parking restrictions on Bessborough Road and Whitmore Road on the grounds that there is already limited parking in the area.</p> <p>2. My office is based in, Bessborough Road. There is not enough parking to accommodate all staff members which means some need to park locally. I currently park on the East side of Whitmore Road, the non-residential side which I do not think should be restricted.</p>	<p>commuters parking in their road – a commuter is anyone that travels to another road to park whether they work locally or then use other modes of transport such as train or tube</p> <p>2. It should not be expected that the council provide any on-street parking for any resident or worker particularly if their work does not have adequate on-site parking for its entire staff. In this instance it is recognised there is some demand for non-resident parking hence why the shared use bays have been proposed with a low P&D tariff if workers want to use them</p>
<p>Due to the level of objections and petition from western section of Whitmore Road, it is proposed that a CPZ NOT be installed in this section of the road at this time. Below is a summary of objections received from residents and officer response.</p>			
1		CPZ unnecessary as no problem with parking in this section of road	Representations and petition for controls mainly concentrated in eastern section of road but western section was consulted to give residents the opportunity to have controls and consider any possible displaced parking from eastern section
2		Street furniture and road markings will make road unsightly	For the scheme to be enforceable signs, lines and P&D machine where appropriate are required to be installed on the public highway and there is no evidence to suggest they have a detrimental effect on the 'feel' of a road.
3		Monday to Friday 8am-630pm on north side of Whitmore Rd between Porlock and Drury as parking is mainly school traffic not commuters and is unnecessary	Representation from bus operator indicated congestion at this location. Some traffic congestion has been witnessed by officers. In light of objections it is proposed to reduce the hours of operation of this single yellow line to morning and afternoon peak times ie: 8-10am and 4-630pm
4		Proposed layout will result in long lines of vehicles possibly increasing vehicle speeds as random parking acts as traffic calming	Current parking habits exacerbate this with parking on both sides of road in eastern section thus creating a tunnel effect. Parking should not be relied on to calm traffic as it is not always there
5		With multiple cars there is need for residents to park on road	The council cannot control the number of vehicles residents own and it should not be expected that the council should provide parking on the public highway when residents do not have sufficient off street parking space for the vehicles associated with the property

6		CPZ will force residents to pave over their front gardens and will reduce beauty and appeal of road and increase flooding	There are more natural ways of providing parking on a property than concreting over the current area. It could be argued that excessive cars parked on the road also reduces the beauty and appeal of a road
7		Not enough permit bays for the number of residents to park and too far from some houses	As 5 above
8		CPZ affects property prices	No substantive evidence to support this
9		Care workers and other trades cannot park in cpz	Registered carers are covered by special permits that may be available. Residents would be responsible for trade and could offer own drive for them to park in
10		High cost of permits particularly for properties of 4 or 5 bedroom	As 5 above
11		Road slightly busier during peak times but never grid locked but mini roundabout may help. Speeding traffic can be a problem so wants 20mph signs	Comments noted but outside remit of parking review
12		Restrict visitors and will be cost to residents	Visitor permits only required during control times outside of these times anyone can park in road for free
13		Residents with multiple vehicles have to bear cost of permits and will greatly affect them	As 5 above plus all cpz have to be self-financing and should not be a burden on general council taxation
14		CPZ will make residents park in other uncontrolled roads	This can happen and why western section were consulted so they can make a decision on whether or not they feel there will be displaced parking in cpz installed in eastern section
15		Generally agrees with idea of cpz but believes will not improve environment for road users and pedestrians but may improve congestion	CPZ can reduce parking at inappropriate places but cannot deal with driver behavioural matters
16		Traffic calming and speed cameras to control speed	As 11 above
17		Zebra crossing required	As 11 above
18		Yellow line deprive residents of on street parking and restrict loading/unloading	A CPZ or other yellow lines are only operational at certain times any vehicle can park on a single yellow line outside of these times. Vehicles can park on single yellow lines during control times to load and unload providing it is seen to be a continuous process.
19		CPZ time excessive when other areas only have 1 hour to deter commuters	There are a significant number of 1 hour cpz areas in the borough. A slightly longer control better allows better enforcement of non-compliant vehicles which residents would expect to happen

20		Loss of grass verge for parking would be detrimental to environment and resident does not give consent for this to happen	None of the public grass verges were proposed to be removed. All parking bays would be on the current road surface
21		Cars likely to park all day outside house which is unacceptable and security risk particularly if yellow line goes in	Cars can currently park outside house all day if they so wish as area is unrestricted and no evidence to support security claim
22		Location of permit bays will cause problems getting in and out of property	When CPZ installed council will try to maximise number of parking spaces where it is safe to do so, unfortunately these may be near or opposite some driveways
23		CPZ is extra tax on residents	All cpz have to be self-financing by national legislation and should not be a burden on general council taxation
24		Runs business from home and requires loading outside or nearby and location of permit bays will not allow this	The council should not be expected to provide on street parking in a residential area for a business that operates out of a private house in a residential area.
25		Existing bus stops restrict parking outside property already, CPZ will make it worse	Bus stops need to be positioned where they best fit the requirements of the service and its passengers. It is likely that wherever bus stop is located someone will be affected

Appendix D

Proposals recommended for implementation



- KEY:**
- Consultation area for controlled parking zone in statutory consultation
 - Area of CPZ recommended for implementation
 - Proposed no waiting Monday – Friday 8am – 6.30pm
 - Proposed no waiting zone time – Monday – Friday 10am – 1pm
 - Proposed permit parking bay Monday – Friday 10am – 1pm
 - Proposed pay and display parking bay Monday – Friday 8am – 6.30pm

Proposed waiting restriction revised to apply Mon-Fri 8-10am & 4-6.30pm

Proposed single yellow line abandoned following statutory consultation

Additional permit parking bays following statutory consultation

B		Recommended proposals following statutory consultation		DATE	BY	APPROVED BY
A		Statutory consultation		DATE	BY	APPROVED BY
CONSULTATION						
SCALE 1:2500						
PROJECT: Whitmore Road area parking review						
DRAWING TITLE: Whitmore Road area Proposed bays and parking restrictions						
ISSUING OFFICE: CIVIC CENTRE						
TELEPHONE NUMBER: 02084241437						
T/DWG/000541/4						
B						

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

Date of Meeting:	23 November 2015
Subject:	Wealdstone Area Parking Review - Public Consultation
Key Decision:	No
Responsible Officer:	Venetia Read-Baptiste Divisional Director Commissioning Services
Portfolio Holder:	Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	Wealdstone
Enclosures:	Appendix A Wealdstone Area Parking Review - Public Consultation Document Appendix B Consultation responses listed by road and questions Appendix C Consolidated consultation responses Appendix D Proposed new controlled parking zone

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the wider Wealdstone area in August and September 2015 to consider the introduction of parking controls in the area. The report asks the Panel to recommend a number changes to the Portfolio Holder for Environment, Crime and Community Safety and to proceed with statutory consultation.

Recommendations:

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

- (a) Introduce a new controlled parking zone including resident permit bays operating Monday to Sunday, 8am and Midnight in Ladysmith Road, Bruce Road and Claremont Road,
- (b) Give eligibility to apply for permits in the new zone to addresses at Ladysmith Road, Bruce Road and Claremont Road and High Street nos 123 – 157 (odds).
- (c) Introduce ‘At any time’ waiting restrictions in Wolseley Road at the entrances to the Baptist Church and Ambassador House,
- (d) Introduce “at any time” waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

Reason: (For recommendation)

To regulate parking in the wider Wealdstone 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 accessibility for vehicular traffic.

Section 2 – Report

Introduction

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

Options considered

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses. A range of options were presented to the consultees to accept or reject.
- 2.3 It should be noted that there is a wide range of opinion within the consultation area on a road by road basis. Whilst it is not possible to act on every individual comment the majority view was reflected in the recommendations made.

Background

- 2.4 The Wealdstone consultation area consists of numerous residential properties and a number of businesses and shops located to the west of the existing Wealdstone controlled parking zone.
- 2.5 The reported problems in the area fell into two distinct types:
- Roads not currently within the existing Wealdstone CPZ that are experiencing issues with displaced parking (for example Toorack Road, Nicola Close),
 - Roads adjacent to the COLART development that are experiencing issues with overspill parking.

Public consultation

- 2.6 The public consultation for the Wealdstone area parking review was undertaken late August / early September 2015. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public website and public consultation documents were hand delivered to 1007 properties within the consultation area.
- 2.7 All the responses received were analysed on a road by road basis and where a majority of responses indicated consensus over the extent of parking problems and support for the proposed measures these are recommended to be taken forward to the statutory consultation phase of the project.
- 2.8 Where measures that may not necessarily be supported by the residents have greater benefits to the local community on safety and public amenity grounds then these have also been recommended to proceed.

Responses

- 2.9 Of the 1007 properties consulted 161 responses were received by questionnaire, letter or email. This represented an overall response rate of 16% and whilst relatively low it is consistent with the expected response rate for this type of consultation. It should be noted that there were some roads that had a much higher individual response rate.
- 2.10 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**. It should be noted that the totals may not tally as expected due to respondents completing more than the required number of responses on the questionnaire.
- 2.11 During the consultation period a number of telephone and email correspondence was received from residents.
- 2.12 The main comment received was from the 19th Harrow Scout Group, who were concerned that the introduction of additional or more stringent parking controls would adversely affect helpers and parents dropping off and collecting their children at the Scout Group.
- 2.13 Other correspondents were concerned about people running car repair or sales businesses from their houses
- 2.14 Quality assurance checks have been carried out on the responses received and a complete copy will be made available for members to review in the member's library.
- 2.15 A meeting was held with ward councillors and the chair of TARSAP, in accordance with standard practice, to discuss the results of consultation and distribution of responses. The recommendations in this report reflect the outcomes agreed at the meeting.

Analysis of results – Roads north of Wealdstone Zone CA

- 2.16 Appendix B gives a full breakdown of the responses received on a road by road basis. In this section of the report, roads are analysed in more detail. This section of the report focuses on the consultation undertaken in the uncontrolled roads north of the Wealdstone CPA zone CA.
- 2.17 Roads not currently within the existing Wealdstone CPZ (for example: Toorack Road, Nicola Close) that are experiencing issues with displaced parking.

Enderley Road

Enderley Road results	Number
Number consulted	38
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

2.18 In Enderley Road there was a 16% response rate (6no.) with a majority that did have parking problems and thought that the Council should introduce a parking control scheme to improve the situation (4no.).

2.19 The results in Enderley Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA and it is recommended that no controls are introduced.

Enderley Close

Enderley Close results	Number
Number consulted	6
Number responses	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

2.20 No responses were received from Enderley Close and it is recommended that no controls are introduced.

Farmstead Road

Farmstead Road results	Number
Number consulted	39
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	6

2.21 In Farmstead Road there was a 15% response rate (6no.) with a majority that did not experience parking problems (6no.). In Farmstead Road, 100% of the respondents felt that there would be no improvement by introducing the parking scheme, from the response it would seem as though most of the residents do not think their road requires a parking scheme. It is therefore recommended that no changes are made to the existing parking controls in Farmstead Road.

Barchester Road

Barchester Road results	Number
Number consulted	53
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.22 In Barchester Road there was a 9% response rate (5no.) with 3 of the respondents saying that they did experience problems with parking. 3 respondents (60%) said that a parking scheme would be beneficial but 2 respondents (40%) felt there would be no improvement by a parking scheme.
- 2.23 The results in Barchester Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA. In addition the response rate in Barchester road was very low. It is recommended that no controls are introduced.

Whitefriars Drive

Whitefriars Drive results	Number
Number consulted	73
Number responses	10
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	7

- 2.24 In Whitefriars Drive there was a 14% (10no.) response rate with a majority of the responses (10no.) saying that they did not experience difficulties with parking. 70% (7no.) of respondents expressed that a parking control scheme would not improve the current situation. This is a high percentage not in favour of the introduction of a parking control scheme. It is recommended that no further action is taken with respect to the introduction of parking controls.

Nicola Close

Nicola Close results	Number
Number consulted	26
Number responses	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.25 In Nicola Close there was a 12% response rate (3no.). Of the 3 respondents, 2 did not experience parking problems, and 2 did not think the Council should introduce a parking control scheme. It is recommended that no further action is taken with respect the introduction of parking controls.

Bengarth Drive

Bengarth Drive results	Number
Number consulted	46
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.26 In Bengarth Drive there was a 13% response rate (6no.). However it should be noted that all these responses came from the cul-de-sac end of the road which relates to 34 of the 46 properties consulted. The majority (5no.) of the respondents (83%) felt that the Council should introduce a parking control scheme to improve their current situation.
- 2.27 The comments received indicated that the problem is actually other residents from neighbouring roads parking in this section of road. They wanted controls in the evenings and weekends to address this issue. This would suggest that it is a parking problem caused by the volume of the resident's vehicles in the area and is not a problem caused by an influx of people living outside of the area such as commuters or employees of local businesses.
- 2.28 The results taken in isolation indicate that consideration should be given to the introduction of a parking control scheme in Bengarth Drive and that the scheme should have the same hours of control as the adjacent controlled parking zone i.e. Monday to Friday 10am - 11am and 2pm - 3pm.
- 2.29 Introducing a very localised area of control within the cul-de-sac section is likely to exacerbate pressures in other roads because it is likely that some residents wishing to avoid purchasing permits may park in neighbouring uncontrolled streets.
- 2.30 Taking account of the lack of support from the responses in roads surrounding Bengarth Drive it is recommended that no further action is taken with respect the introduction of parking controls.

Toorack Road

Toorack Road results	Number
Number consulted	114
Number responses	17

[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	12

2.31 In Toorack Road there was a 15% response rate (17no.), with a majority of respondents (9no.) stating that they did not find it difficult to find a convenient place to park, 70% of respondents did not think that the Council should introduce a parking control scheme (12no.) The response rate and the percentage of respondent against the introduction of a parking scheme would suggest that the majority are not experiencing many issues with parking.

2.32 It is therefore recommended that no further action is taken with respect to the introduction of parking controls.

Marthorne Crescent

Marthorne Crescent results	Number
Number consulted	26
Number responses	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

2.33 In Marthorne Crescent there was a 12% response rate (3no.), with a majority of respondents (2no.) stating that they did not find it difficult to find a convenient place to park, 2 respondents (67%) felt there would be no improvement due to a parking scheme. The response rate and the percentage (67%) against the parking scheme would suggest that the majority are not experiencing many issues with parking. It is therefore recommended that no further action is taken with respect the introduction of parking controls.

Athelstone Road

Athelstone Road results	Number
Number consulted	83
Number responses	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

2.34 In Athelstone Road there was a 7% response rate (6no.), a majority of respondents found it difficult to find a convenient parking space. 4 respondents (67%) replied that the Council should introduce a parking control scheme to improve the situation.

- 2.35 The results in Athelstone Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA. In addition the response rate in Athelstone Road was very low. It is recommended that no controls are introduced.

Brinsley Road

Brinsley Road results	Number
Number consulted	34
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.36 In Brinsley Road there was only a 3% response rate (1no.). Taking account of the low response rate it is recommended that no further action is taken with respect to the introduction of parking controls.

Wickham Road

Wickham Road results	Number
Number consulted	26
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.37 In Wickham Road there was a 19% response rate (5no.) with 3 of those respondents stating that they are experiencing parking problems. 60% of respondents think that the Council should introduce a parking control scheme to improve the situation (3no.).

- 2.38 The results in Wickham Road and the neighbouring streets in close proximity did not identify a wider area of support for a zone or an extension to the existing CPZ zone CA. In addition the response rate in Wickham road was very low. It is recommended that no controls are introduced.

Cypress Road

Cypress Road results	Number
Number consulted	11
Number responses	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.39 In Cypress Road there was an 18% response rate (2no.). Neither respondent found it difficult to find a convenient place to park and the level of support for and against was split 50/50. It is recommended that no further action is taken with respect to the introduction of parking controls.

Sarita Close

Sarita Close results	Number
Number consulted	10
Number responses	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.40 In Sarita Close there was a 0% response rate, there were no replies hence the resident's views are unknown. It is recommended that no further action is taken with respect to the introduction of parking controls.

Tudor Road

Tudor Road results	Number
Number consulted	67
Number responses	15
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	10

- 2.41 In Tudor Road there was a 22% response rate (15no.). The majority of respondents (8no.) did not find it difficult to find a convenient parking space. A majority of respondents (10no.) did not think the Council should introduce a parking control scheme. It is recommended that no further action is taken with respect to the introduction of parking controls.

Leighton Road

- 2.42 There are no properties in Leighton Road.

Carmelite Road

Carmelite Road results	Number
Number consulted	66
Number responses	11
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	9

- 2.43 In Carmelite Road there was a 17% response rate (11no.) with a majority stating they did not face difficulties with parking (9no.). A majority of respondents did not think the Council should introduce a parking control scheme. It is recommended that no further action is taken with respect to the introduction of parking controls.

Lynn Close

Lynn Close results	Number
Number consulted	18
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.44 In Lynn Close there was a 6% response rate (1no.). The respondent was in favour of the parking scheme. Owing to the response rate, this may not be representative of all the residents on the street. Taking account of the low response rate it is recommended that no further action is taken with respect to the introduction of parking controls.

Analysis of results – Roads near the Colart development site

- 2.45 Appendix B gives a full breakdown of the responses received on a road by road basis. In this section of the report, roads are analysed in more detail. This section of the report focuses on the consultation undertaken in the roads near the Colart development site. Some roads are uncontrolled and others are within the Wealdstone CPA zone CA.

Spencer Road

Spencer Road results	Number
Number consulted	116
Number responses	44
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	33

- 2.46 A part of Spencer road is included within the existing Wealdstone CPZ zone CA. In the uncontrolled section of Spencer Road (No 42 to High Road) local ward councillors expressed concerns that this section of road may experience parking displacement due to the Colart development. Therefore this area was included in the consultation at the stakeholder meeting.
- 2.47 In this part of Spencer Road there was a 38% response rate (44no.) with a majority that did not experience parking problems (33no.). A majority of

respondents did not think that the Council should introduce a parking control scheme. The high response rate and high percentage of residents responding negatively to the parking scheme indicates that there is no overall support, or requirement, for a parking scheme on Spencer Road. It is therefore recommended that no further action is taken with respect to the introduction of parking controls.

Annette Close

Annette Close results	Number
Number consulted	10
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.48 In Annette Close there was a 10% response rate (1no.). This was a single response that stated there is no requirement for a parking scheme. Taking account of the low response rate it is recommended that no further action is taken with respect to the introduction of parking controls.

Ladysmith Road

Ladysmith Road results	Number
Number consulted	22
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.49 Ladysmith Road is currently within the existing controlled parking zone CA, with hours of control Monday to Friday 10am to 11am and 2pm to 3pm.
- 2.50 In Ladysmith Road there was a 22% response rate (5no.). The majority (4no.) of the responses were in favour of the Council introducing a parking control scheme. The majority of respondents in favour of amending the existing controlled parking zone (3no.) indicated a preference for restrictions to be introduced Monday to Sunday between 8am and midnight.
- 2.51 It is therefore recommended that an amended controlled parking zone should be introduced in Ladysmith Road enforceable Monday to Sunday between 8am and midnight.

Claremont Road

Claremont Road results	Number
Number consulted	51
Number responses	8
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	6
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.52 Claremont Road is currently within the existing controlled parking zone, with hours of control Monday to Friday 10am to 11am and 2pm to 3pm.
- 2.53 In Claremont Road there was a 16% response rate (8no.), a majority of respondents (6no.) found it difficult to find a convenient parking space. A similar majority of respondents (6no.) thought that the Council should consider the introduction of a parking control scheme to improve the situation, these respondents also considered that a scheme operational Monday to Sunday 8am – midnight is the preferred option.
- 2.54 It is therefore recommended that an amended controlled parking zone should be introduced in Claremont Road enforceable Monday to Sunday between 8am and midnight.

Bruce Road

Bruce Road results	Number
Number consulted	19
Number responses	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.55 Bruce Road is currently within the existing controlled parking zone, with hours of control Monday to Friday 10am to 11am and 2pm to 3pm.
- 2.56 In Bruce Road there was a 5% response rate (1no.). This respondent did not think the Council should introduce a parking control scheme. The low response rate suggests that no further action is taken with respect to the introduction of parking controls in Bruce Road.
- 2.57 However, due to parking pressures highlighted by local ward councillors in the area generally and the support shown for changes made to the operational hours of the zone in neighbouring roads (Ladysmith Road and Claremont Road), it is recommended that an amended controlled parking zone should be introduced in Bruce Road operating Monday to Sunday between 8am and midnight. This would address any potential for parking

displacement occurring and allow residents of Bruce Road to consider this issue again as a part of the statutory consultation.

High Street

High Street results	Number
Number consulted	46
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	4

- 2.58 In the High Street there was an 11% response rate (5no.), a majority of respondents did not experience parking problems, and did not think that the Council should introduce a parking control scheme (4no).
- 2.59 Correspondence was received from the Scout Group in High Street highlighting their requirement for helpers and parents to park in adjacent roads when assisting or dropping of children to the group so they did not want any longer hours of restriction. Another questionnaire response was also received from another member of the group.
- 2.60 Of the 5 responses, one was from a property near Ladysmith Road and they indicated they wanted control extended to Monday to Sunday between 8am and midnight, two were from the scout group and two were from properties near Spencer Road not wanting any further controls.
- 2.61 With regard to the concerns of the Scout Group vehicles stopping to drop off and pick up passengers would be permitted to do this on yellow lines and any change in the operational hours will have no impact on this. Helpers parking vehicles in the vicinity of the scout group premises would need to park in adjacent streets outside of the proposed zone, however, there are streets within relatively close proximity such as Graham Road and Spencer Road which will retain the Monday to Friday 10am to 11am and 2pm to 3pm operational hours of zone CA and remain unrestricted in the evening.
- 2.62 Although there is a low and mixed response rate there is currently a significant take up of resident permits from the residents in the properties between Ladysmith Road and Bruce Road. The parking on High Street immediately outside these properties is already restricted Monday to Sunday 7am to 8pm and they have no off-street parking.
- 2.63 Therefore it is recommended that no amendments are made to the existing parking control regime in High Street but that residents living in the High Street between nos 123 – 157 (odds) be eligible for permits in the proposed new zone.

Summary

- 2.64 Overall the response rate is an average of 16%. This is considered on the low side of normal for a consultation of this type. However in a number of roads the response rate is below this with some roads only recording one response. Support for controls is shown in a small number of roads that included Bengarth Drive, Athelstone Road, Barchester Road, Enderley Road and Wickham Road, however, there was no clear holistic area of support that would enable a zone to be created. The areas of support were scattered around the consultation area and it was not possible to make a case for an extension to the existing CA zone CPZ.
- 2.65 Whilst the situation is unlikely to change in the foreseeable future in the area north of the existing CA zone CPZ the roads near the Colart site are being affected by the occupation of the new housing units and have put additional parking pressure on Ladysmith Road and Claremont Road. It is therefore proposed to create a new CPZ in the roads close to the development site with more extensive operational hours operating Monday to Sunday, 8am – Midnight. The zone will include Ladysmith Road, Claremont Road and Bruce Road and allow residents in that section of the High Street eligibility for permits. This will mean that residents in this new CPZ area will not be able to park in the existing zone CA and people from the existing zone will not be able to park in the proposed new zone.
- 2.66 There are Section 106 developer contributions available from the Colart development for investigating and implementing changes to parking controls and the work will need to be undertaken within the 7 years stipulated time period in the planning condition.
- 2.67 Prior to the start of consultation the Wealdstone Baptist Church in Wolseley Road contacted the council requesting double yellow lines be installed across their driveway entrances to prevent vehicles from obstructing them. This location is within the Wealdstone area CPZ zone CA. There is currently a single yellow line along this section of road and each of the driveways has an advisory white Access Protection Marking. It has been agreed at the meeting with councillors to install double yellow lines at this location and also at the adjacent junction into Ambassador House.
- 2.68 In line with all area parking reviews the Council takes the opportunity to introduce double yellow lines at all junctions, bends and narrowings within the consultation area to prevent obstructive parking in areas unsuitable for parking and to reinforce the well-established rules in the Highway Code. This has the benefit of ensuring that access is maintained for larger vehicles, particularly the emergency services and council refuse collection service which can be adversely affected by obstructive parking when making manoeuvres.
- 2.69 The Panel is requested to recommend to the Portfolio Holder that the proposals go to statutory notification which is the next stage of the scheme development process. This will provide a further opportunity to consult on

the scheme and refine the proposals before a scheme is considered for implementation. The statutory notification phase offers the opportunity for representations and objections to be made which will be reported to the Portfolio Holder for consideration before a final decision on the scheme is made.

Risk Management Implications

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

Legal implications

- 2.72 This report is recommending that the additional waiting restriction proposals be taken forward to a statutory consultation. Statutory consultation is the legal part of the process required before parking controls can be implemented and the Council must follow the statutory consultations procedures under the Road Traffic Regulation Act 1984 (RTRA) and The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 (LATO)
- 2.73 The principal traffic and management powers given to local authorities are contained in the RTRA and traffic regulation orders made by the Council are governed mainly under the RTRA and LATO
- 2.74 Under the LATO it is included that the Council is required to publish notice of its proposals to make a traffic regulation order in the London Gazette and to take such other steps as they consider appropriate for ensuring adequate publicity about the order is given to persons likely to be affected. CPZ's are defined in Section 4 of the Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.75 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2015/16. A sub allocation of £40k for implementation of the Wealdstone area parking review was recommended by TARSAP in February 2015.
- 2.76 Funding of £40k is also available from section 106 monies associated with the COLART development specifically to "monitor the impact of the Development on parking capacity in the vicinity of the Development and preparing any required CPZ Report and the costs of implementing a CPZ or other general parking control measures identified in a relevant CPZ report."

- 2.77 If the scheme is implemented parking income may be generated from penalty charge notices for parking offences. Any income will be used to fund the costs of administration and enforcement.

Equalities Implications / Public Sector Equality Duty

- 2.78 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.
- 2.79 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

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

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

Council Priorities

- 2.81 The parking scheme detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Making a difference for communities	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.
Making a difference for the vulnerable Making a difference for families	Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.82 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 10/11/15		
Name: Charles Ward	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 13/11/15		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken

for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

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

Background Papers:

Wealdstone Parking Review - Minutes of the Stakeholders Meeting

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Please respond to this consultation
online by visiting
www.harrow.gov.uk/trafficconsultations



Wealdstone Area

Possible changes to Parking in your area

PUBLIC CONSULTATION

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND

Introduction

The Wealdstone area comprises mainly residential roads containing a number of businesses, cultural and religious centres, and schools. The existing controlled parking zone was introduced some years ago (operational Monday – Friday between 10.00am – 11.00am and 2.00 – 3.00pm). A number of recent changes in the area notably: the ColArt development and improvements to Whitefriars School, may introduce additional pressures on parking in the area, particularly Bruce Road and Ladysmith Road.

The council wants your views about parking problems in your area.

This leaflet has been sent to you because we have received a number of complaints from local residents and some businesses asking for the council to take action to help local people with parking in your area and we would like to find out how you would like the council to deal with this problem. This consultation is intended to gather information from local people to help councillors decide what will happen next. No decisions have yet been made.

Although some people have told us about their parking problems we would like to hear your views as well. Your response is vital so that officers are able to clearly identify what parking problems need to be looked at and what parking measures you would support to ease these problems.

The results of the consultation will be referred to the next available Traffic and Road Safety Advisory Panel (TARSAP) for consideration. This will determine how parking arrangement in your area might change to help local people and business. Parking controls will only be implemented where there is clear majority support for a particular area and type of scheme. This means that at least 60% of those residents who respond to the questionnaire need to indicate support before measures are taken forward. Residents will be informed of the outcome of the consultation before the council proceeds to make the legal Traffic Regulation Order. At that stage anyone can object to the scheme but must state the material reasons why they are objecting.

Any scheme will include for some double yellow lines which are proposed for safety or access reasons in accordance with the Highway Code regardless if a CPZ goes ahead or not.

Please note that once this parking review is completed it is unlikely another review will occur in this area for several years due to outstanding requests from other areas of the borough. It is important that you tell us any parking issues so that we can address them within this review.

What happens next?

We are aware that not everyone is of the same view and therefore have enclosed a questionnaire for you to complete in private. The information you provide will be analysed along with all other comments received. We ask you questions about any parking problems, whether you support a CPZ and if so what operational hours you would prefer.

If you have access to the internet we would prefer you to respond on-line as it is more environmentally friendly and helps the council to save costs. You can submit your questionnaire on-line by visiting: www.harrow.gov.uk/trafficconsultations

You then click on the link for the 'Wealdstone Area Parking Review' and click on 'start survey' to make your comments. You will be asked to register your details before completing the survey. Alternatively, you can send the questionnaire by post:

Service Manager
Traffic, Highways and Asset Management
Harrow Council
PO Box 39
HA1 2XA.

The public consultation will run between 17th August – 11th September 2015.

All responses should be received no later than September 11th 2015.

The results of the consultation will be discussed with local councillors and will be reported to the council's TARSAP. The Panel will discuss the results of the consultation and recommend whether a parking scheme should go ahead and in what format to the Portfolio Holder for Community Safety and Environment for a decision. Any changes to the existing parking arrangements would need to be taken forward to statutory notification (the required legal process to introduce any parking restrictions) before it can be implemented. That is why it is important that as many people as possible respond.

Can I discuss this with an officer?

Yes. If you would like to discuss any aspect of this consultation in more detail please contact our design partners Atkins: bruce.bolton@atkinglobal.com, telephone: 01372 756016

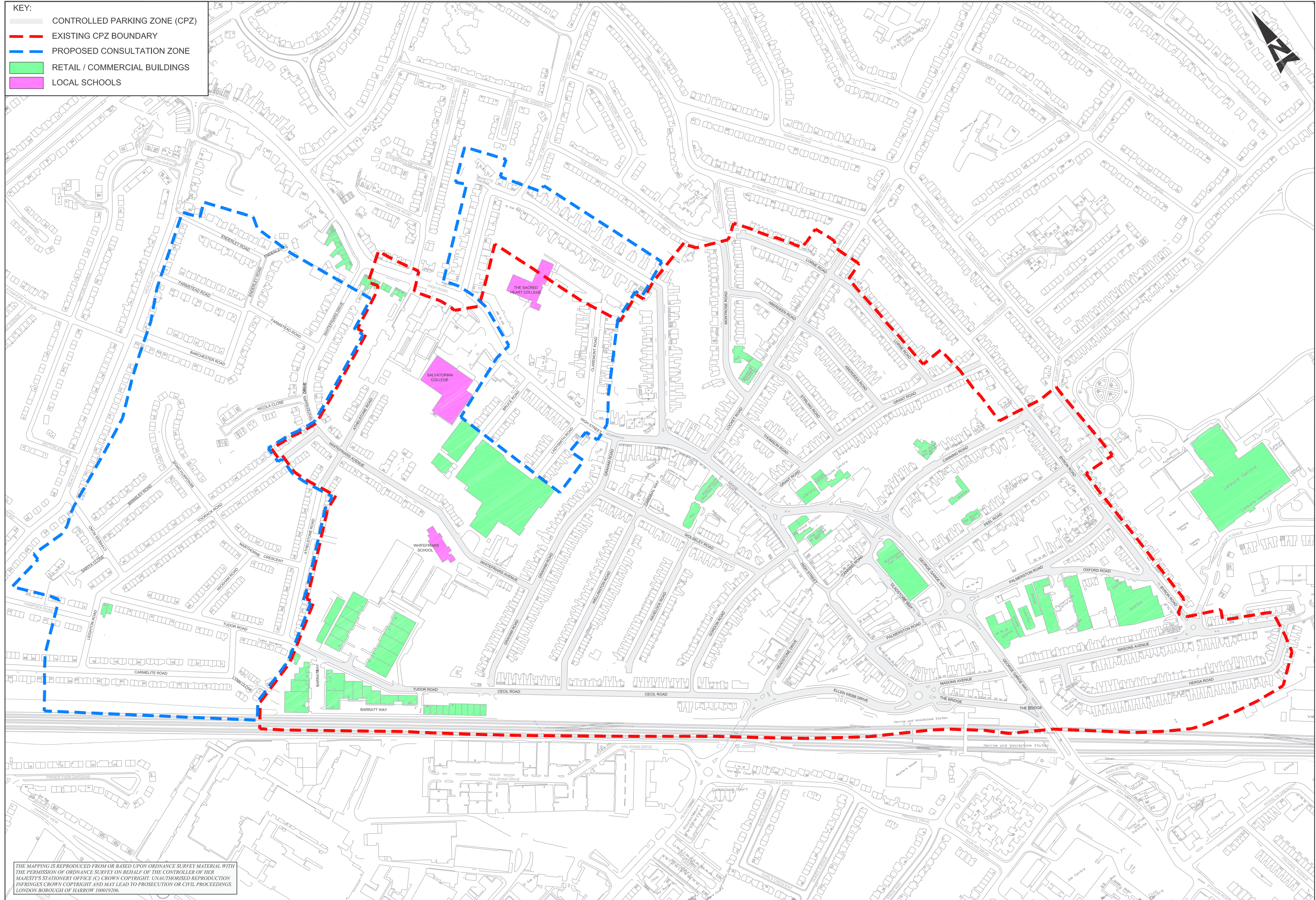
Parking permit charges

Central government requires parking schemes to be self-financing, so monies raised in operating and enforcing schemes pays for the installation, parking attendants, the costs of processing parking fines, issuing permits, maintenance and other associated costs. The current annual resident parking permit costs in Harrow from 1st April 2015 are:

1st vehicle in household	£ 67.50	2nd vehicle	£ 101.00
3rd vehicle	£135.00	4th and subsequent vehicle	£169.00

Visitor permits are £16.90 per book of 10, which is reduced to half price for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free. There is no charge for environmentally friendly vehicles.

- KEY:
- CONTROLLED PARKING ZONE (CPZ)
 - EXISTING CPZ BOUNDARY
 - PROPOSED CONSULTATION ZONE
 - RETAIL / COMMERCIAL BUILDINGS
 - LOCAL SCHOOLS



218

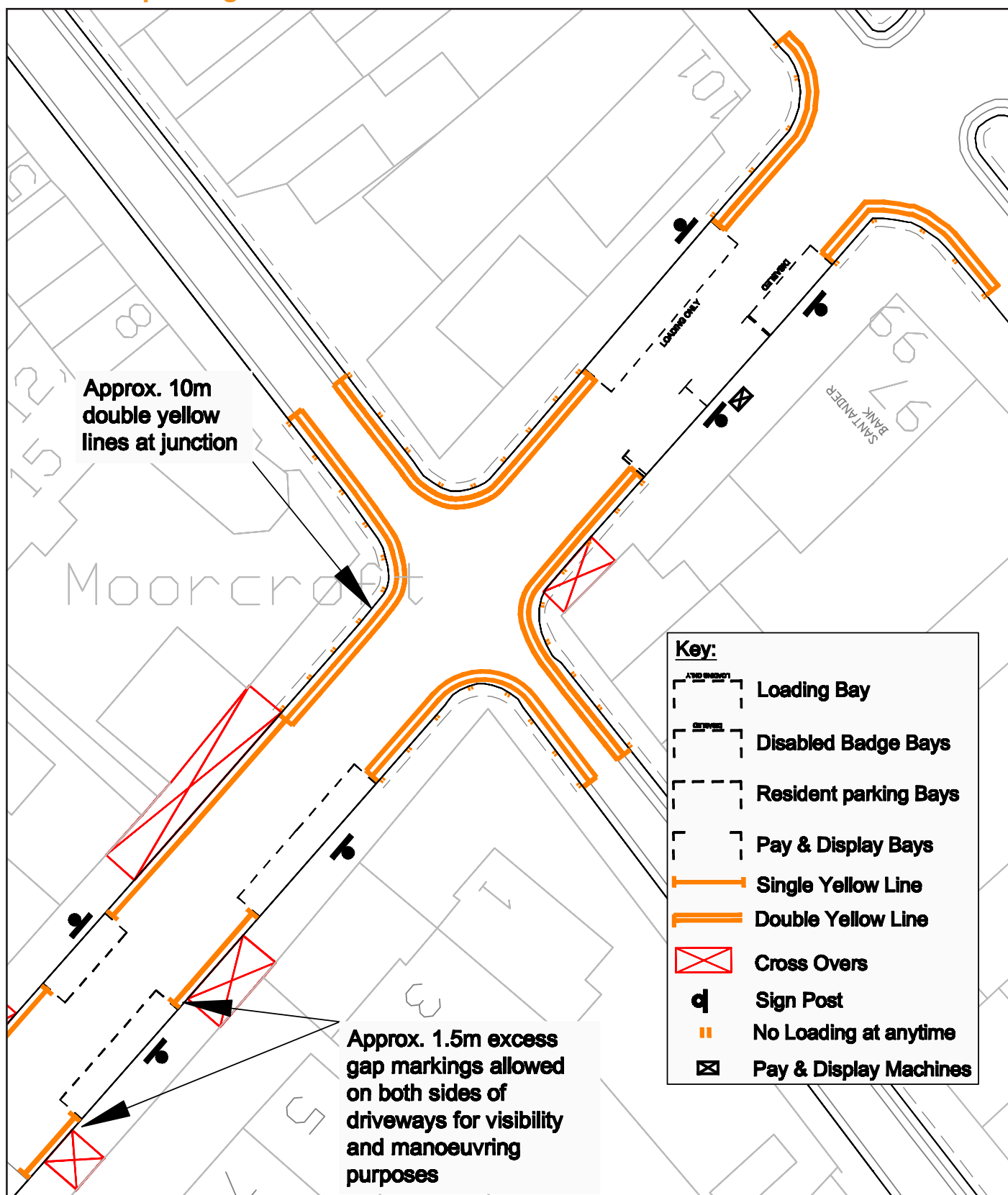
THE MAPPING IS REPRODUCED FROM OR BASED UPON ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF HARROW 100019206.



WEALDSTONE CONTROLLED PARKING ZONE - PUBLIC CONSULTATION DRAWING (NOT TO SCALE)

HCTSCPZ-ATK-HPC-WLD-SK-D-0001

Example of how permit bays and yellow line markings are laid out in a controlled parking zone



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

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

020 8424 1988

QUESTIONNAIRE
WEALDSTONE AREA REVIEW OF PARKING PROBLEMS IN YOUR AREA

This questionnaire is available online, from 00:01 on 17th August, at www.harrow.gov.uk/trafficconsultations and then click live and closed consultations. By completing it online it is a more environmentally friendly and cost effective way of informing us of your views.

It is recommended that you read the leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of. **Due to the large number of responses anticipated, we cannot reply to you all individually.**

Alternatively, if you do not have access to the internet you can complete this questionnaire and return it by post to the address in the consultation leaflet to arrive by **11th September 2015**

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

PLEASE DOTAKE THE TIME TO COMPLETE THIS QUESTIONNAIRE - YOUR VIEWS ARE IMPORTANT

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

Business Name (if applicable).....

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

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

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

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

Q1 Are you a resident or business?

Yes No

Q2 Do you or your visitors find it difficult to find a convenient parking space in your street?

Yes No No Opinion

Q3 Should the council introduce a parking control scheme to improve the situation?

Yes No

Q4 If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?

Yes No

PTO



Q5 If yes, which of the following measures do you support to address these problems?

Parking solutions available	Impact	Tick
<p>Resident permit parking bays (Controlled Parking Zone)</p> <p>1st vehicle in household £67.50 2nd vehicle £101.00 3rd vehicle £135.00 4th and subsequent vehicle £169.00</p> <p>Visitor permits are £16.90 per book of 10, which is reduced to half price for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free. There is no charge for environmentally friendly vehicles.</p>	<p>Access for permit holders only during the hours of operation</p> <p>Charges will apply for permits.</p> <p>Will remove commuter and non-resident long stay parking and release more on-street parking space for local residents</p>	<input type="checkbox"/>
<p>Pay and display bays (Controlled Parking Zone)</p>	<p>Will increase availability of short stay parking particularly close to the shops.</p> <p>Parking charges will apply. The council operates an initial free 20 minutes parking period.(on street only)</p>	<input type="checkbox"/>

Please tick all the options you support

Q6 If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz?

Operational times available	Impact	Suitable for	Tick
<p>Monday – Friday 10am - 11am 2pm - 3pm</p>	<p>Same times as existing scheme. Will deter most long stay parking. More effective than a single hour scheme.</p>	<p>Residents</p>	<input type="checkbox"/>

Please tick all the options you support

*Responses will be available for public inspection as necessary but all personal information (name, address etc) will be removed beforehand so that you cannot be identified.

QUESTIONNAIRE

WEALDSTONE AREA (BRUCE ROAD, LADYSMITH ROAD, CLAREMENT ROAD, SPENCER ROAD [PART]) REVIEW OF PARKING PROBLEMS IN YOUR AREA

This questionnaire is available online, from 00:01 on 17th August, at www.harrow.gov.uk/trafficconsultations and then click live and closed consultations. By completing it online it is a more environmentally friendly and cost effective way of informing us of your views.

It is recommended that you read the leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of. **Due to the large number of responses anticipated, we cannot reply to you all individually.**

Alternatively, if you do not have access to the internet you can complete this questionnaire and return it by post to the address in the consultation leaflet to arrive by **11th September 2015**

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

PLEASE DOTAKE THE TIME TO COMPLETE THIS QUESTIONNAIRE - YOUR VIEWS ARE IMPORTANT

First Name Family Name

Business Name (if applicable)

Property Number/Name Street Name

Postcode Date

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

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

Q1 Are you a resident or business?

Yes No

Q2 Do you or your visitors find it difficult to find a convenient parking space in your street?

Yes No No Opinion

Q3 Should the council introduce a parking control scheme to improve the situation?

Yes No

Q4 If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?

Yes No

PTO



Q5 If yes, which of the following measures do you support to address these problems?

Parking solutions available	Impact	Tick
Resident permit parking bays (Controlled Parking Zone) 1st vehicle in household £67.50 2nd vehicle £101.00 3rd vehicle £135.00 4th and subsequent vehicle £169.00 Visitor permits are £16.90 per book of 10, which is reduced to half price for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free. There is no charge for environmentally friendly vehicles.	Access for permit holders only during the hours of operation Charges will apply for permits. Will remove commuter and non-resident long stay parking and release more on-street parking space for local residents	<input type="checkbox"/>
Pay and display bays (Controlled Parking Zone)	Will increase availability of short stay parking particularly close to the shops. Parking charges will apply. The council operates an initial free 20 minutes parking period.(on street only)	<input type="checkbox"/>

Please tick all the options you support

Q6 If a scheme goes ahead what times would you like parking controls to operate?

Operational times available	Impact	Suitable for	Tick
Monday – Friday 10am - 11am 2pm - 3pm	Same times as existing scheme. Will deter most long stay parking. More effective than a single hour scheme. More difficult to enforce.	Residents	<input type="checkbox"/>
Monday - Saturday 8am - 6:30pm	Working day parking controls to deter all long stay parking. Provide short stay parking for the shops with Pay and Display. Very effective and easy to enforce. There may be a need to buy additional permits if hours are extended to park vehicles that may currently park outside the existing hours of control. Also residents will require a different permit which would mean they could not park in other areas of the existing cpz and if they have friends from the existing cpz their permits could not be used in the new zone.	Businesses & residents	<input type="checkbox"/>
Monday – Sunday 8am - midnight	All day parking controls to deter all non-residential parking. Provide short stay parking for the shops with Pay and Display. Very effective and easy to enforce. There may be a need to buy additional permits if hours are extended to park vehicles that may currently park outside the existing hours of control. . Also residents will require a different permit which would mean they could not park in other areas of the existing cpz and if they have friends from the existing cpz their permits could not be used in the new zone.	Residents and businesses	<input type="checkbox"/>

Please tick all the options you support

*Responses will be available for public inspection as necessary but all personal information (name, address etc) will be removed beforehand so that you cannot be identified.

Appendix B.

Analysis of results

Appendix B gives a full breakdown of the responses received on a road by road basis.

The responses are presented in two distinct areas:

1. Roads not currently within the existing Wealdstone CPZ (for example: Toorack Road, Nicola Close) that are experiencing issues with displaced parking.
 2. Roads adjacent to the COLART development that are experiencing issues with overspill parking.
1. Roads not currently within the existing Wealdstone CPZ (for example: Toorack Road, Nicola Close) that are experiencing issues with displaced parking:

Enderley Road

Enderley Road results	Number
Number consulted	38
Number responses	6
[Q1] Are you a resident or business? - Yes	6
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	4
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	4
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	4
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	3
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	4
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	2

Enderley Close

Enderley Close results	Number
Number consulted	6
Number responses	0
[Q1] Are you a resident or business? - Yes	0
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Farmstead Road

Farmstead Road results	Number
Number consulted	39
Number responses	6
[Q1] Are you a resident or business? - Yes	6
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	6
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	6

[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	6
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	6

Barchester Road

Barchester Road results	Number
Number consulted	53
Number responses	5
[Q1] Are you a resident or business? - Yes	5
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	3
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	3
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	4
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	2

Whitefriars Drive

Whitefriars Drive results	Number
Number consulted	73
Number responses	10
[Q1] Are you a resident or business? - Yes	10
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	5
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	5
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	7
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	3
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	7
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	3
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Nicola Close

Nicola Close results	Number
Number consulted	26
Number responses	3
[Q1] Are you a resident or business? - Yes	3
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said "no" to Q3 would you change your mind if	2

adjoining roads have parking controls? - Yes	
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	1
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	2

Bengarth Drive

Bengarth Drive results	Number
Number consulted	46
Number responses	6
[Q1] Are you a resident or business? - Yes	6
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	5
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	4
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	3
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	4
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	2

Toorack Road

Toorack Road results	Number
Number consulted	114
Number responses	17
[Q1] Are you a resident or business? - Yes	17
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	7
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	9
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	12
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	12
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	5
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	6
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	3
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Marthorne Crescent

Marthorne Crescent results	Number
Number consulted	26
Number responses	3
[Q1] Are you a resident or business? - Yes	3
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said "no" to Q3 would you change your mind if	1

adjoining roads have parking controls? - Yes	
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	1
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	1
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	2

Athelstone Road

Athelstone Road results	Number
Number consulted	83
Number responses	6
[Q1] Are you a resident or business? - Yes	6
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	4
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	4
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	4
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	2
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	3
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	3

Brinsley Road

Brinsley Road results	Number
Number consulted	34
Number responses	1
[Q1] Are you a resident or business? - Yes	1
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	1

Wickham Road

Wickham Road results	Number
Number consulted	26
Number responses	5
[Q1] Are you a resident or business? - Yes	5
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said "no" to Q3 would you change your mind if	2

adjoining roads have parking controls? - Yes	
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	3
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Cypress Road

Cypress Road results	Number
Number consulted	11
Number responses	2
[Q1] Are you a resident or business? - Yes	2
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	2

Sarita Close

Sarita Close results	Number
Number consulted	10
Number responses	0
[Q1] Are you a resident or business? - Yes	0
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Tudor Road

Tudor Road results	Number
Number consulted	67
Number responses	15
[Q1] Are you a resident or business? - Yes	15
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	8
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	10
[Q4] If you said "no" to Q3 would you change your mind if	3

adjoining roads have parking controls? - Yes	
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	9
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	1
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Leighton Road

There are no properties in Leighton Road

Carmelite Road

Carmelite Road results	Number
Number consulted	66
Number responses	11
[Q1] Are you a resident or business? - Yes	11
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	6
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	9
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	4
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	7
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	5
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	3
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	5
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	6

Lynn Close

Lynn Close results	Number
Number consulted	18
Number responses	1
[Q1] Are you a resident or business? - Yes	1
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - Yes [tick]	1
[Q6] If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz? - No [no tick]	0

Annette Close

Annette Close results	Number
Number consulted	10
Number responses	1
[Q1] Are you a resident or business? - Yes	1
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said "no" to Q3 would you change your mind if	0

adjoining roads have parking controls? - Yes	
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Friday)	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – 6:30pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – midnight : Monday to Sunday)	0

2. Roads adjacent to the COLART development that are experiencing issues with overspill parking:

Spencer Road

Spencer Road results	Number
Number consulted	116
Number responses	44
[Q1] Are you a resident or business? - Yes	44
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	17
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	12
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	33
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate?	0

(10am – 11am & 2pm – 3pm : Monday to Friday)	
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – 6:30pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – midnight : Monday to Sunday)	1

Bruce Road

Bruce Road results	Number
Number consulted	23
Number responses	1
[Q1] Are you a resident or business? - Yes	1
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Friday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – 6:30pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – midnight : Monday to Sunday)	0

Ladysmith Road

Ladysmith Road results	Number
Number consulted	25
Number responses	5
[Q1] Are you a resident or business? - Yes	5
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	4
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	4
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	2
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Friday)	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – 6:30pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate?	3

Claremont Road

Claremont Road results	Number
Number consulted	51
Number responses	8
[Q1] Are you a resident or business? - Yes	8
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	8
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to	6

improve the situation? - Yes	
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	6
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	2
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Friday)	2
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – 6:30pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – midnight : Monday to Sunday)	6

High Street

High Street results	Number
Number consulted	46
Number responses	5
[Q1] Are you a resident or business? - Yes	4
[Q1] Are you a resident or business? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	4
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	4
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	1
[Q6] If a scheme goes ahead what times would you like parking	2

controls to operate? (10am – 11am & 2pm – 3pm : Monday to Friday)	
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – 6:30pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (8am – midnight : Monday to Sunday)	1

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Appendix C
Public Consultation - Consolidated responses

Roads not currently within the existing Wealdstone CPZ (for example: Toorack Road, Nicola Close) that are experiencing issues with displaced parking

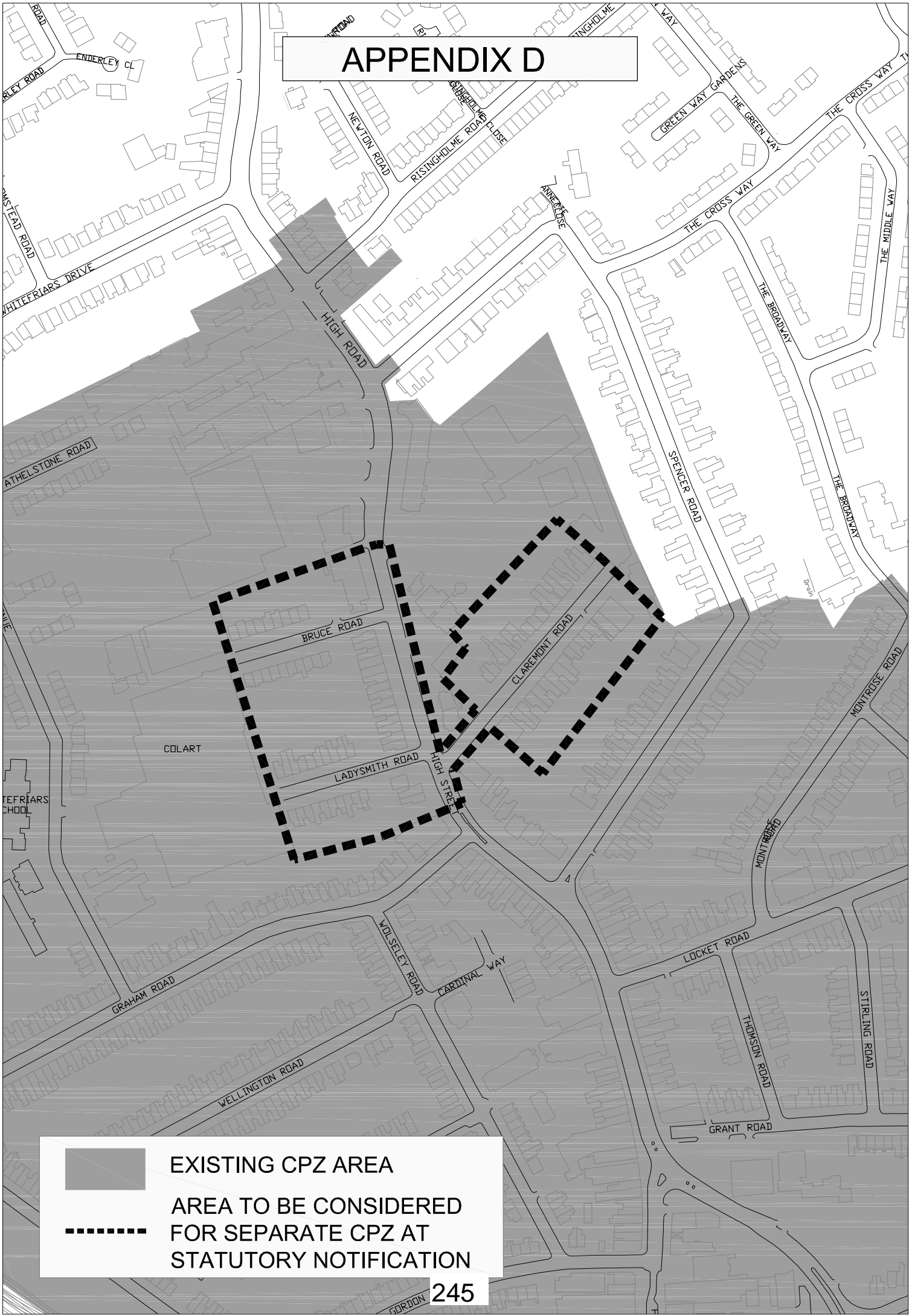
Road Name	Number Consulted	Number of Responses	Are you a resident or business?		Do you or your visitors find it difficult to find a convenient parking space in your street?			Should the council introduce a parking control scheme to improve the situation?		If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?		If yes [from Q4], which of the following measures do you support to address these problems?		If a scheme goes ahead would you support parking controls to operate as the existing adjacent cpz?	
			Yes	No	Yes	No	No Opinion	Yes	No	Yes	No	Resident permit	Pay and display	Yes	No
Athelstone Road	83	6	6	0	4	0	2	4	2	4	2	4	2	3	3
Barchester Road	53	5	5	0	3	1	1	3	2	3	2	3	0	4	2
Bengarth Drive	46	6	6	0	3	3	0	5	1	5	1	4	3	4	2
Brinsley Road	34	1	1	0	0	1	0	0	1	0	1	0	0	0	1
Carmelite Road	66	11	11	0	3	6	2	2	9	4	7	5	3	5	6
Cypress Road	11	2	2	0	0	2	0	1	1	1		1	0	0	2
Enderley Close	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enderley Road	38	6	6	0	4	2	0	4	2	4	2	4	3	4	2
Farmstead Road	39	6	6	0	0	6	0	0	6	0	6	0	0	0	6
Lynn Close	18	1	1	0	0	1	0	1	0	1	0	1	0	1	0
Marthorne Crescent	26	3	3	0	1	2	0	1	2	1	2	1	1	1	2
Nicola Close	26	3	3	0	1	1	1	1	2	2	1	2	0	1	2
Sarita Close	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Toorack Drive	114	17	17	0	7	9	1	5	12	12	5	6	3	0	0
Tudor Road	67	15	15	0	3	8	4	3	10	3	9	2	1	0	0
Whitefriars Drive	73	10	10	0	5	5	0	3	7	3	7	1	3	0	0
Wickham Road	26	5	5	0	3	2	0	3	2	2	3	2	0	0	0


Roads adjacent to the COLART development that are experiencing issues with overspill parking


Road Name	Number Consulted	Number of Responses	Are you a resident or business?		Do you or your visitors find it difficult to find a convenient parking space in your street?			Should the council introduce a parking control scheme to		If you said "no" to Q3 would you change your mind if		If yes [from Q4], which of the following measures		If a scheme goes ahead what times would you like parking controls to operate?		
			Yes	No	Yes	No	No Opinion	Yes	No	Yes	No	Resident permit parking bays	Pay and display bays	10am – 11am & 2pm – 3pm : Monday to Friday	8am – 6:30pm : Saturday	8am – midnight : Monday to Sunday
Spencer Road	116	44	44	0	17	25	2	9	33	1	34	0	0	0	0	1
Bruce Road	23	1	1	0	1	0	0	0	1	0	1	0	0	0	0	0
Ladysmith Road	25	5	5	0	4	0	1	4	1	1	1	4	2	1	0	3
High Street	46	5	4	1	2	3	0	1	4	0	4	1	0	2	0	1
Annette Close	10	1	1	0	0	1	0	0	1	0	1	0	0	1	0	0
Claremont Road	51	8	8	0	8	0	0	6	1	1	1	6	2	2	0	6

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APPENDIX D



 EXISTING CPZ AREA

 AREA TO BE CONSIDERED FOR SEPARATE CPZ AT STATUTORY NOTIFICATION

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

Date of Meeting:	23 November 2015
Subject:	South Harrow Area Parking Review - Public Consultation
Key Decision:	No
Responsible Officer:	Venetia Read-Baptiste Divisional Director Community Directorate
Portfolio Holder:	Portfolio Holder for Environment, Crime and Community Safety.
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	Roxbourne, Roxeth Appendix A
Enclosures:	South Harrow Area Parking Review - Public Consultation Document Appendix B Consultation responses listed by road and questions Appendix C Consolidated consultation responses

Section 1 – Summary and Recommendations

This report details the results of the public consultation carried out in the wider South Harrow area in August/September 2015 to consider changes and additions to parking controls in the area. The report asks the Panel to recommend a number changes to the Portfolio Holder for Community Safety and Environment and to proceed with statutory consultation.

Recommendations:

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

- (a) Include Wyvenhoe Road within the existing South Harrow CPZ zone M which will operate Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm
- (b) Create a new CPZ zone which will operate from Monday to Saturday between 8.00 am and 6.30pm in the following roads or sections of road as follows:
 - Torrington Drive
 - Brendon Gardens
 - Leathsail Road
 - Corbins Lane between Northolt Road and no. 79 Corbins Lane
- (c) Create a new CPZ zone operating Monday to Saturday 10am – 9pm in the following roads:
 - Sherwood Road
 - Stanley Road
- (d) Introduce 'At any time' waiting restrictions in Corbins Lane adjacent to and opposite to the entrances to Sainsbury's car park and service yard.
- (e) Introduce "at any time" waiting restrictions (double yellow lines) at junctions, in turning heads, along narrow sections of carriageway and at bends throughout the consultation area.

Reason: (For recommendation)

To regulate parking in the wider South Harrow 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 accessibility for vehicular traffic.

Section 2 – Report

Introduction

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

Options considered

- 2.2 The public consultation proposals were developed having taken account of correspondence and petitions received from local residents and businesses. A range of options were presented to the consultees to accept or reject and to provide further comments if necessary.
- 2.3 It should be noted that there is a wide range of opinion within the consultation area on a road by road basis. Whilst it is not possible to act on every individual comment, the majority view was reflected in the recommendations made.

Background

- 2.4 The South Harrow consultation area consists of numerous residential properties and a number of businesses and shops located on either side of the Northolt Road near South Harrow underground station.
- 2.5 The reported problems were in two main areas:
- Roads that are not currently in the South Harrow CPZ (for example: - Wyvenhoe Road and Torrington Drive) that are experiencing issues with displaced parking and with access for emergency services and public service (refuse collection) vehicles,
 - Stanley Road and Sherwood Road that are experiencing issues (mainly in the evenings) associated with overflow parking from visitors to the cultural centre and other high occupancy developments.
- 2.6 The consultation material required different questionnaires to be developed to reflect the specific circumstances in each area.

Public consultation

- 2.7 The public consultation for the South Harrow area parking review was undertaken late August / early September 2015. A copy of the consultation document and questionnaire can be seen in **Appendix A**. The consultation was also made available on the Harrow Council public

website and public consultation documents were hand delivered to 516 properties within the consultation area.

- 2.8 All the responses received were analysed on a road by road basis and where a majority of responses indicated a consensus about the extent of the problems and support for the proposed measures these are recommended to be taken forward to the statutory consultation phase of the project.
- 2.9 Where measures that may not have local support but do have greater local community benefits on safety and public amenity grounds then these have also been recommended to proceed.

Responses

- 2.10 Of the 516 properties consulted 75 responses were received by questionnaire, letter or email. This represented an overall response rate of 14.5% and is on the low side but consistent with the expected response rate for this type of consultation. It should be noted that there were some roads that had a much higher individual response rate.
- 2.11 A tabulated summary of responses for each proposal is provided on a road by road basis in **Appendix B**. It should be noted that the totals may not tally as expected due to respondents completing more than the required number of responses on the questionnaire.
- 2.12 In some instances more than one response has been received from a household, where this is the case these have been counted as one response.
- 2.13 During the consultation period telephone and email correspondence was also received from residents. The main comments received concerned difficulties experienced by residents in parking in the evenings and weekends as well as difficulties for Council refuse collection vehicles.
- 2.14 Quality assurance checks have been carried out on the responses received and a complete copy will be made available for members to review in the member's library.
- 2.15 A meeting was held with ward councillors and the chair of TARSAP, in accordance with standard practice, to discuss the results of consultation and distribution of responses. The recommendations in this report reflect the outcomes agreed at the meeting.

Analysis of results – Wyvenhoe Road area

- 2.16 **Appendix B** gives a full breakdown of the responses received on a road by road basis. A large proportion of roads did not indicate support and these are not analysed. In this section of the report roads or sections of roads which have demonstrated support for measures will be analysed in more detail.

Wyvenhoe Road

Wyvenhoe Road results	Number
Number consulted	45
Number responses	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	10
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.17 Wyvenhoe Road is on the periphery of the South Harrow CPZ zone M and is the only street in this location that is not included in the CPZ. In Wyvenhoe Road there was a 27% response rate (12 no.) with a majority that did experience parking problems and would support the introduction of a parking control scheme to improve the situation (10 no.). Seven respondents (including one who said they did not support the introduction of a parking control scheme) supported the option of a scheme operational Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm. Five respondents supported the introduction of a parking control scheme operational Monday to Saturday 8.00am to 6.30pm.
- 2.18 It is therefore recommended that Wyvenhoe road is added to the existing zone M CPZ which operates Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm.
- 2.19 During the course of site investigations it became apparent that the existing single yellow line near Northolt Road was incorrect. According to the Traffic Management Order these lines should be double yellow lines. It is therefore recommended that this lining be amended as soon as possible.

Kingsley Road

Kingsley Road results	Number
Number consulted	29
Number responses	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1

- 2.20 Kingsley Road is currently within the existing CPZ. In Kingsley Road there was a 10% response rate (3 no.) with a majority indicating that they did not experience parking problems (2 no.). A majority of respondents (2no.) agreed that the Council should introduce a parking control scheme to improve the situation. One respondent replied that the Council should not introduce a parking control scheme. The majority of responses (2no.) indicated that a scheme should be operational as the existing scheme i.e. Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm. It is

recommended that no changes are made to the existing parking controls in Kingsley Road.

Scarsdale Road

Scarsdale Road results	Number
Number consulted	52
Number responses	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	7
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	5

- 2.21 Scarsdale Road is currently within the existing CPZ. In Scarsdale Road there was a 23% response rate (12 no.) with a majority indicating that they did experience parking problems (9 no.). A majority of respondents (7no.) agreed that the Council should introduce a parking control scheme to improve the situation. Five respondents replied that the Council should not introduce a parking control scheme. The majority of responses (7no.) indicated that a scheme should be operational as the existing scheme i.e. Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm. It is recommended that no changes are made to the existing parking controls in Scarsdale Road.

Analysis of results – Torrington Drive area

- 2.22 **Appendix B** gives a full breakdown of the responses received on a road by road basis. A large proportion of roads did not indicate support and these are not analysed. In this section of the report roads or sections of roads which have demonstrated support for measures will be analysed in more detail.

Torrington Drive

Torrington Drive results	Number
Number consulted	75
Number responses	18
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	6

- 2.23 Torrington Drive is not within a CPZ. In Torrington Drive there was a 24% response rate (18 no.) with a majority that did experience parking problems (12 no.). A majority (12no.) agreed that the Council should introduce a parking control scheme to improve the situation. Of the respondents in agreement 11no. were of the opinion that a scheme should operate Monday to Saturday between 8.00 am and 6.30pm. It is recommended that a controlled parking scheme is introduced in Torrington Drive operational from Monday to Saturday between 8.00am and 6.30pm.

Brendon Gardens

Brendon Gardens results	Number
Number consulted	14
Number responses	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.24 Brendon Gardens is not within a CPZ. In Brendon Gardens there was a 14% response rate (2 no.) with all respondents agreeing that they did experience parking problems (2 no.). All respondents (2no.) were of the opinion that a scheme should operate Monday to Saturday 8.00am to 6.30pm. Although there is a relatively low response rate it is recommended that a controlled parking scheme is introduced in Brendon Gardens operational from Monday to Saturday between 8.00am and 6.30pm to be consistent with Torrington Drive so that Brendon Gardens is not isolated and exposed to potential parking displacement.

Leathsail Road

Leathsail Road results	Number
Number consulted	14
Number responses	5
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2

- 2.25 Leathsail Road is located within the existing CPZ. Correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours.
- 2.26 In Leathsail Road there was a 36% response rate (5 no.) with all respondents agreeing that they did experience parking problems (5 no.). A majority of respondents (3no) agreed that the Council should introduce a parking control scheme to improve the situation. One respondent, who initially said “no” to the introduction of parking controls was prepared to give support if adjoining roads had parking controls. A majority of respondents (4no.) were of the opinion that a scheme should operate from Monday to Saturday 8.00am to 6.30pm. It is recommended that a controlled parking scheme is introduced in Leathsail Road operational from Monday to Saturday between 8.00am and 6.30pm.

Corbin's Lane (Part – Northolt Road to width restriction)

Corbin's Lane results	Number
Number consulted	12

Number responses	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.27 Corbin's Lane is located within the existing South Harrow CPZ, correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours. The consultation leaflet was delivered to properties in Corbin's Lane between Northolt Road and the width restriction located outside number 79 Corbin's Lane.
- 2.28 In the section of Corbin's Lane consulted there was a 17% response rate (2 no.) with all respondents agreeing that they did experience parking problems and would support the introduction of a parking control scheme to improve the situation . Both respondents were of the opinion that a scheme should operate from Monday to Saturday 8.00am to 6.30pm, (although one respondent also ticked the Monday to Saturday 10.00am to 3.00pm option).
- 2.29 It is therefore recommended that a controlled parking scheme is introduced in Corbin's Lane (between Northolt Road and the width restriction located outside number 79 Corbin's Lane) operational from Monday to Saturday between 8.00am and 6.30pm.
- 2.30 A new CPZ with operational hours of Monday to Saturday between 8.00am and 6.30pm will therefore be created in Torrington Drive, Brendon Gardens, Leathsail Road and the section of Corbins Lane between Northolt Road and no. 79 Corbins Lane.

Analysis of results – Stanley Road area

- 2.31 **Appendix B** gives a full breakdown of the responses received on a road by road basis. A large proportion of roads did not indicate support and these are not analysed. In this section of the report roads or sections of roads which have demonstrated support for measures will be analysed in more detail.

Sherwood Road

Sherwood Road results	Number
Number consulted	115
Number responses	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0

- 2.32 Sherwood Road is within the existing CPZ, correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours.
- 2.33 In Sherwood Road there was an 8% response rate (9 no.) with a majority indicating that they did experience parking problems (8 no.). All respondents (9no.) agreed that the Council should introduce a parking control scheme to improve the situation.
- 2.34 The responses concerning the preferred operational hours of a parking control scheme were as follows:

Operational hours	Number
Monday to Friday 10.00am – 11.00am; 2.00pm – 3.00pm, and Monday to Sunday 6.00pm – 9.00pm	5
Monday to Saturday 10.00am – 9.00pm	4

- 2.35 The results of Stanley road (in the following section) which runs parallel with Sherwood Road are considered also in determining the most suitable measures.

Stanley Road

Stanley Road results	Number
Number consulted	123
Number responses	38
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	35
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	3

- 2.36 Stanley Road is within the existing CPZ. Correspondence has been received from residents regarding the lack of available on-street parking and requesting a change in the operational hours.
- 2.37 In Stanley Road there was a 31% response rate (38 no.) with a majority indicating that they did experience parking problems (34 no.). The majority of respondents agreed that the Council should introduce a parking control scheme to improve the situation (35no.).
- 2.38 The responses concerning the preferred operational hours of a parking control scheme were as follows:

Operational hours	Number
Monday to Friday 10.00am – 11.00am; 2.00pm – 3.00pm, and Monday to Sunday 6.00pm – 9.00pm	16
Monday to Saturday 10.00am – 9.00pm	25

- 2.39 Six respondents ticked both options for preferred operational hours.

- 2.40 Owing to the close proximity of Sherwood Road and Stanley Road, it is considered that both roads should have the same operational hours as a number of historical correspondence items relate to the same parking issues. If the responses from Sherwood Road and Stanley Road are combined, 29 respondents consider that the restriction should operate Monday to Saturday 10am – 9pm, 21 respondents consider that the restriction should operate Monday to Friday 10am – 11am, 2pm – 3pm and Monday to Sunday 6pm – 9pm
- 2.41 It is therefore recommended that a new controlled parking scheme operational from Monday to Saturday 10am – 9pm should be introduced in Sherwood Road and Stanley Road.

Brember Road

Brember Road results	Number
Number consulted	24
Number responses	4
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	3

- 2.42 In Brember Road there was a 17% response rate (4 no.) with a majority indicating that they did experience parking problems (3 no.). A majority of respondents did not think the Council should introduce a parking control scheme (3no.). It is therefore recommended that that no changes are made to the existing parking controls.
- 2.43 However, during the course of site investigations it became apparent that the existing single yellow line at the junction of Brember Road and Stanley Road was incorrect. According to the Traffic Management Order these lines should be double yellow lines. It is therefore recommended that these lines be reinstated as soon as possible.

Summary

- 2.44 In Torrington Drive, Brendon Gardens, Leathsail Road and Corbin's Lane (part) there is overall support for the introduction of a CPZ operational Monday to Saturday 8.00am to 6.30pm. It is therefore proposed that these roads will become an independent CPZ separate from CPZ zone M. This will mean that residents in this new CPZ area will not be able to park in the existing zone M and people from the existing zone will not be able to park in the proposed new zone.
- 2.45 It is further proposed that this new zone be designed using the new style CPZ arrangement where there are no permit bays or single yellow lines marked on the road. The CPZ will be indicated by zone entry / exit signs only and with "at any time" restrictions (double yellow lines) where parking should be prohibited for safety or access reasons. This layout is being

proposed because of the number of residential driveways along the road and the narrow width of the road which would significantly reduce the number of permit bays that could be marked out. This new style allows more flexibility for the residents to park during the control hours as legitimate parking takes place on unmarked areas of the carriageway. For example it will allow them to park across their own driveways during the control hours if they so wish which would not be possible if a traditional style CPZ was marked on the road. By removing the non-residents from the road, more space will be available for the residents and the problems of congestion or inconsiderate parking occurring in the road currently will be significantly reduced.

2.46 In Wyvenhoe Road the majority of respondents (7no.) consider that the Council should introduce a parking control scheme with the same hours of control as the adjacent existing CPZ i.e. Monday to Saturday 10.00am to 11.00am and 2.00pm to 3.00pm and so this road will be added to the existing CPZ zone M.

2.47 In Sherwood Road and Stanley Road the majority of respondents (9no.) and (35no.) respectively wish to see amendments to the existing hours of control. A majority of the respondents across both roads consider that the restriction should operate Monday to Saturday 10am – 9pm. It is therefore proposed that Stanley Road and Sherwood road will become a new independent CPZ operating at those hours. Residents in this new CPZ area will not be able to park in the existing zone M and people from the existing zone will not be able to park in the proposed new zone.

Risk Management Implications

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

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

Legal implications

2.50 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

2.51 This report is recommending that the CPZ proposals be taken forward to a statutory consultation. Statutory consultation is the legal part of the process required before parking controls can be implemented and the Council must follow the statutory consultations procedures under the Road Traffic

Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

2.52 The principal traffic and management powers given to local authorities are contained in the Road Traffic Regulation Act 1984 and traffic regulation orders made by the Council are governed mainly under the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

2.53 The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 stipulates that the Council is required to publish notice of its proposals to make a traffic regulation order in the London Gazette and to take such other steps as they consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected. CPZ's are defined in Section 4 of the Traffic Signs Regulations and General Directions 2002.

Financial Implications

2.54 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2015/16. A sub allocation of £50k for implementation of the South Harrow area parking review was recommended by TARSAP in February 2015.

2.55 If the scheme is implemented parking income will be generated from resident / visitor permits charges, pay & display charges as well as from penalty charge notices for parking offences. A medium sized CPZ typically generates approximately £15k - £25k per annum depending on the parking layout design.

Equalities Implications / Public Sector Equality Duty

2.56 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.

2.57 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will

	ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

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

Council Priorities

2.59 The parking scheme detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Making a difference for communities	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.
Making a difference for the vulnerable Making a difference for families	Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.60 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 10/11/15		
Name: Banke Osoba	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 12/11/15		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

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

Background Papers:

South Harrow Parking Review - Minutes of the Stakeholders Meeting

**Please respond to this consultation
online by visiting
www.harrow.gov.uk/trafficconsultations**



South Harrow Area

Possible changes to Parking in your area

PUBLIC CONSULTATION

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND

Introduction

The South Harrow area Controlled Parking Zone, introduced some years ago includes roads on both sides of Northolt Road and is operational on Monday to Saturday between 10.00am-11.00am and 2.00pm-3.00pm. The scheme has not been reviewed for some time, and the council has received complaints from local residents and some businesses regarding aspects of the scheme that we are including as part of this consultation.

The council wants your views about parking problems in your area.

This leaflet has been sent to you because we have received complaints about the parking in your area and we would like to find out how you would like the council to deal with this problem. This consultation is intended to gather information from local people to help councillors decide what will happen next. No decisions have yet been made.

Although some people have told us about their parking problems we would like to hear your views as well. Your response is vital so that officers are able to clearly identify what parking problems need to be looked at and what parking measures you would support to ease these problems.

The results of the consultation will be referred to the next available Traffic and Road Safety Advisory Panel (TARSAP) for consideration. This will determine how parking arrangement in your area might change to help local people and business. Parking controls will only be implemented where there is clear majority support for a particular area and type of scheme. This means that at least 60% of those residents who respond to the questionnaire need to indicate support before measures are taken forward. Residents will be informed of the outcome of the consultation before the council proceeds to make the legal Traffic Regulation Order. At that stage anyone can object to the scheme but must state the material reasons why they are objecting.

Any scheme will include for some double yellow lines which are proposed for safety or access reasons in accordance with the Highway Code, regardless as to whether the CPZ goes ahead or not.

Please note that once this parking review is completed it is unlikely another review will occur in this area for several years due to outstanding requests from other areas of the borough. It is important that you tell us any parking issues so that we can address them within this review.

What happens next?

We are aware that not everyone is of the same view and therefore have enclosed a questionnaire for you to complete in private. The information you provide will be analysed along with all other comments received. We ask you questions about any parking problems, whether you support a CPZ and if so what operational hours you would prefer.

If you have access to the internet we would prefer you to respond on-line as it is more environmentally friendly and helps the council to save costs. You can submit your questionnaire on-line by visiting: www.harrow.gov.uk/trafficconsultations

You then click on the link for the 'South Harrow Parking Review' and click on 'start survey' to make your comments. You will be asked to register your details before completing the survey. Alternatively, you can send the questionnaire by post:

Service Manager
Traffic, Highways and Asset Management
Harrow Council
PO Box 39
HA12XA.

The public consultation will run between 17th August – 11th September 2015.

All responses should be received no later than September 11th 2015.

The results of the consultation will be discussed with local councillors and will be reported to the council's TARSAP. The Panel will discuss the results of the consultation and recommend whether a parking scheme should go ahead and in what format to the Portfolio Holder for Community Safety and Environment for a decision. Any changes to the existing parking arrangements would need to be taken forward to statutory notification (the required legal process to introduce any parking restrictions) before it can be implemented. That is why it is important that as many people as possible respond.

Can I discuss this with an officer?






Yes. If you would like to discuss any aspect of this consultation in more detail please contact our design partners Atkins: bruce.bolton@atkinsglobal.com, telephone: 01372 756016

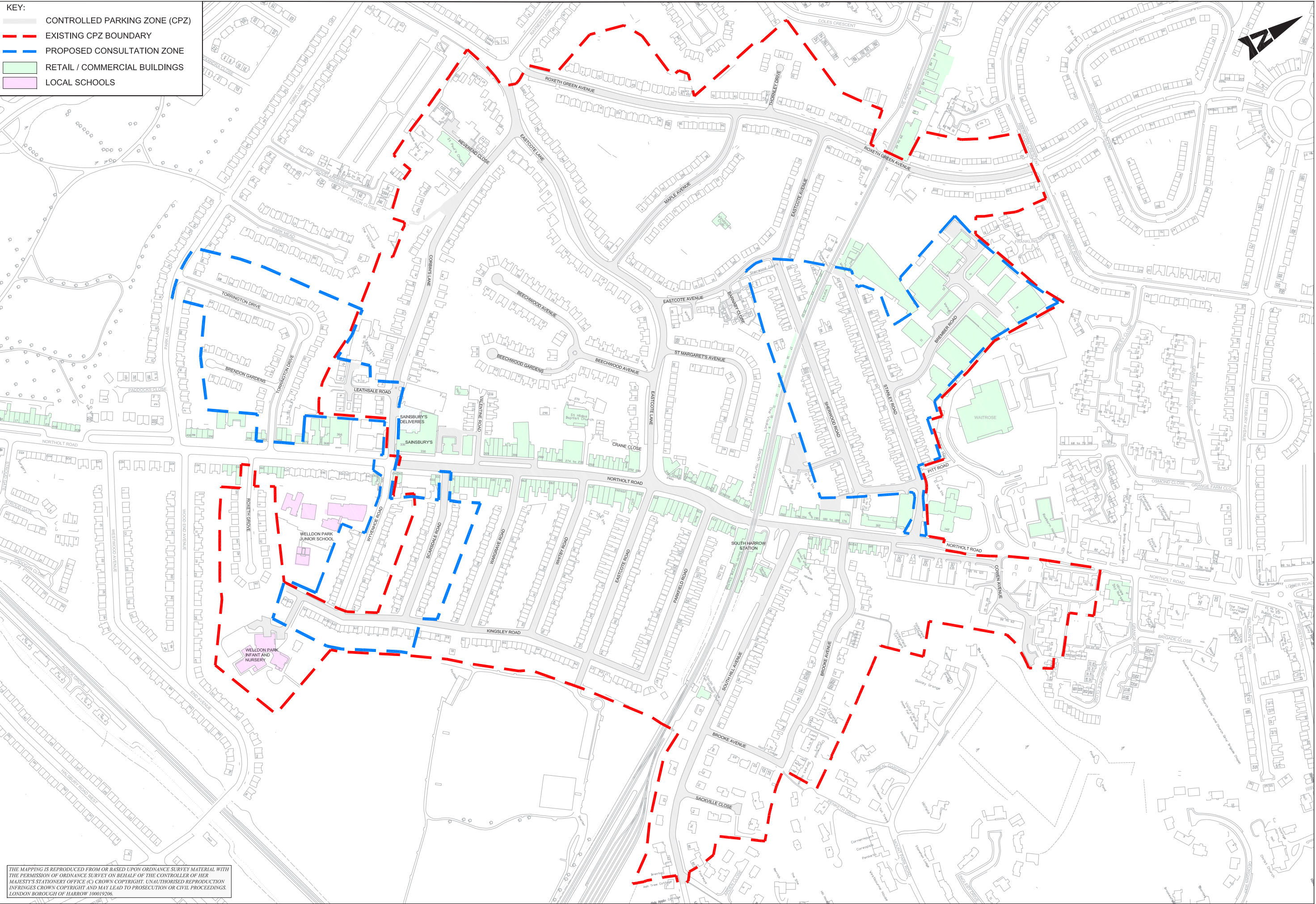
Parking permit charges

Central government requires parking schemes to be self-financing, so monies raised in operating and enforcing schemes pays for the installation, parking attendants, the costs of processing parking fines, issuing permits, maintenance and other associated costs. The current annual resident parking permit costs in Harrow from 1st April 2015 are:

1st vehicle in household	£ 67.50	2nd vehicle	£ 101.00
3rd vehicle	£135.00	4th and subsequent vehicle	£169.00

Visitor permits are £16.90 per book of 10, which is reduced to half price for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free. There is no charge for environmentally friendly vehicles.

- KEY:
-  CONTROLLED PARKING ZONE (CPZ)
 -  EXISTING CPZ BOUNDARY
 -  PROPOSED CONSULTATION ZONE
 -  RETAIL / COMMERCIAL BUILDINGS
 -  LOCAL SCHOOLS



264

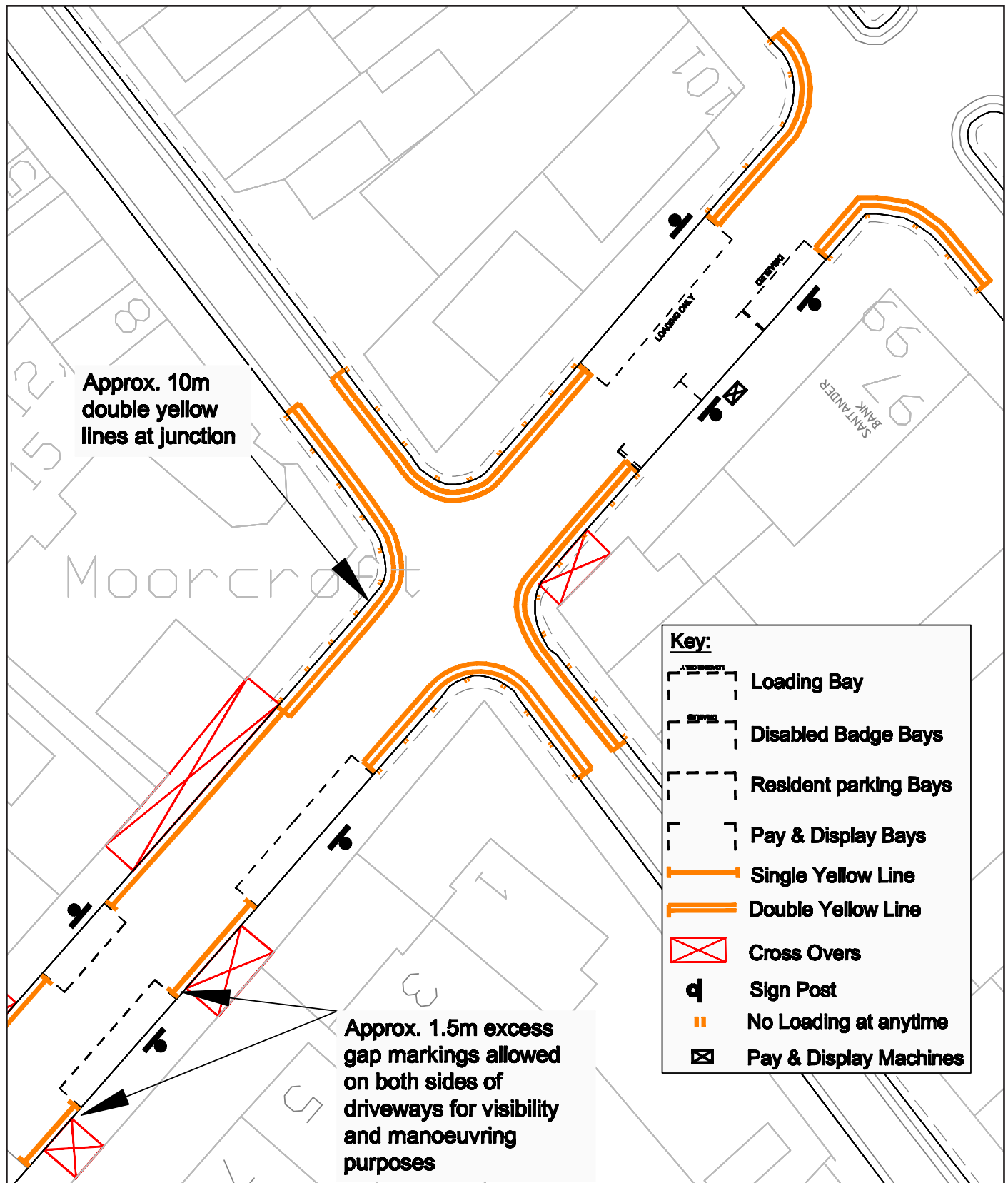
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SOUTH HARROW CPZ - PUBLIC CONSULTATION PLAN (NOT TO SCALE) DRAFT

HCTSCPZ-ATK-HPC-SHW-SK-D-0001

Example of how permit bays and yellow line markings are laid out in a controlled parking zone



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

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

020 8424 1988

QUESTIONNAIRE
SOUTH HARROW AREA REVIEW OF PARKING PROBLEMS IN YOUR AREA

This questionnaire is available online, from 00:01 on 17th August, at www.harrow.gov.uk/trafficconsultations and then click live and closed consultations. By completing it online it is a more environmentally friendly and cost effective way of informing us of your views.

It is recommended that you read the leaflet and enclosed documents (or the website) before completing the questionnaire, as it may contain information that you are not aware of. **Due to the large number of responses anticipated, we cannot reply to you all individually.**

Alternatively, if you do not have access to the internet you can complete this questionnaire and return it by post to the address in the consultation leaflet to arrive by **11th September 2015**

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

PLEASE DOTAKE THE TIME TO COMPLETE THIS QUESTIONNAIRE - YOUR VIEWS ARE IMPORTANT

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

Business Name (if applicable).....

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

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

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

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

Q1 Are you a resident or business?

Yes

No

Q2 Do you or your visitors find it difficult to find a convenient parking space in your street?

Yes

No

No Opinion

Q3 Should the council introduce a parking control scheme to improve the situation?

Yes

No

Q4 If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?

Yes

No

PTO



Q5 If yes, which of the following measures do you support to address these problems?

Parking solutions available	Impact	Tick
Resident permit parking bays (Controlled Parking Zone) 1st vehicle in household £67.50 2nd vehicle £101.00 3rd vehicle £135.00 4th and subsequent vehicle £169.00 Visitor permits are £16.90 per book of 10, which is reduced to half price for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free. There is no charge for environmentally friendly vehicles.	Access for permit holders only during the hours of operation Charges will apply for permits. Will remove commuter and non-resident long stay parking and release more on-street parking space for local residents	<input type="checkbox"/>
Pay and display bays (Controlled Parking Zone)	Will increase availability of short stay parking particularly close to the shops. Parking charges will apply. The council operates an initial free 20 minutes parking period.(on street only)	<input type="checkbox"/>

Please tick all the options you support

Q6 If a scheme goes ahead what times would you like parking controls to operate?

Operational times available	Impact	Suitable for	Tick
Monday – Saturday 10am - 11am 2pm - 3pm	Same times as existing zone. Will deter most long stay parking. More effective than a single hour scheme. More difficult to enforce.	Residents	<input type="checkbox"/>
Monday - Saturday 10am – 3pm	Will deter all long stay parking. More effective than a 2 hour scheme. Easier to enforce. There may be a need to buy additional permits if hours are extended to park vehicles that may currently park outside the existing hours of control. Also residents will require a different permit which would mean they could not park in other areas of the existing cpz and if they have friends from the existing cpz their permits could not be used in the new zone.	Residents	<input type="checkbox"/>
Monday - Saturday 8am - 6:30pm	Working day parking controls to deter all long stay parking. Provide short stay parking for the shops with Pay and Display. Very effective and easy to enforce. There may be a need to buy additional permits if hours are extended to park vehicles that may currently park outside the existing hours of control. Also residents will require a different permit which would mean they could not park in other areas of the existing cpz and if they have friends from the existing cpz their permits could not be used in the new zone.	Businesses & residents	<input type="checkbox"/>

Please tick all the options you support

*Responses will be available for public inspection as necessary but all personal information (name, address etc) will be removed beforehand so that you cannot be identified.

QUESTIONNAIRE
SOUTH HARROW AREA (STANLEY ROAD, SHERWOOD ROAD, BREMBER ROAD)
REVIEW OF PARKING PROBLEMS IN YOUR AREA

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PLEASE DOTAKE THE TIME TO COMPLETE THIS QUESTIONNAIRE - YOUR VIEWS ARE IMPORTANT

First Name Family Name

Business Name (if applicable)

Property Number/Name Street Name

Postcode Date

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

Q1 Are you a resident or business?

Yes

No

Q2 Do you or your visitors find it difficult to find a convenient parking space in your street?

Yes

No

No Opinion

Q3 Should the council introduce a parking control scheme to improve the situation?

Yes

No

Q4 If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?

Yes

No

PTO

Q5 If yes, which of the following measures do you support to address these problems?

Parking solutions available	Impact	Tick
Resident permit parking bays (Controlled Parking Zone) 1st vehicle in household £67.50 2nd vehicle £101.00 3rd vehicle £135.00 4th and subsequent vehicle £169.00 Visitor permits are £16.90 per book of 10, which is reduced to half price for senior citizens or those receiving mobility benefits if the discount is claimed. Blue badge displaying vehicles are free. There is no charge for environmentally friendly vehicles.	Access for permit holders only during the hours of operation Charges will apply for permits. Will remove commuter and non-resident long stay parking and release more on-street parking space for local residents	<input type="checkbox"/>
Pay and display bays (Controlled Parking Zone)	Will increase availability of short stay parking particularly close to the shops. Parking charges will apply. The council operates an initial free 20 minutes parking period.(on street only)	<input type="checkbox"/>

Please tick all the options you support

Q6 If a scheme goes ahead what times would you like parking controls to operate?

Operational times available	Impact	Suitable for	Tick
Monday – Friday 10am - 11am 2pm - 3pm Monday – Sunday 6pm – 9pm	Will deter most long stay parking. More effective than a single hour scheme. More difficult to enforce. There may be a need to buy additional permits if hours are extended to park vehicles that may currently park outside the existing hours of control. Also residents will require a different permit which would mean they could not park in other areas of the existing cpz and if they have friends from the existing cpz their permits could not be used in the new zone.	Residents	<input type="checkbox"/>
Monday - Saturday 10am - 9pm	Working day parking controls to deter all long stay parking. Provide short stay parking for the shops with Pay and Display. Very effective and easy to enforce. There may be a need to buy additional permits if hours are extended to park vehicles that may currently park outside the existing hours of control. Also residents will require a different permit which would mean they could not park in other areas of the existing cpz and if they have friends from the existing cpz their permits could not be used in the new zone.	Businesses & residents	<input type="checkbox"/>

Please tick all the options you support

*Responses will be available for public inspection as necessary but all personal information (name, address etc) will be removed beforehand so that you cannot be identified.

Appendix B

Consultation Results

The responses are presented in two distinct areas:

- (a) Roads that are not currently in the South Harrow CPZ that are experiencing issues with displaced parking and with access for emergency services and public service (refuse collection) vehicles:
- (b) Stanley Road, Sherwood Road that are experiencing issues (mainly in the evenings) associated with overflow parking from visitors to cultural centre and other high occupancy developments

Roads that are not currently in the South Harrow CPZ that are experiencing issues with displaced parking and with access for emergency services and public service (refuse collection) vehicles

Brendon Gardens

Brendon Gardens results	Number
Number consulted	14
Number responses	2
[Q1] Are you a resident or business? - Yes	2
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate?	2

8am – 6.30pm Monday to Saturday	
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Wyvenhoe Road

Wyvenhoe Road results	Number
Number consulted	45
Number responses	12
[Q1] Are you a resident or business? - Yes	12
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	10
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	10
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	11
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	7
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? 8am – 6.30pm Monday to Saturday	4

Corbins Lane

Corbins Lane results	Number
Number consulted	12
Number responses	2
[Q1] Are you a resident or business? - Yes	2
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to	0

improve the situation? - No	
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? 8am – 6.30pm Monday to Saturday	2

Kingsley Road

Kingsley Road results	Number
Number consulted	29
Number responses	3
[Q1] Are you a resident or business? - Yes	3
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	2
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	2
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate?	1

8am – 6.30pm Monday to Saturday	
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Leathsail Road

Leathsail Road results	Number
Number consulted	14
Number responses	5
[Q1] Are you a resident or business? - Yes	3
[Q1] Are you a resident or business? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	5
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	2
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	5
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? 8am – 6.30pm Monday to Saturday	4

Scarsdale Road

Scarsdale Road results	Number
Number consulted	52
Number responses	12
[Q1] Are you a resident or business? - Yes	12
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	9
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	2
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	7
[Q3] Should the council introduce a parking control scheme to	5

improve the situation? - No	
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	4
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	8
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	4
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	7
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate? 8am – 6.30pm Monday to Saturday	1

Torrington Drive

Torrington Drive results	Number
Number consulted	75
Number responses	18
[Q1] Are you a resident or business? - Yes	18
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	12
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	3
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	12
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	6
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	6
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	9
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	1
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday)	6
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 3pm: Monday to Saturday)	6
[Q6] If a scheme goes ahead what times would you like parking controls to operate?	11

8am – 6.30pm Monday to Saturday	
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Stanley Road, Sherwood Road that are experiencing issues (mainly in the evenings) associated with overflow parking from visitors to cultural centre and other high occupancy developments

Sherwood Road

Sherwood Road results	Number
Number consulted	115
Number responses	9
[Q1] Are you a resident or business? - Yes	8
[Q1] Are you a resident or business? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	8
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	9
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	0
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said “no” to Q3 would you change your mind if adjoining roads have parking controls? - No	1
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	8
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	4
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday Monday to Sunday 6pm – 9pm.)	5
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 9pm: Monday to Saturday)	4

Stanley Road

Stanley Road results	Number
Number consulted	123
Number responses	38
[Q1] Are you a resident or business? - Yes	38
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	34
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	4
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to	35

improve the situation? - Yes	
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	3
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	34
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	12
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday Monday to Sunday 6pm – 9pm.)	16
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 9pm: Monday to Saturday)	25

Brember Road

Brember Road results	Number
Number consulted	24
Number responses	4
[Q1] Are you a resident or business? - Yes	4
[Q1] Are you a resident or business? - No	0
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - Yes	3
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No	1
[Q2] Do you or your visitors find it difficult to find a convenient parking space in your street? - No Opinion	0
[Q3] Should the council introduce a parking control scheme to improve the situation? - Yes	1
[Q3] Should the council introduce a parking control scheme to improve the situation? - No	3
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - Yes	1
[Q4] If you said "no" to Q3 would you change your mind if adjoining roads have parking controls? - No	2
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Resident permit parking bays	0
[Q5] If yes [from Q4], which of the following measures do you support to address these problems? - Pay and display bays	2
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 11am & 2pm – 3pm : Monday to Saturday Monday to Sunday 6pm – 9pm.)	0
[Q6] If a scheme goes ahead what times would you like parking controls to operate? (10am – 9pm: Monday to Saturday)	3

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APPENDIX C – CONSULTATION RESULTS

Area 1: Roads that are not currently in the South Harrow CPZ that are experiencing issues with displaced parking and with access for emergency services and public service (refuse collection) vehicles

Road Name	Number Consulted	Number of Responses			Q1 Are you a resident or business?			Q2 Do you or your visitors find it difficult to find a convenient parking space in your street?			Q3 Should the council introduce a parking control scheme to improve the situation?		Q4 If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?		Q5 If yes [from Q4], which of the following measures do you support to address these problems?		Q6 If a scheme goes ahead what times would you like parking controls to operate?	
		Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	Yes	No	Resident permit parking bays	Pay and display bays	10am – 11am & 2pm – 3pm : Monday to Saturday	10am – 3pm: Monday to Saturday	8am – 6.30pm Monday to Saturday		
Brendon Gardens	14	2	2	0	2	0	0	2	0	0	0	2	0	0	1	2		
Corbins Lane	12	2	2	0	2	0	0	2	0	0	0	2	0	0	0	2		
Kingsley Road	29	3	3	0	1	2	0	2	1	0	1	2	0	2	0	1		
Leathsale Road	14	5	3	2	5	0	0	3	2	1	0	5	0	1	0	4		
Scarsdale Road	52	12	12	0	9	2	1	7	5	1	4	8	4	7	1	1		
Torrington Drive	75	18	18	0	12	3	3	12	6	0	6	9	1	6	6	11		
Wyvenhoe Road	45	12	12	0	10	1	0	10	1	0	1	11	1	7	0	4		

APPENDIX C – CONSULTATION RESULTS

Area 2: Roads that are currently in the South Harrow CPZ that requested additional control hours because of issues with displaced parking and with access for emergency services and public service (refuse collection) vehicles

Road Name	Number Consulted	Number of Responses		Q1 Are you a resident or business?			Q2 Do you or your visitors find it difficult to find a convenient parking space in your street?			Q3 Should the council introduce a parking control scheme to improve the situation?		Q4 If you said "no" to Q3 would you change your mind if adjoining roads have parking controls?		Q5 If yes [from Q4], which of the following measures do you support to address these problems?		Q6 If a scheme goes ahead what times would you like parking controls to operate?	
		Yes	No	Yes	No	No Opinion	Yes	No	Yes	No	Resident permit parking bays	Pay and display bays	(10am – 11am & 2pm – 3pm : Monday to Saturday Monday to Sunday 6pm – 9pm.)	Monday to Saturday 10am – 9pm			
Brember Road	24	4	4	0	3	1	0	1	3	1	2	0	2	0	3		
Sherwood Road	115	9	8	1	8	1	0	9	0	1	1	8	4	5	4		
Stanley Road	123	38	38	0	34	4	0	35	3	1	2	34	12	16	25		

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

Date of Meeting:	23 November 2015
Subject:	INFORMATION REPORT 2015/16 Traffic and Parking Schemes Programme update
Responsible Officer:	Venetia Reid Baptiste – Divisional Director, Commissioning Services
Exempt:	No
Wards affected:	All
Enclosures:	Appendix A - Parking management programme 2015/16 Appendix B - Transport for London programme 2015/16 Appendix C - Welldon Park School – 20 mph zone proposals Appendix D - Cedars School – 20 mph zone proposals Appendix E - Whitefriars School – 20 mph zone proposals Appendix F – Rayners Lane – bus priority scheme Appendix G – Long Elmes. College Road – Cycle Scheme Appendix H – Eastcote Lane – bus scheme

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2015 /16 traffic and parking management 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 this report.

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 2015/16 programme. This includes schemes funded by Transport for London grant and the Harrow capital programme. **Appendices A and B** provides a summary of progress with all the schemes within 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.

Harrow Capital 2015/16

Parking management programme

- 2.3 The 2015/16 parking programme was agreed at TARSAP in February. There are no schemes from previous years carrying forward and so this year's programme consists of all new schemes as follows:
- Headstone Lane Station area – new zone
 - Wealdstone CPZ (CA zone) / Whitefriars School area - review
 - Whitmore Road area – new zone
 - Pinner CPZ area – localised parking reviews in four locations only
 - Canons Park area - localised parking reviews in three locations only
 - South Harrow CPZ - localised parking reviews in five locations only
 - Hatch End CPZ – parking review.
 - North Harrow CPZ, Somerset Road – parking review.
- 2.4 Four of the schemes have been developed and subject to informal consultation and are being presented in separate reports on the agenda for this meeting. These schemes are Headstone Lane, Wealdstone, Whitmore Road and South Harrow.

- 2.5 Proposals for the localised parking reviews in the Canons Park area have been developed and subject to statutory consultation. The results were discussed with the Portfolio Holder and a decision taken to implement the measures.
- 2.6 The Hatch End and Somerset Road schemes did not commence until September this year as directed by TARSAP. Both schemes are being developed currently. The localised parking reviews in Pinner have been developed and will be subject to statutory consultation in October.

Localised Safety Parking Schemes Programme (LSPP)

- 2.7 This programme is concerned with localised sites where minor parking problems occur. Typically remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members will be advised of the locations included in the programme during the course of the year.
- 2.8 A second batch of sites for 2015 /16 is being developed in line with the agreed criteria and once sites are confirmed they will be discussed with the chair of TARSAP before being progressed further.
- 2.9 Once the locations and measures are agreed an informal and statutory consultation process will be undertaken together and the results discussed with the Portfolio Holder before implementation.

Transport for London – Local Implementation Plan Programme 2015/16

Walking Projects

- 2.10 There are three walking schemes are scheduled for implementation this financial year. These are as follows:
- Village Way, Rayners Lane - pedestrian refuge proposal being developed,
 - Eastcote Lane (near Brookside Close) – new “zebra” pedestrian crossing to replace existing pedestrian refuge. Public consultation has been completed and the scheme is awaiting implementation.
 - Kenton Lane (near Dobbin Close) - new “Zebra” pedestrian crossing being developed.

20 mph zone programme

- 2.11 All 20 mph zones need to be self-enforcing without relying on police enforcement and so most schemes include traffic calming measures, such as road humps, in order to ensure a majority of motorists comply with the 20 mph speed limit. There is a budget of £100,000 in 2015/16 for three new 20 mph zones in the streets surrounding:
- Welldon Park School

- Cedars Schools
- Whitefriars School (extension to existing 20 mph zone)

Welldon Park School 20mph Zone

2.12 The informal public consultation for the Welldon Park 20mph zone took place between the 1st August until 23rd August 2015. In total 584 leaflets were delivered with 104 returned (18% response rate). The results of the informal public are shown below.

Are you in favour of the proposed 20mph scheme?				
Street Name	Don't know/No opinion	No	Yes	Road Totals
Northolt Road		0 (0%)	1 (100%)	1
Eastcote Road		1 (10%)	9 (90%)	10
Kingsley Road		2 (11%)	16 (89%)	18
Parkfield Road		0 (0%)	4 (100%)	4
Scarsdale Road		2 (12%)	14 (88%)	16
Wargrave Road		0 (0%)	5 (100%)	5
Westwood Avenue		3 (27%)	8 (73%)	11
Whitby Road		1 (10%)	9 (90%)	10
Wood End Avenue	2 (9%)	6 (29%)	13 (62%)	21
Wyvenhoe Road		1 (12%)	7 (88%)	8
Overall Total	2 (2%)	16 (15%)	86 (83%)	104

2.13 The results of the consultation were discussed with the Portfolio Holder and it was agreed that the scheme should progress to detail design and implementation. Details of the agreed proposals can be seen at **Appendix C**.

Cedars School 20mph Zone

2.14 The informal public consultation for the Cedars Manor School 20mph zone took place between the 29th August until 20th September 2015. In total 576 leaflets were delivered with 72 returned (13% response rate). The results of the informal public are shown below.

Are you in favour of the proposed 20mph scheme?				
Street Name	Don't know/No opinion	No	Yes	Road Totals
Boxtree Lane	0	1 (11%)	8 (89%)	9
Chicheley Gardens	0	0	1 (100%)	1
Chicheley Road	1 (11%)	0	8 (89%)	9
Greer Road	0	1 (20%)	4 (80%)	5
Hutton Gardens	0	0	4 (100%)	4
Hutton Lane	0	1 (12%)	7 (88%)	8
Hutton Walk	0	0	0	0

Langton Road	0	0	9 (100%)	9
Long Elmes	0	0	2 (100%)	2
Mepham Crescent	0	1 (14%)	6 (86%)	7
Mepham Gardens	0	0	0	0
Stafford Road	0	0	7 (100%)	7
Whittlesea Close	0	0	1 (100%)	1
Whittlesea Road	1 (10%)	1 (10%)	8 (80%)	10
Overall Total	2 (3%)	5 (7%)	65 (90%)	72 (13%)

- 2.15 The results of the consultation were discussed with the Portfolio Holder and it was agreed that the scheme should progress to detail design and implementation. Details of the agreed proposals can be seen at **Appendix D**.

Whitefriars School 20mph Zone

- 2.16 The informal public consultation for the Whitefriars School 20mph zone extension took place between the 8th August until 30th August 2015. In total 875 leaflets were delivered with 121 returned (14% response rate). The results of the informal public are shown below.

Are you in favour of the proposed 20mph scheme?				
Street Name	Don't know/No opinion	No	Yes	Road Totals
Athelstone Road	1 (8%)	1 (8%)	11 (84%)	13
Barchester Road	0	3 (27%)	5 (63%)	8
Bengarth Drive	0	1 (12%)	7 (88%)	8
Brinsley Road	0	0	1 (100%)	1
Bruce Road	0	0	0	0
Cecil Road	0	0	3 (100%)	3
Cypress Road	0	1 (50%)	1 (50%)	2
Enderley Close	0	2 (67%)	1 (33%)	3
Enderley Road	0	4 (100%)	0	4
Farmstead Road	0	1 (33%)	2 (67%)	3
Graham Road	1 (11%)	1 (11%)	7 (78%)	9
Ladysmith Road	1 (100%)	0	0	1
Marthorne Crescent	1 (33%)	1 (33%)	1 (34%)	3
Nicola Close	0	3 (60%)	2 (40%)	5
Queens Terrace	0	0	1 (100%)	1
Toorack Road	0	6 (26%)	17 (74%)	23
Tudor Road	1 (9%)	4 (36%)	6 (55%)	11
Whitefriars Avenue	0	0	5 (100%)	5
Whitefriars Drive	0	1 (9%)	10 (91%)	11
Wickham Road	0	2 (29%)	5 (71%)	7
Overall Total	5 (4%)	31 (26%)	85 (70%)	121

- 2.17 The results of the consultation were discussed with the Portfolio Holder and it was agreed that the scheme should progress to detail design and implementation. Details of the agreed proposals can be seen at **Appendix E**.

Local Safety Schemes

- 2.18 This programme of work is focussed on reducing killed and seriously injured accidents throughout the borough and supports the objectives of the Mayor for London's Road Safety Plan to reduce Killed and Seriously Injured accidents by 40% by 2020.
- 2.19 The Council's transport consultant is undertaking design work on a scheme for High St, Harrow Weald to be implemented this year and changes to signal phasing at Alexandra Avenue, Eastcote Lane for implementation in 2015/16.
- 2.20 More detailed design work is also underway at the locations identified below for implementation in next year's local safety scheme programme (2016/17) as follows:
- Alexandra Avenue / Eastcote Lane – (4 serious, 3 slight personal injury accidents)
 - High Road (Harrow Weald) – (4 serious, 14 slight personal injury accidents)

Bus Priority - Rayners Lane (between Tranquil Lane and Roxeth Green Avenue).

- 2.21 Harrow Council works closely with Transport for London (TfL) to promote and improve public transport facilities, including buses to make bus services a more attractive and reliable mode of transport. We have been successful in securing funding from TfL to address congestion issues along Rayners Lane, South Harrow.
- 2.22 Bus route H12 serving Rayners Lane provide a direct access to South Harrow and Stanmore station. Bus routes serving the area are subject to delays and unreliability due to traffic congestion along Rayners Lane between Clitheroe Avenue in north and Roxeth Green Avenue / Eastcote Lane junction in south. The main issue identified as the reason for this traffic congestion is vehicle parking on both sides of Rayners Lane (South Harrow). After detail investigation, measures have been identified to improve the existing situation and to prevent delays to buses and other general traffic.
- 2.23 Whilst proposals are mainly targeted at addressing the traffic congestion issue along Rayners Lane (South Harrow), care has been taken to address the pedestrian safety with minimum loss of parking spaces for local residents. The proposals include the following measures:
- Double yellow line waiting restrictions are proposed at key locations to prevent obstructive parking, improve visibility at bends and junctions and ensure that adequate road space is available for refuse and emergency vehicles. These waiting restrictions are proposed only at locations where traffic congestion occurs on a regular basis when two buses or large vehicles pass each other simultaneously. The restrictions will prevent parking and provide road space to allow continuous and unobstructed traffic flow.

- During site investigations, it was observed that drivers do not slow down on the approach to mini roundabouts, increasing the risk of accidents with oncoming traffic. It is therefore proposed that three mini roundabouts at the above locations are removed and the junctions be converted to a standard Give-way priority junction.
- Three new pedestrian refuges with tactile paving are proposed along Rayners Lane near its junction with Maryatt Avenue, Coles Crescent and Eastleigh Avenue. These new islands will help reduce the traffic speeds along Rayners Lane and improve pedestrian safety by providing additional crossing points.
- Widening of the traffic lanes to allow two buses simultaneously pass each other by introducing inset parking bays wherever feasible on both sides of the road near the southern end of Rayners Lane. These bays will facilitate parking whilst maintaining smooth and continuous two way traffic flow.
- In order to facilitate provision of inset bays, it is required to remove or relocate some of the existing street furniture including trees and lamp columns along Rayners Lane. In order to keep the same number of trees in the street, the council will plant new trees at appropriate locations.

2.24 Public consultation has now been completed with a majority of responses indicating support for the proposals. The results of the consultation were discussed with the Portfolio Holder and it was agreed that the scheme should progress to detail design and implementation with a minor amendment that includes consultation on the provision of two sets of speed cushions on the approach to the bend near Roxbourne Medical Centre. Details of the agreed proposals can be seen at **Appendix F**.

Bus Priority - Eastcote Lane (between Kings Road and Field End Road)

- 2.25 The Council has been successful in securing funding from TfL to address congestion issues along Eastcote Lane between Kings Road and the borough boundary at Field End Road roundabout.
- 2.26 Eastcote Lane between Field End Road and Alexandra Avenue is an unrestricted borough distributor road, providing a vital connection between South Ruislip and South Harrow. Bus routes 114, H9 and H10 are subject to delays and unreliability due to traffic congestion. The main issue identified as the reason for traffic congestion is vehicle parking on both sides of Eastcote Lane. After detail investigation, measures have been identified to improve the existing situation and to prevent delays to buses and other traffic.
- 2.27 Whilst proposals are mainly targeted at addressing the traffic congestion issue along Eastcote Lane, care has been taken to address the pedestrian safety with minimum loss of parking spaces for local residents. Please refer to the attached plans for more detail. The proposals include the following measures:

- Widening the effective driving lanes to allow two buses simultaneously pass each other, inset parking bays are proposed, wherever feasible on both sides of the road. These bays will allow parking whilst maintaining smooth and continuous two-way traffic.
- A new pedestrian refuge with tactile paving is proposed along Eastcote Lane between its junction with Kenilworth Avenue and Ivy Close. This new island will help reduce the traffic speeds along Rayners Lane and improve pedestrian safety.
- Double yellow line waiting restrictions are proposed at key locations to prevent obstructive parking and ensure that adequate road space is available for refuse and emergency vehicles. These waiting restrictions are proposed only at locations where traffic congestion occurs on a regular basis when two buses or large vehicles pass each other simultaneously. The restrictions will prevent obstructive parking and provide road space to allow continuous and unobstructed traffic flow.
- In order to facilitate provision of inset bays, it is required to remove or relocate some of the existing street furniture including trees and lamp columns along Eastcote Lane. In order to keep the same number of trees in the street, the council will plant new trees at appropriate locations along the road.
- All existing vehicle access to the properties will remain unaffected by the scheme proposals however some crossovers may be shortened to accommodate new inset bays.

2.28 Public consultation is due to commence shortly. **Appendix H** shows details of the scheme.

Bus Stop Accessibility

2.29 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. The 2015/16 programme will include reviews and improvements to the following bus stop locations :

- Kenton Lane - outside the Duck in the Pond public house
- Stanmore Broadway - westbound only.
- Whitmore Road - westbound bus stop (WA)
- High Road, Harrow Weald – northbound outside bus garage
- The Ridgeway, North Harrow – bus stops (NL, NN and NP)
- Kenton Road – eastbound between Hawthorne Rd and Elmwood Avenue and eastbound between Carlton Road and Mayfield Avenue.
- Common Road – near Tanglewood Close
- Edgware High Street – near Whitchurch Lane
- Kenton Lane – near Hunters Grove, Clifton Avenue, Fisher Road and Laurel Park

Freight Strategy

- 2.30 The next phase of the freight management strategy is to consider implementing “lorry enforcement points” using weight limit restrictions over short sections of road at strategic locations on the highway network where it is not desirable for heavy goods vehicle traffic to use through routes which are not on the designated freight route network. Proposals are being developed by the Council’s engaged transport consultant.
- 2.31 The “lorry enforcement points” will consist of regulatory signs at either end of the restricted section of road and warning signs placed in advance. Enforcement will be via a CCTV camera in order to enforce the lorry ban. This project is being developed by the Council’s engaged design consultant.
- 2.32 As part of this project all advance warning signing and signing at the width restrictions in the borough have been modified to include metric as well as imperial measurements to comply with national traffic signs guidance.

Legible London

- 2.33 The pedestrian way finding signs artwork and site locations have been agreed with Transport for London. The sites are in the vicinity of the following underground stations:
- North Harrow
 - Hatch End
 - Headstone Lane
 - Harrow Town Centre
- 2.34 The art work for the maps is currently in the design stage.

Station Road (A409 Corridor) - Central Parade and Eastern Parade

- 2.35 The council has been successful in securing additional funds from the GLA to continue the work started last year in improving the Station Road corridor. The work this year will focus on improving the public realm at Central Parade and the unnamed parade on the opposite side of the road.
- 2.36 The proposals will improve the pedestrian environment by removing the service roads creating a more pleasant shopping environment. Parking bays will be repositioned by the main road to allow better use of the extents of the highway. The main aims of the scheme are as follows:
- Improve pedestrian facilities
 - Create a more attractive environment
 - Improve footway links between Wealdstone and Harrow town centres
 - Rationalise existing parking
 - Remove the bus by pass near Hindes Road
 - Consider additional crossing facilities at the Hindes Road junction
 - Support the local traders and businesses

- Create an identity for the shops in these parades to align with the Town Centre

2.37 A working group has been set up with officers from relevant departments, the Council's engaged transport consultant, landscape architects and a representative from the GLA to agree and oversee the project. Meetings with the local community have also taken place and the scheme design is progressing ready for consultation later this year.

Cycling scheme

2.38 The council is developing a cycle link from Long Elms to College Road. A detailed design is currently being developed to convert the existing "pelican" pedestrian crossing to a shared use "toucan" pedestrian / cycle crossing to help cyclists crossing the High Road at this point.

2.39 The proposed measures will encourage an uptake in cycling and enable cyclists of all abilities to safely cross the busy High Road without having to dismount. Details of the scheme can be seen at **Appendix G**.

Local Transport Fund (LTF) 2015-16

2.40 The Transport for London (TfL) award for funding in 2015/16 included a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process. 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. Members agreed the LTF programme for 2015-16 at the TARSAP meeting in February.

Local Transport Fund (LTF) 2014-15 – Stanmore Signals Update

2.41 The signals in Stanmore Broadway were altered to accommodate an all red pedestrian facility on 3rd September 2015. This followed calls for improved road safety for pedestrians at the junction which was agreed by TARSAP in June 2014. As a result of these alterations the Council received a number of complaints about increased queuing and delays particularly on Stanmore Hill.

2.42 The junction was monitored for a number of weeks and as a result of feedback officers from Harrow worked closely with representatives from Transport for London (TfL) to adjust the sequencing of the lights to address these concerns. The outcome was an agreement to increase the green time by two seconds on the Stanmore Hill arm. TfL have also altered the vehicle detection settings on Stanmore Hill to detect longer queues which will optimise the green period given to vehicles. TfL are continuing to monitor the junction and make adjustments in order to improve the efficiency of the lights.

Local Transport Fund 2015/16 - St Pauls Avenue – 20 mph zone

- 2.43 The scheme is designed to reduce vehicle speeds and to create a safe environment to encourage walking and cycling in the area and to reduce the number of vehicles travelling through the area. Details of the scheme proposals were presented to the Panel in June.
- 2.44 The informal public consultation for the St Paul's 20mph zone took place between the 15th June until 29th June 2015. In total 488 leaflets were delivered with 93 returned (19% response rate). The results of the informal public consultation were as follows:

Are you in favour - Are you in favour of the proposed 20mph scheme?					
Street Name	Don't know/No opinion	No	Yes	(blank)	Grand Total
Bouverie Road			1(100)		1
Cowbridge Road	1(7)	2(14)	11(79)		14
Orchard Grove			8(100)		8
Repton Road	2(20)		6(60)	2(20)	10
Ruskin Avenue		1(5)	18(95)		19
St Paul's Avenue		5(12)	36(88)		41
Grand Total	3(3)	8(9)	80(86)	2(2)	93(19)

- 2.45 The results of the consultation were discussed with the Portfolio Holder and it was agreed that the scheme should progress to detail design and implementation.

Local Transport Fund 2015/16 - Earlsmead School – Extension to existing 20 mph zone

- 2.46 The Earlsmead School 20 mph zone scheme was introduced several years ago and has helped to reduce vehicle speeds and accidents in the road surrounding the school. Since then the council has continued to receive representations from the school and local residents to expand the zone to encompass road slightly further afield but within walking distance of the school. Members agreed at the last panel meeting to utilise some of the LTF funds to achieve this and as a result detailed proposals for the expansion of the existing zone have been designed.
- 2.47 The informal public consultation for the Earlsmead School 20mph zone took place between the 15th June until 29th June 2015. In total 1,502 leaflets were delivered with 250 returned (17% response rate). The results of the informal public consultation were as follows:

Are you in favour - Are you in favour of the proposed 20mph scheme?					
Street Name	Don't know/No opinion	No	Yes	(blank)	Grand Total

Arundel Drive		2(12)	14(88)		16
Balmoral Road	2(10)	6(30)	12 (60)		20
Bouverie Road			1(100)		1
Carlyon Ave	1(9)	3(27)	7(64)		11
Carlyon Road		2(25)	6(75)		8
Chartley Avenue		1(100)			1
Corfe Avenue			7(100)		7
Earlsmead		2(50)	2(50)		4
Holyrood Avenue		2(20)	8(80)		10
Kenilworth Avenue		3(18)	14(82)		17
Ludlow Close		2(50)	2(50)		4
Park Gates			1(100)		1
Somervell Road		18(27)	49(72)	1(1)	68
Tregenna Avenue			28(100)		28
Walton Avenue		4(27)	10(67)	1(6)	15
Warwick Avenue	1(5)	4(20)	15(75)		20
Windsor Close		1(100)			1
Windsor Crescent		1(6)	17(94)		18
Total	4(2)	51(20)	193(77)	2(1)	250(17)

- 2.48 The results of the consultation were discussed with the Portfolio Holder and it was agreed that the scheme should progress to detail design and implementation.

Local Transport Fund 2015/16 - The Ridgeway (221-263), North Harrow- Provide inset parking bays to relieve congestion

- 2.49 The scheme involves providing inset parking bays to reduce on street parking to improve traffic flow and reduce congestion. Initial studies and design is underway.

Local Transport Fund 2015/16 - Merlin Crescent / St Brides Avenue – Highway improvements

- 2.50 A junction improvement at Merlin Crescent /St Brides Avenue is proposed. An informal public consultation for a proposed mini roundabout took place between the 22nd June and 6th July 2015. In total 35 leaflets were delivered with 11 returned (31% response rate). 64% of resident who responded supported the scheme. This was reported to the Portfolio Holder via a decision notice and he agreed to proceed to implementation. The scheme is awaiting implementation.

School Travel Plan - Highway schemes

- 2.51 As a part of the school expansion proposals approved by the Planning Committee there are some agreed highway works which are required to mitigate the impact of the school expansion programme and this work will continue this financial year utilising this budget.
- 2.52 It is proposed to introduce the following measures:

- an experimental one way scheme in Warneford Road close to Kenmore Park School.
- a review of a request for a pedestrian refuge in Welldon Crescent close to Norbury School.

2.53 Both schemes are currently being developed.

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, section 106 developer contributions, other external funding such as the GLA's High Street Fund and Harrow Capital in 2015/16.

Section 5 - Equalities implications

- 5.1 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).
- 5.2 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.
- 5.3 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 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 10/11/15		

Ward Councillors notified:	NO, as it impacts on all wards
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Section 8 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader, Traffic & Parking Management
Tel: 020 8424 1649, Fax: 020 8424 7662,
E-mail: barry.philips@harrow.gov.uk

Background Papers:

Local Implementation Plan 2

Appendix A – Harrow Capital, parking management schemes update – 2015/16

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2015/16 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Headstone Lane Station area New CPZ	To implement parking controls in the streets surrounding the station	50	Stakeholder meeting was held in July and the initial public consultation is complete. The results will be presented to November TARSAP.	Barry Philips / Andrew Leitch	Mar 2016
Whitmore Road area Parking controls	Review of parking controls in the Whitmore Avenue area	40	Statutory consultation / notification is complete. The results will be presented to November TARSAP.	Barry Philips / Andrew Leitch	Mar 2016
Wealdstone CPZ (CA zone) / Whitefriars School area Parking review	To implement parking controls in roads surrounding Whitefriars School	40 (40*)	Stakeholder meeting was held in July and the initial public consultation is complete. The results will be presented to November TARSAP.	Barry Philips / Andrew Leitch	Mar 2016
Pinner CPZ area Localised parking reviews	To implement localised reviews of High Street (loading bay), Bell Close (pay and display bays), Cannon Lane (pay and display bays), Leighton Avenue (additional permit parking bay)	15	Statutory consultation / notification is due to commence at the end of October.	Barry Philips / Andrew Leitch	Mar 2016
Canons Park area Localised parking reviews	To implement localised reviews of Dalkeith Grove, Dovercourt Gardens and Buckingham Gardens.	15	Statutory consultation / notification has taken place and a meeting held with the Portfolio Holder and local members to discuss results and it was agreed to proceed to implementation.	Barry Philips / Andrew Leitch	Mar 2016
South Harrow CPZ Localised parking reviews	To implement localised reviews of Stanley Road, Brendon Gardens, Scarsdale Road, Wyeverne Road, Leathsail Road.	50	Stakeholder meeting was held in July and the initial public consultation is complete. The results will be presented to November TARSAP.	Barry Philips / Andrew Leitch	Mar 2016
Hatch End CPZ Localised parking	Review of parking controls	20	Development work to commence in September	Barry Philips / Andrew Leitch	Mar 2016

Scheme	Details	£ K	Status	Contact officer	Planned finish
review					
North Harrow CPZ Somerset Road Localised parking review	Review of parking controls following introduction of North Harrow CPZ	10	Development work to commence in September	Barry Philips / Andrew Leitch	Mar 2016
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	60	Ongoing prioritisation / implementation of requests for yellow lines. See main body of report	Barry Philips	Mar 2016

* Funded by s106 agreement

Appendix B – Transport for London, local implementation plan programme update – 2015/16

This is the main traffic and transportation 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 and initiatives related to the LIP in 2015/16 is £1,605k. This is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Corridors, Schools, Local Transport Fund, Bus Priority and Major Schemes

Scheme	Details	£ k	Status	Contact officer	Planned finish
<u>Corridors</u> 20 mph zone programme	Implementation / Extension of 20mph zones around schools in the borough	100	Three 20 mph zones are proposed at: <ul style="list-style-type: none"> • Welldon Park School • Cedars School • Whitefriars School 	Barry Philips	Mar 2016
<u>Corridors</u> Walking Schemes	Infrastructure schemes designed to improve walking facilities	75	<ul style="list-style-type: none"> • Kenton Lane – new zebra crossing close to Dobbin Close • Village Way – Pedestrian island • Roxeth Hill – Pedestrian island 	Barry Philips	Mar 2016
<u>Corridors</u> Legible London Signing	Pedestrian way finding sign works	50	A transport consultant has been engaged to develop signing around North Harrow, Pinner, Headstone Lane, Hatch End, Harrow Town Centre (Harrow High School)	Barry Philips	Mar 2016
<u>Corridors</u> Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	25	On-going investigations to plan and develop bus route improvement works for future programmes of work.	Barry Philips	Mar 2016
<u>Corridors</u> Bus priority works	Inset bays, waiting restrictions	185	Two schemes are proposed: Rayners Lane (between Tranquil Lane – Roxeth Green Avenue) Eastcote Lane (Alexandra Avenue – Field End Road).	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
<u>Corridors</u> Accessibility Improvements	Provision of Disabled parking bays, Vehicle access markings and dropped kerbs and other physical changes to highway to support mobility impaired people	60	On-going programme of assessing and implementing requests for disabled parking bays, vehicle access road markings and dropped kerbs.	Barry Philips	Mar 2016
<u>Corridors</u> Bus stop accessibility schemes	Ongoing programme of works to improve access to bus stops	44	Ongoing programme of making bus stops compliant with current standards and mobility access. Schemes are implemented in batches.	Barry Philips	Mar 2016
Corridors 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 2016
<u>Corridors</u> Travel Training	This will provide support to those with learning difficulties to use public transport	6	To provide targeted travel training via Harrow Association of Disabled People	Hanif Islam	Mar 2016
<u>Corridors</u> Congestion relief studies	Schemes to reduce congestion	30	On-going projects located at congestion hotspots identified in the borough. Plans for road widening at the A5 / Camrose Avenue have been hindered due to the cost of diverting statutory undertaker's plant.	Barry Philips	Mar 2016
<u>Corridors</u> 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.	80	On-going delivery of free cycle training for children and adults	Jeffrey Sarpong	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
<u>Corridors</u> Cycling Schemes	Improvements for cycles to minimise conflict with other traffic where speeds are higher. These will enable improved "bikeability" levels at key junctions.	100	The Council's transport consultant is undertaking design work on the following project: Long Elms – College Road	Barry Philips	Mar 2016
<u>Corridors</u> Cycling and Greenways	Provision of new surfacing, signing, cycle parking and environmentally friendly lighting upgrades to form cycle route through parks.	50	In design- work in progress	Barry Philips	Mar 2016
Corridors Freight strategy schemes investigation and implementation	The next phase of the project is consider "lorry enforcement points" using weight limit restrictions over short sections of road at strategic locations where it is not desirable for HGV traffic to use through routes off the designated freight route network.	35	All width restriction signing has now been upgraded to include metric / imperial measurements. Development work is underway to develop lorry control systems to improve compliance with freight movement restrictions. One site for a trial will be developed.	Barry Philips	Mar 2016
<u>Corridors</u> Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. To address accident hotspots in the borough and improve road safety	100	The Council's transport consultant is undertaking design work on a scheme for High St, Harrow Weald to be implemented this year and changes to signal phasing at Alexandra Avenue, Eastcote Lane for implementation in 2015/16.	Barry Philips	Mar 2016
<u>Corridors</u> Station Road – Highway Improvements	To create an attractive and safe environment along Station Road A409 corridor for all highway users, with extra focus on pedestrians, buses and cyclists	110	A three year programme of investment worth £300k to improve Station Road. A public consultation on the first phase in Dominion Parade has been undertaken. See Main body of report.	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
<u>Corridors</u> Electric vehicles and car clubs	Promote electric charging points and car clubs	10	Reviewing new contract procured by TFL and investigating suitable sites for electric charging points.	Barry Philips	Mar 2016
<u>Corridors</u> Promoting sustainability	Initiatives undertaken by travel planning staff to support the wider sustainable transport agenda	50	On-going work to provide: <ul style="list-style-type: none"> • Travel Planning advice for planning applications • Promotion of electric vehicle technology and charging points and Car Clubs • Promotions / Campaigns including - Bike Week, cycling promotions, walking works promotions, integration with smarter travel • Promotion of Active Travel and links with Health and Air Quality 	Barry Philips	Mar 2016
<u>Corridors</u> Road safety education and promotions	Various road safety education initiatives for schools and vulnerable road user groups undertaken by Road Safety Officer.	45	Interactive road safety education programs to continue in all schools in Harrow.	David Corby	Mar 2016
<u>Corridors</u> School Travel Plan, Highway schemes	Physical measures identified in School Travel Plans to encourage sustainable transport	50	Eastcote Road zebra crossing scheme under development and Earlsmead 20mph zone extension. School expansion 2 schemes close to schools to mitigate the impact of expansion on the surrounding network as agreed at Planning I	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
<u>Corridors</u> School support	<p>Various initiatives undertaken by travel planning staff:</p> <ul style="list-style-type: none"> • Small grant funding to support travel plans • Walk to School promotions • Schools quarterly newsletter • Theatre in education • School Travel Maps • Cycle repair workshops 	80	<p>Support for school travel plans including requests for grant funding to implement measures to support school travel plans to promote sustainable travel and discourage use of private car to travel to school.</p> <p>Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions</p>	Barry Philips	Mar 2016
<u>Corridors</u> Future programme development	Identify future work through assessments and studies.	50	On-going scheme investigation and development work for 2015/16 schemes	Barry Philips	Mar 2016
<u>Corridors</u> Travel Planner	Staff funding support	55	Support the cost of the Travel Planning officers in undertaking School and Business Travel Plans.	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
<u>Local Transport Fund</u>	Schemes identified by borough to support the Mayors Transport Strategy	100	<p>Four schemes agreed by TARSAP in February 2015:</p> <ul style="list-style-type: none"> • Earlsmead School – 20 mph zone extension – measures to reduce speeds around the school to include other roads such as Somervell Road and Tregenna Avenue. Awaiting implementation • St Pauls Ave - 20mph zone – new zone to improve safety and encourage greater use of sustainable transport. Awaiting implementation • Merlin Crescent / St Brides Ave-mini roundabout. Awaiting implementation • The Ridgeway (221-263), North Harrow – provide inset parking bays to relieve congestion. In design 	Barry Philips	Mar 2016
<u>Major Schemes</u> Sudbury Village Major Scheme	Initiative by WestTrans Sub Regional Partnership to rebalance movement and place priorities along section of Greenford Road by Sudbury Hill rail stations as identified in sub-regional transport plan	15	Budget to support Harrow's staffing costs in developing the scheme in conjunction with WestTrans , LB Brent & LB Ealing	Barry Philips	Mar 2016
<u>Bus Priority</u> Bus pinch points	Initiative to address pinch points on the network that affect bus journey times	80	Surveys being undertaken at a list of identified locations	Barry Philips	Mar 2016

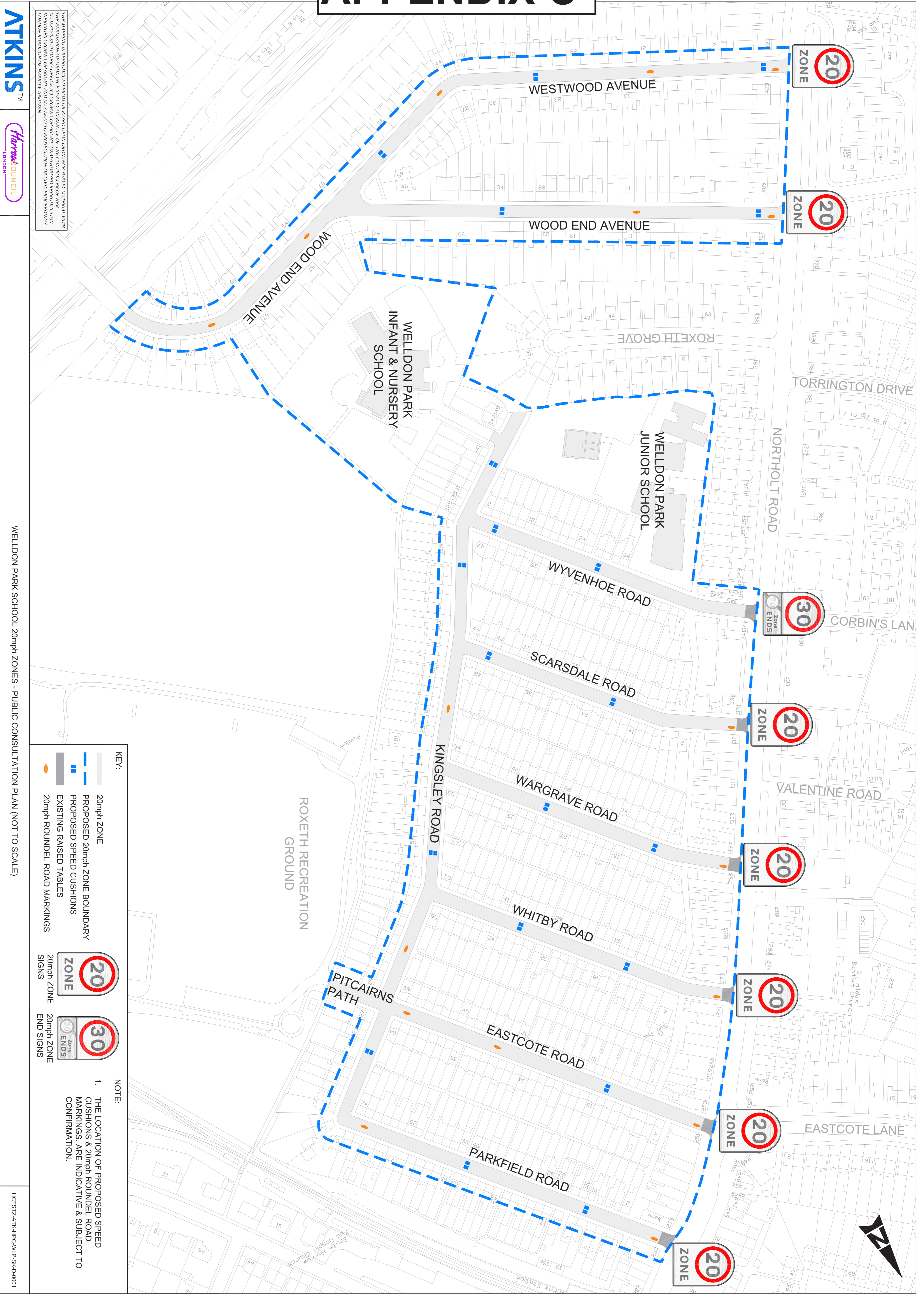
Scheme	Details	£ k	Status	Contact officer	Planned finish
Schools Safe Drive Stay Alive	Road safety initiative targeting young drivers	25	Stage productions arranged for schools	David Corby	Mar 2016

Borough Cycling Programme

This is an additional programme funded by Transport for London to support the delivery of the Mayor for London's Cycling Vision. The overall allocation for works and initiatives in 2015/16 is £155k. This programme accords with the objectives of the Council's Transport Local implementation Plan. This funding 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
Cycle Training – Adults and Children	This additional funding will expand the current cycle training programme	59	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.	David Corby	Mar 2016
Cycle parking	Implementation of cycle parking at cycle hubs	45	Locations for cycle parking have been identified and the works will be issued in Jan 2015	Barry Philips	Mar 2016
Cycle Grants for schools	Providing support to schools to introduce infrastructure on school sites (cycle shelters, etc.)	6	Monies confirmed recently. Engagement with schools is underway.	David Corby	Mar 2016
Staffing	Staffing to support delivery of Borough Cycle Programme	45	To support the costs of the road safety education service in delivering the BCP	David Corby	Mar 2016

APPENDIX C



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Harringham COUNCIL
LONDON

WELLDON PARK SCHOOL 20mph ZONES - PUBLIC CONSULTATION PLAN (NOT TO SCALE)

KEY:

- 20mph ZONE
- PROPOSED 20mph ZONE BOUNDARY
- PROPOSED SPEED CUSHIONS
- EXISTING RAISED TABLES
- 20mph ROUNDUP ROAD MARKINGS

20mph ZONE

20mph ZONE END SIGNS

NOTE:

- THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUNDUP ROAD MARKINGS, ARE INDICATIVE & SUBJECT TO CONFIRMATION.

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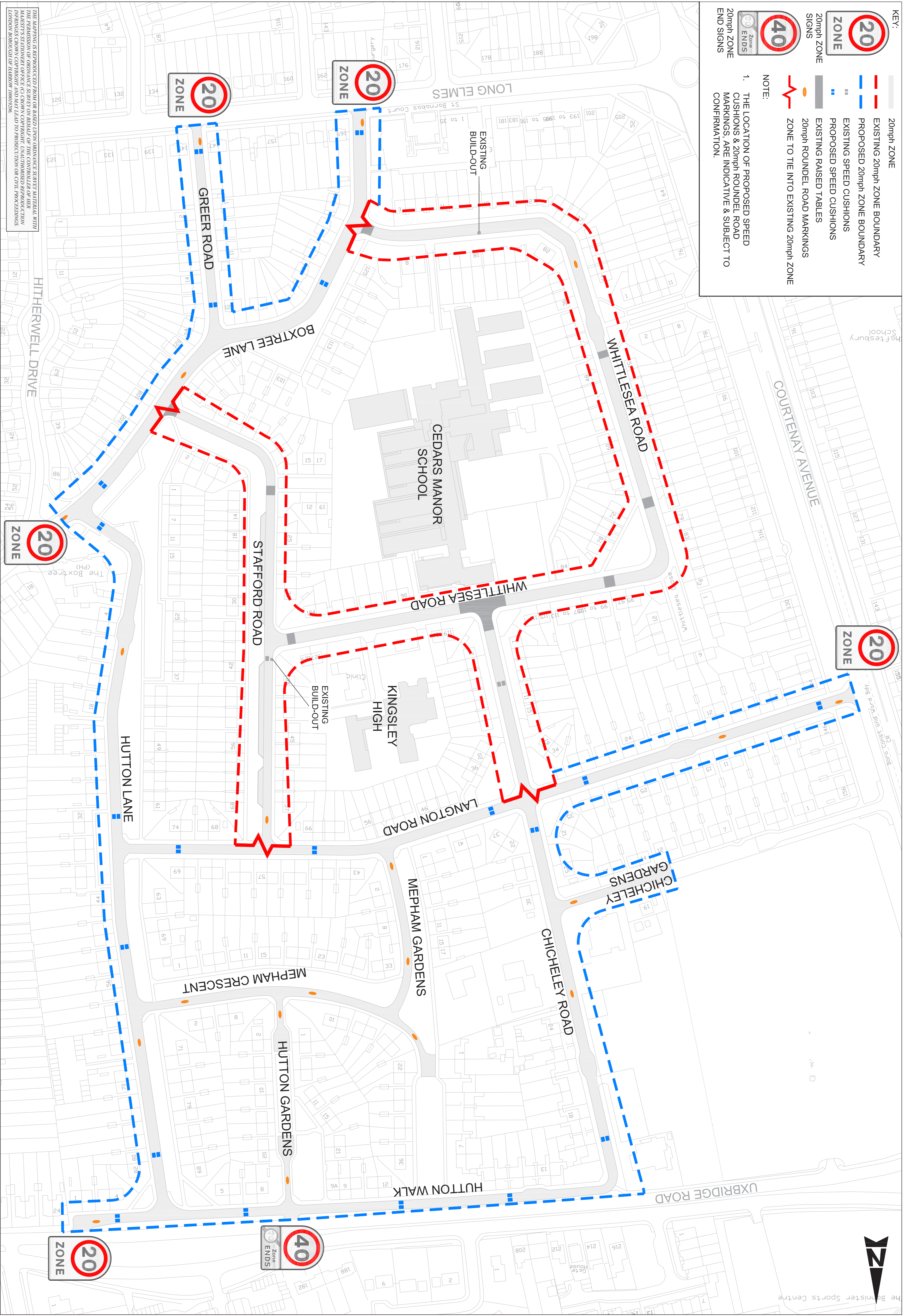
APPENDIX D

KEY:

- 20mph ZONE
- EXISTING 20mph ZONE BOUNDARY
- PROPOSED 20mph ZONE BOUNDARY
- EXISTING SPEED CUSHIONS
- PROPOSED SPEED CUSHIONS
- EXISTING RAISED TABLES
- 20mph ROUNDDEL ROAD MARKINGS
- ZONE TO TIE INTO EXISTING 20mph ZONE

NOTE:

- THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUNDDEL ROAD MARKINGS ARE INDICATIVE & SUBJECT TO CONFIRMATION.



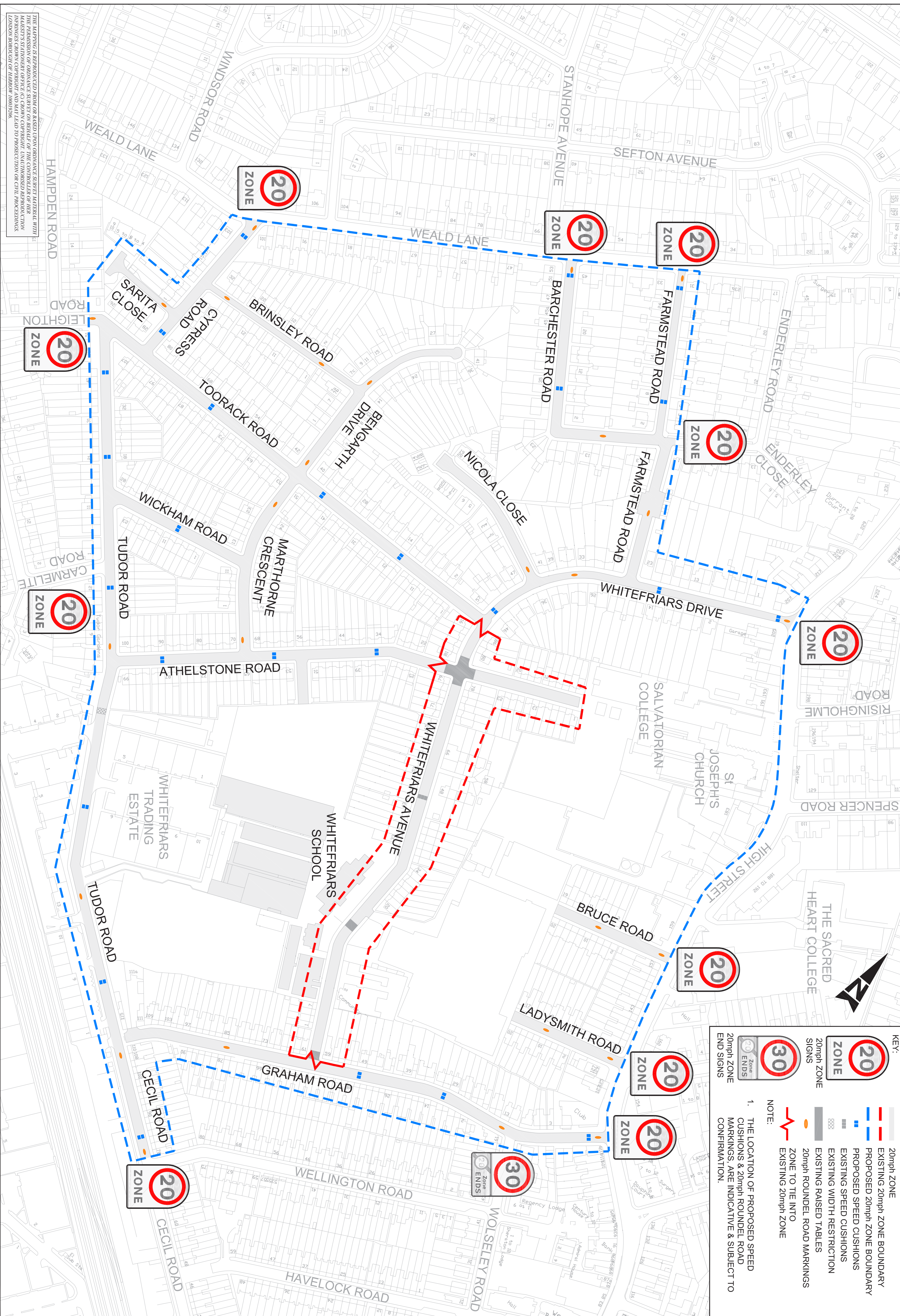
THE MAPPING IS REPRODUCED FROM OR BASED UPON ORNANCE STREET MATERIAL WITH THE PERMISSION OF ORNANCE STREET ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATISTICAL OFFICE (C) CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN ANY FORM IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF HARROW 1980/2008



the Bannister Sports Centre

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APPENDIX E



THE LAYOUT IS DERIVED FROM AN AERIAL PHOTOGRAPH. THE LAYOUT IS SUBJECT TO CHANGE WITHOUT NOTICE. THE LAYOUT IS SUBJECT TO THE REQUIREMENTS OF THE ROAD TRAFFIC ACT 1984 AND THE ROAD TRAFFIC REGULATIONS 1988. THE LAYOUT IS SUBJECT TO THE REQUIREMENTS OF THE ROAD TRAFFIC ACT 1984 AND THE ROAD TRAFFIC REGULATIONS 1988. THE LAYOUT IS SUBJECT TO THE REQUIREMENTS OF THE ROAD TRAFFIC ACT 1984 AND THE ROAD TRAFFIC REGULATIONS 1988.



KEY:

- 20mph ZONE
- PROPOSED 20mph ZONE BOUNDARY
- PROPOSED SPEED CUSHIONS
- EXISTING SPEED CUSHIONS
- EXISTING WIDTH RESTRICTION
- EXISTING RAISED TABLES
- 20mph ROUNDDEL ROAD MARKINGS
- ZONE TO THE INTO EXISTING 20mph ZONE

NOTE:

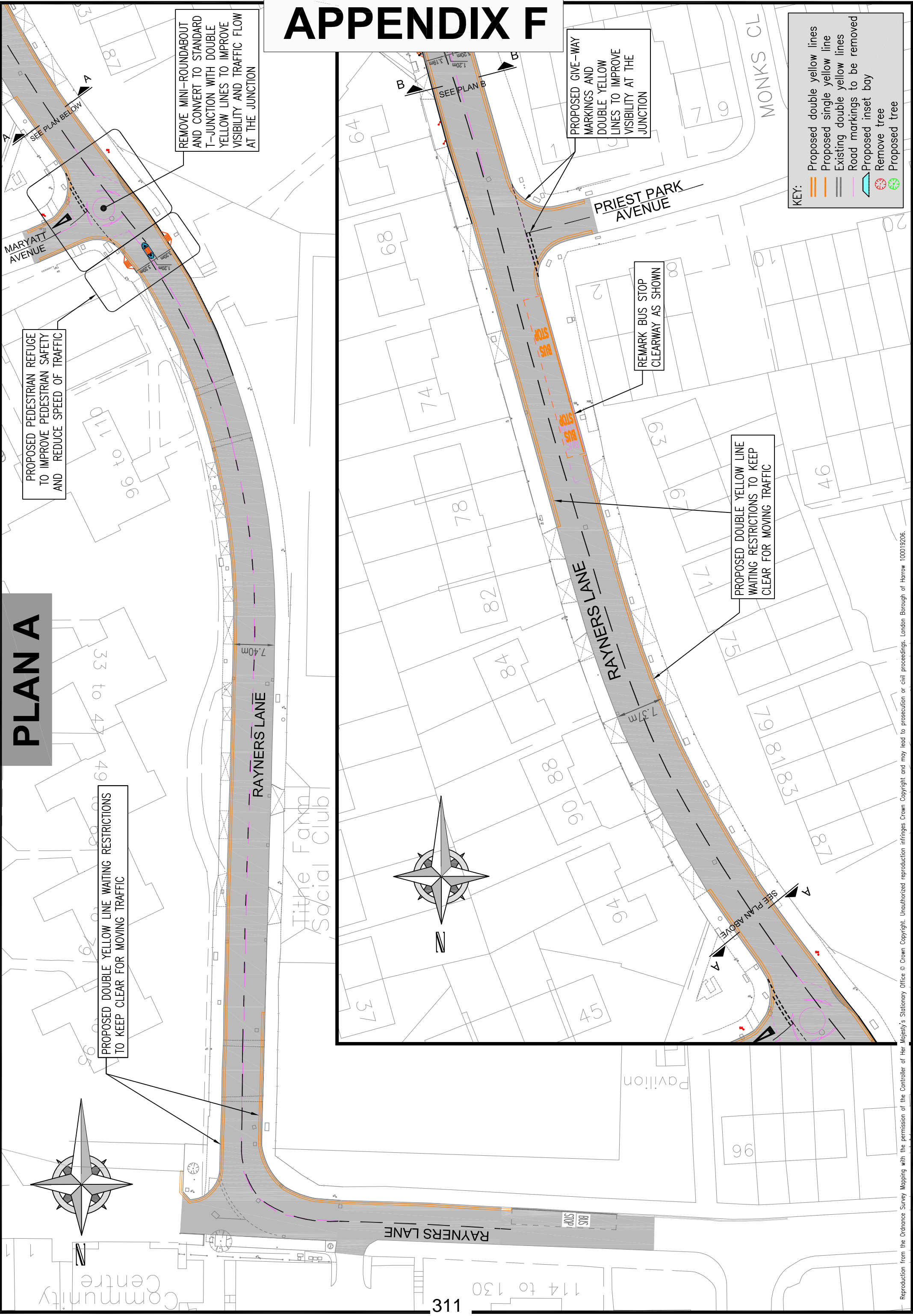
- THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUNDDEL ROAD MARKINGS, ARE INDICATIVE & SUBJECT TO CONFIRMATION.

20mph ZONE END SIGNS

30mph ZONE END SIGNS

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APPENDIX F



PLAN A

REMOVE MINI-ROUNDABOUT AND CONVERT TO STANDARD T-JUNCTION WITH DOUBLE YELLOW LINES TO IMPROVE VISIBILITY AND TRAFFIC FLOW AT THE JUNCTION

PROPOSED PEDESTRIAN REFUGE TO IMPROVE PEDESTRIAN SAFETY AND REDUCE SPEED OF TRAFFIC

PROPOSED DOUBLE YELLOW LINE WAITING RESTRICTIONS TO KEEP CLEAR FOR MOVING TRAFFIC

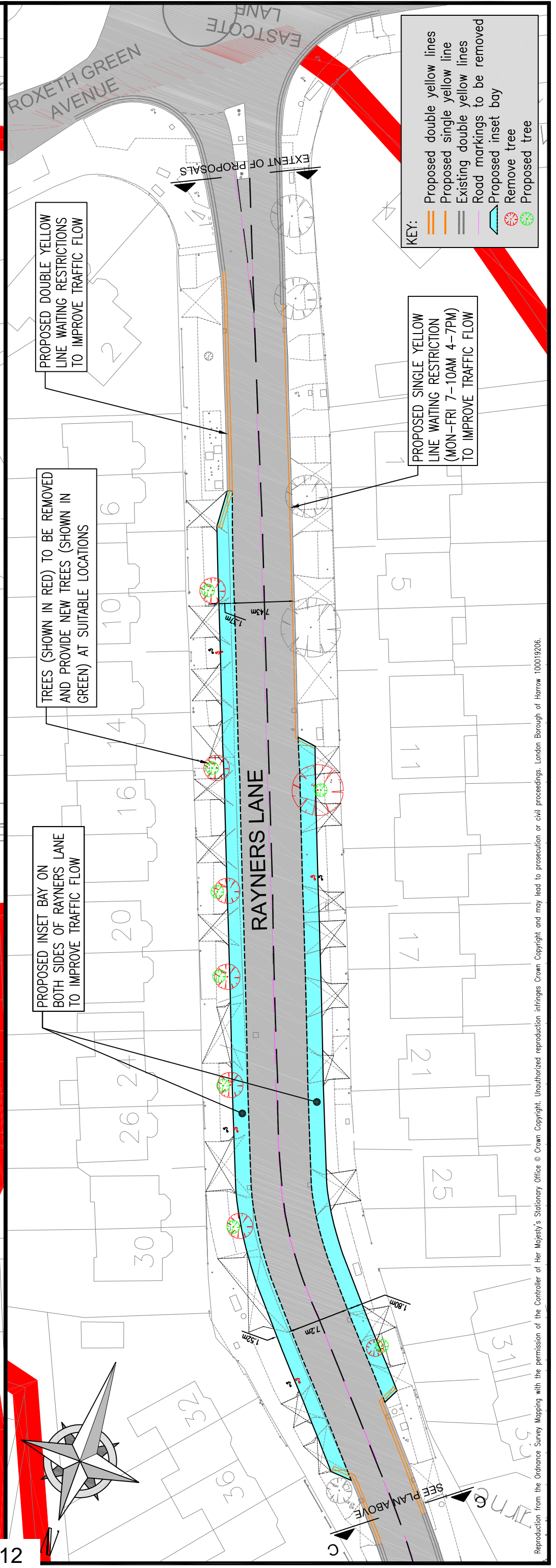
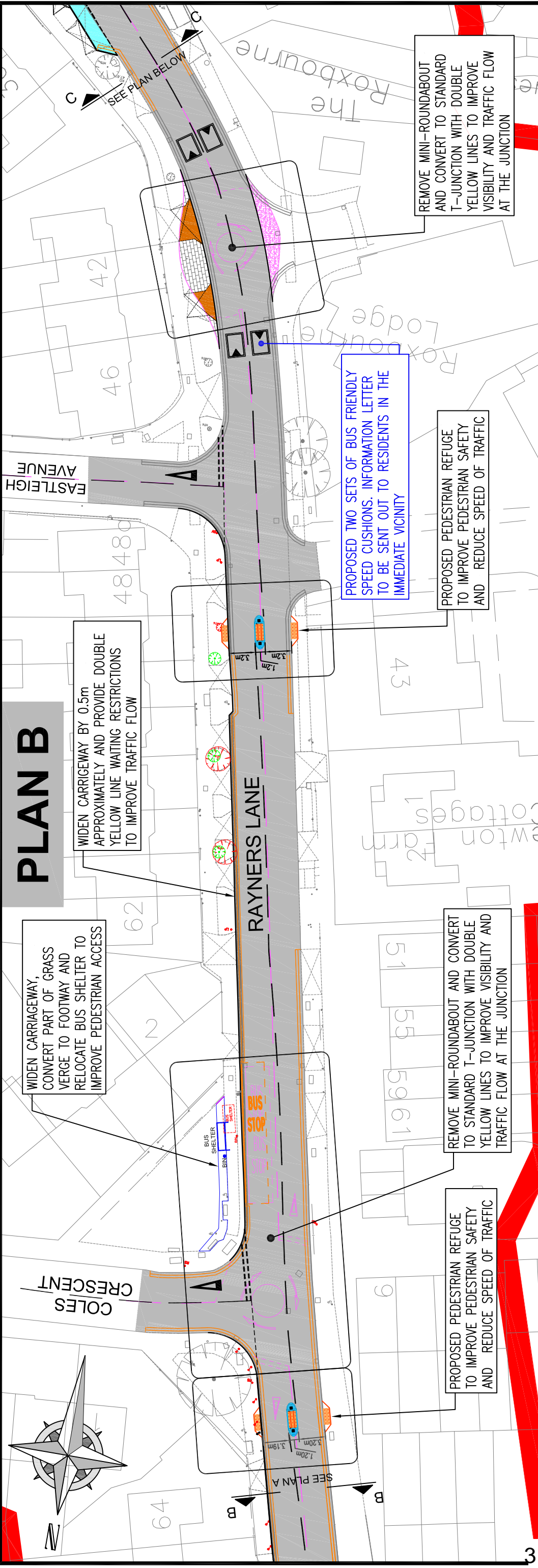
PROPOSED GIVE-WAY MARKINGS AND DOUBLE YELLOW LINES TO IMPROVE VISIBILITY AT THE JUNCTION

REMARK BUS STOP CLEARWAY AS SHOWN

PROPOSED DOUBLE YELLOW LINE WAITING RESTRICTIONS TO KEEP CLEAR FOR MOVING TRAFFIC

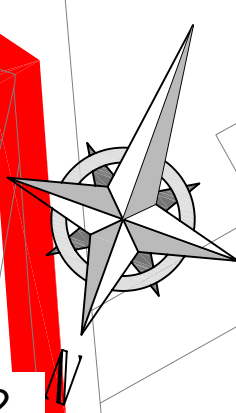
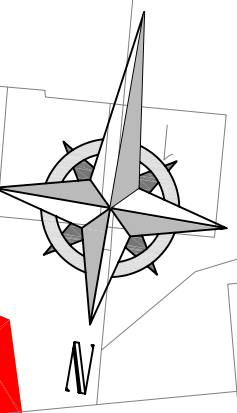
- KEY:
- Proposed double yellow lines
 - Proposed single yellow line
 - Existing double yellow lines
 - Road markings to be removed
 - Proposed inset bay
 - Remove tree
 - Proposed tree

PLAN B

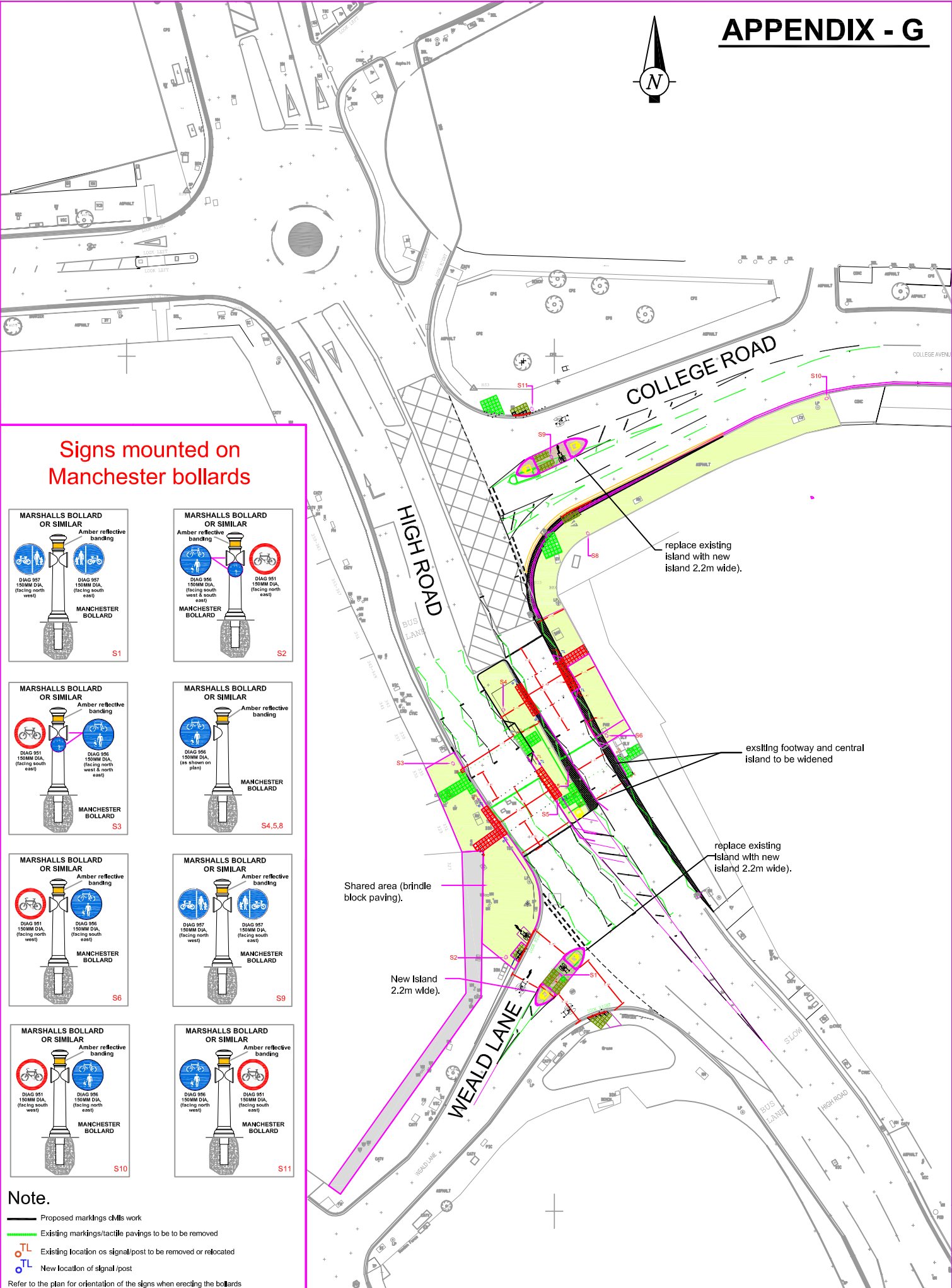


- KEY:**
- Proposed double yellow lines
 - Proposed single yellow line
 - Existing double yellow lines
 - Road markings to be removed
 - Proposed inset bay
 - Remove tree
 - Proposed tree

PROPOSED SINGLE YELLOW LINE WAITING RESTRICTION (MON-FRI 7-10AM 4-7PM) TO IMPROVE TRAFFIC FLOW



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Signs mounted on Manchester bollards

<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 957 150MM DIA. (facing north west)</p> <p>DIAG 957 150MM DIA. (facing south east)</p> <p>MANCHESTER BOLLARD</p> <p>S1</p>	<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 956 150MM DIA. (facing south west & south east)</p> <p>DIAG 951 150MM DIA. (facing north east)</p> <p>MANCHESTER BOLLARD</p> <p>S2</p>
<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 951 150MM DIA. (facing south east)</p> <p>DIAG 956 150MM DIA. (facing north west & north east)</p> <p>MANCHESTER BOLLARD</p> <p>S3</p>	<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 956 150MM DIA. (as shown on plan)</p> <p>MANCHESTER BOLLARD</p> <p>S4,5,8</p>
<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 951 150MM DIA. (facing north west)</p> <p>DIAG 956 150MM DIA. (facing south east)</p> <p>MANCHESTER BOLLARD</p> <p>S6</p>	<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 957 150MM DIA. (facing north west)</p> <p>DIAG 957 150MM DIA. (facing south east)</p> <p>MANCHESTER BOLLARD</p> <p>S9</p>
<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 951 150MM DIA. (facing south west)</p> <p>DIAG 956 150MM DIA. (facing north east)</p> <p>MANCHESTER BOLLARD</p> <p>S10</p>	<p>MARSHALLS BOLLARD OR SIMILAR</p> <p>Amber reflective banding</p> <p>DIAG 956 150MM DIA. (facing north west)</p> <p>DIAG 951 150MM DIA. (facing south east)</p> <p>MANCHESTER BOLLARD</p> <p>S11</p>

Note.

- Proposed markings & MIs work
 - Existing markings/tactile pavings to be removed
 - Existing location of signal/post to be removed or relocated
 - New location of signal/post
- Refer to the plan for orientation of the signs when erecting the bollards

NOTES:

Harrow COUNCIL
LONDON

COMMUNITY & ENVIRONMENT
TRANSPORTATION

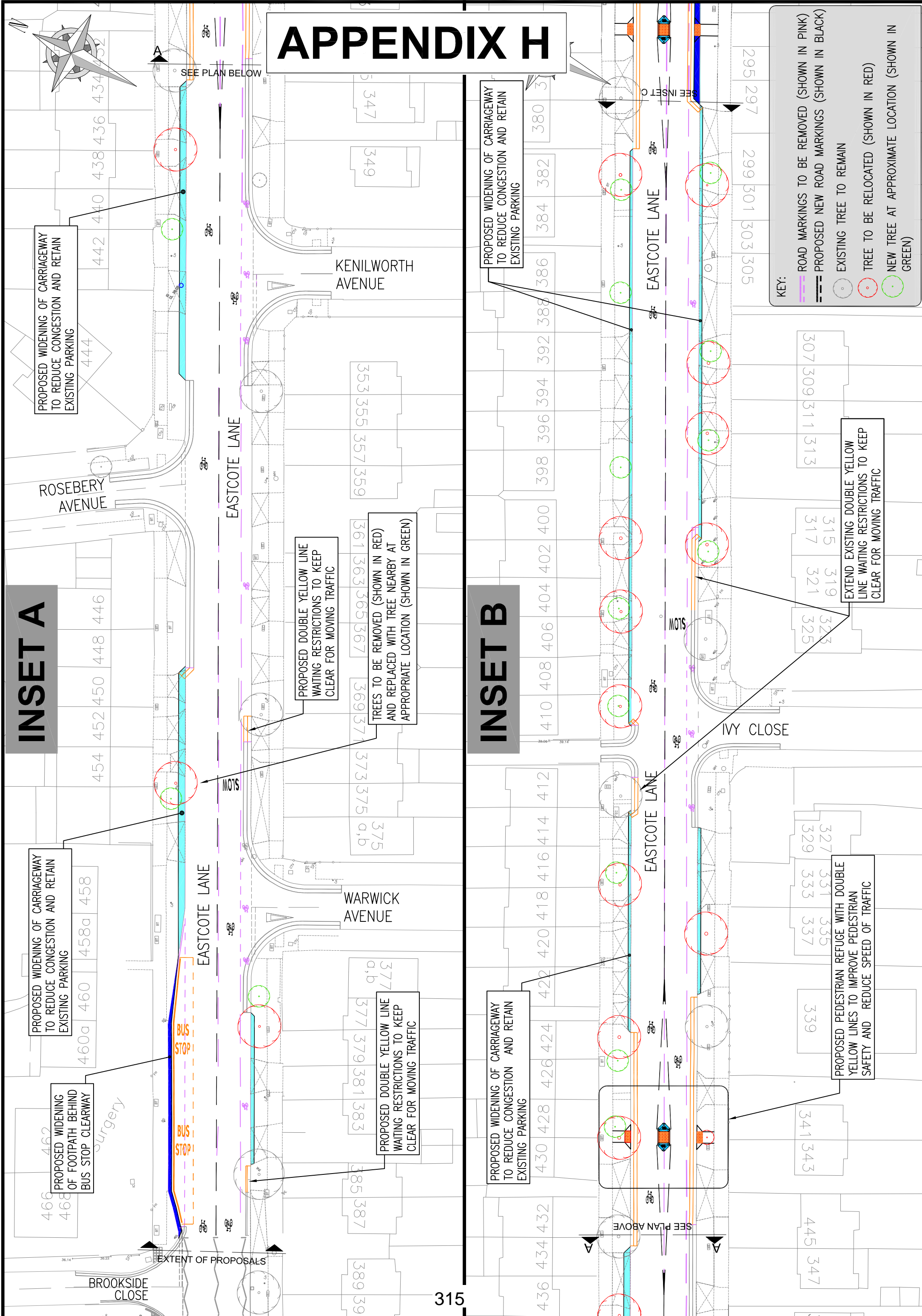
P.O. Box 39, Civic Centre,
Harrow, Middlesex, HA1 2ZA
Tel: 020 8843 5611
Fax: 020 8420 9611

A	General arrangement drawing	19.08.2015	SAF
B	Existing staggered crossing revised (right to left)	14.09.2015	SAF
313		Designation	Islands of Refulsion
Project	LONG ELMES CYCLE SCHEME		
Scale	N.T.S.		
Drawn	SAF	Checked	BP
Date	19-08-2015		
Drawing no	T/DWG/000902/A		
Autocad file	TPR/0132/Long Elmes		

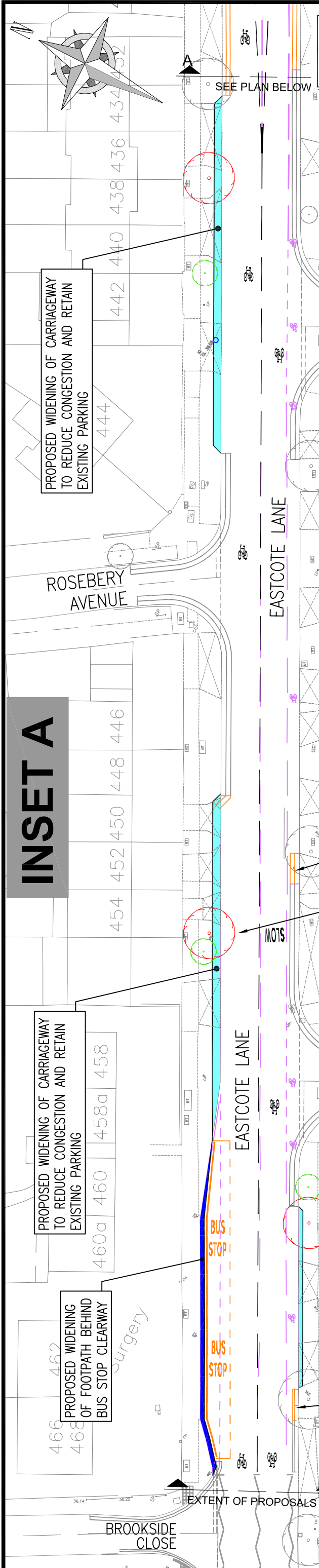
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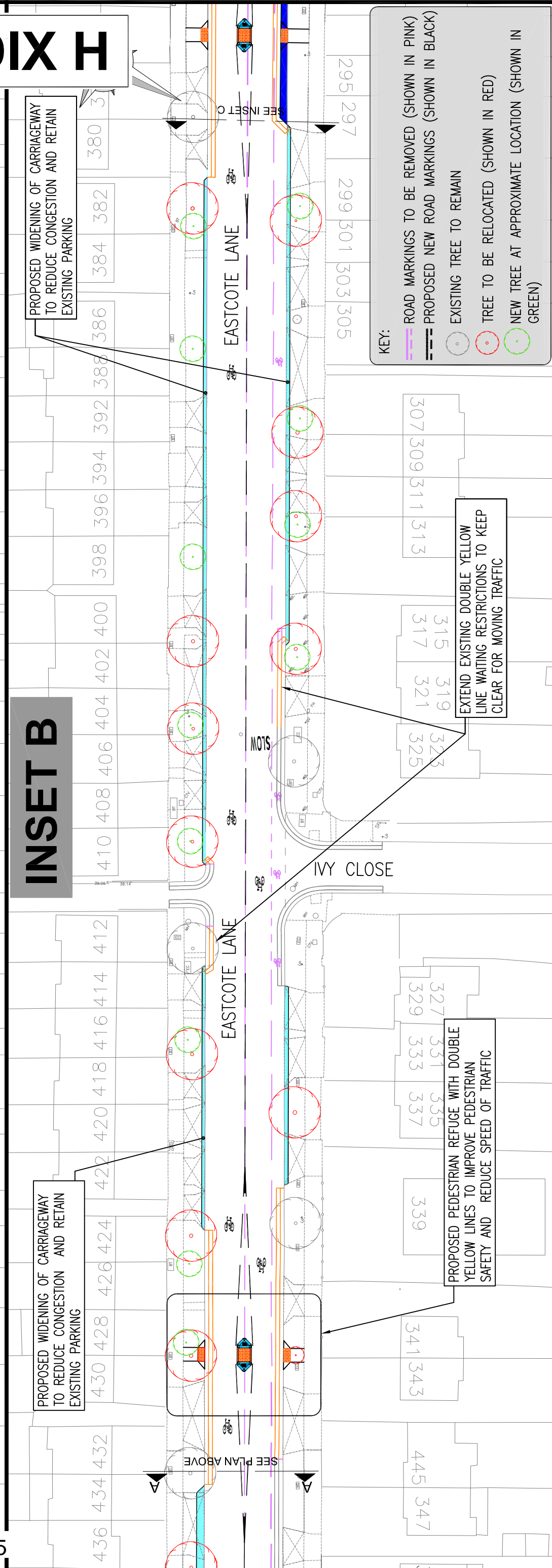
APPENDIX H

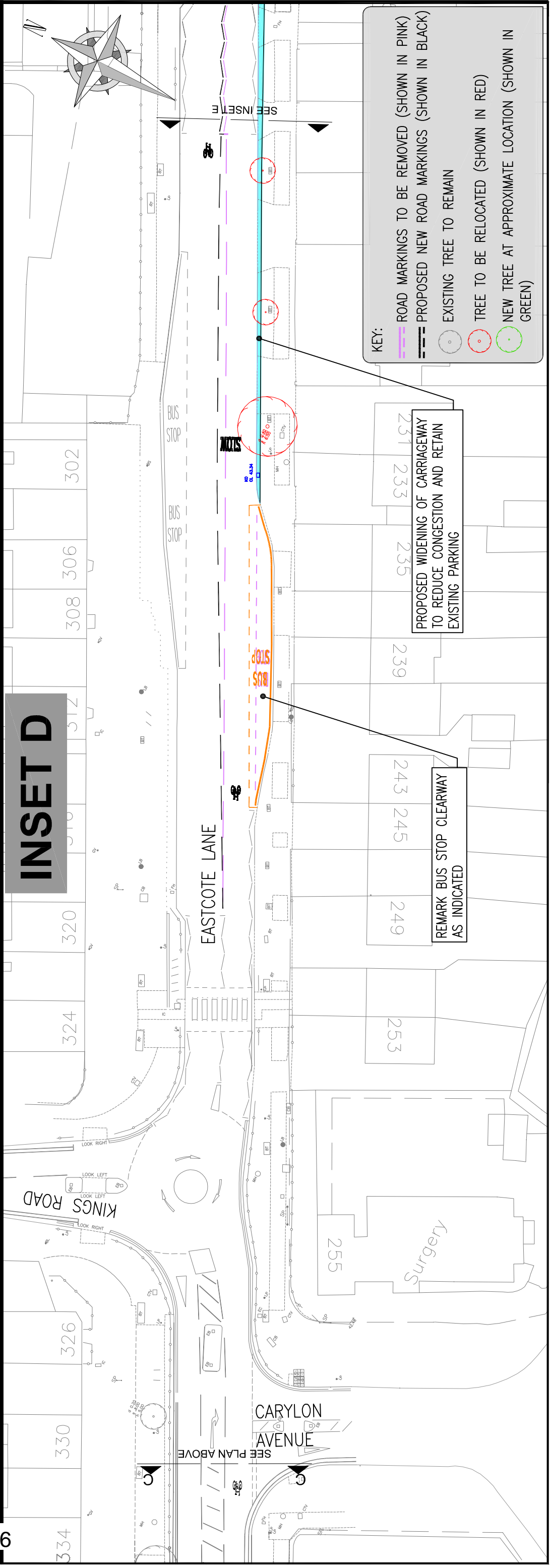
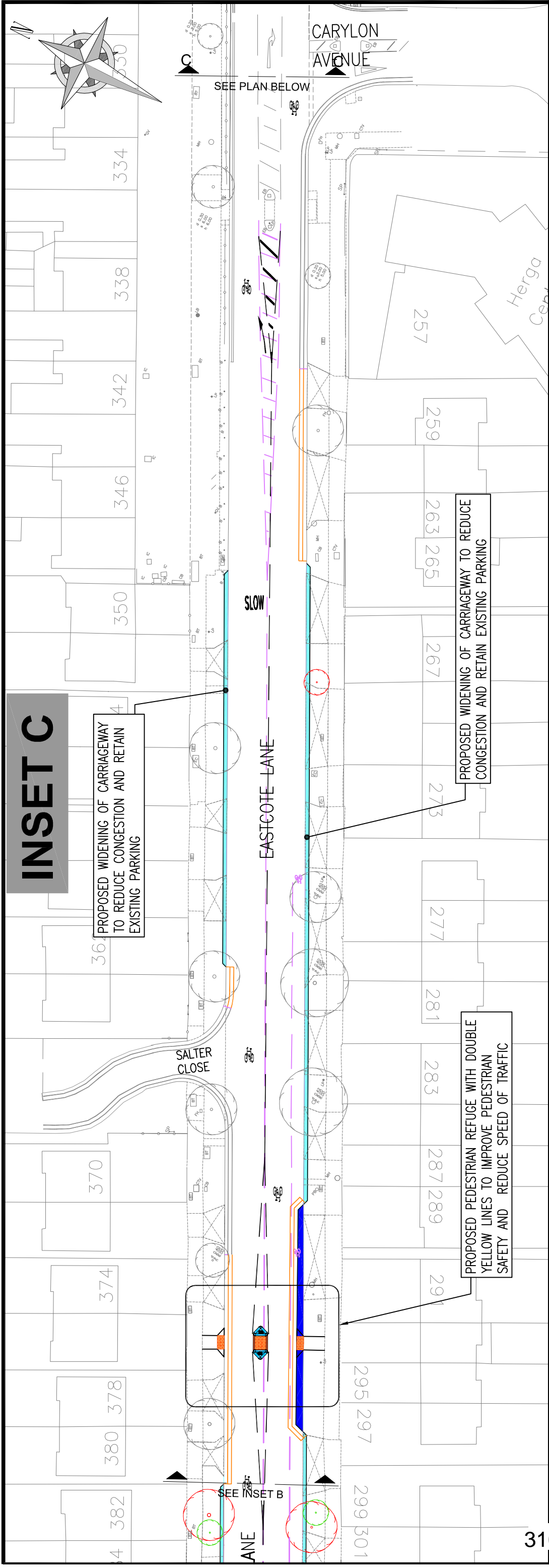


INSET A



INSET B





INSET C

INSET D

PROPOSED WIDENING OF CARRIAGEWAY TO REDUCE CONGESTION AND RETAIN EXISTING PARKING

PROPOSED WIDENING OF CARRIAGEWAY TO REDUCE CONGESTION AND RETAIN EXISTING PARKING

PROPOSED PEDESTRIAN REFUGE WITH DOUBLE YELLOW LINES TO IMPROVE PEDESTRIAN SAFETY AND REDUCE SPEED OF TRAFFIC

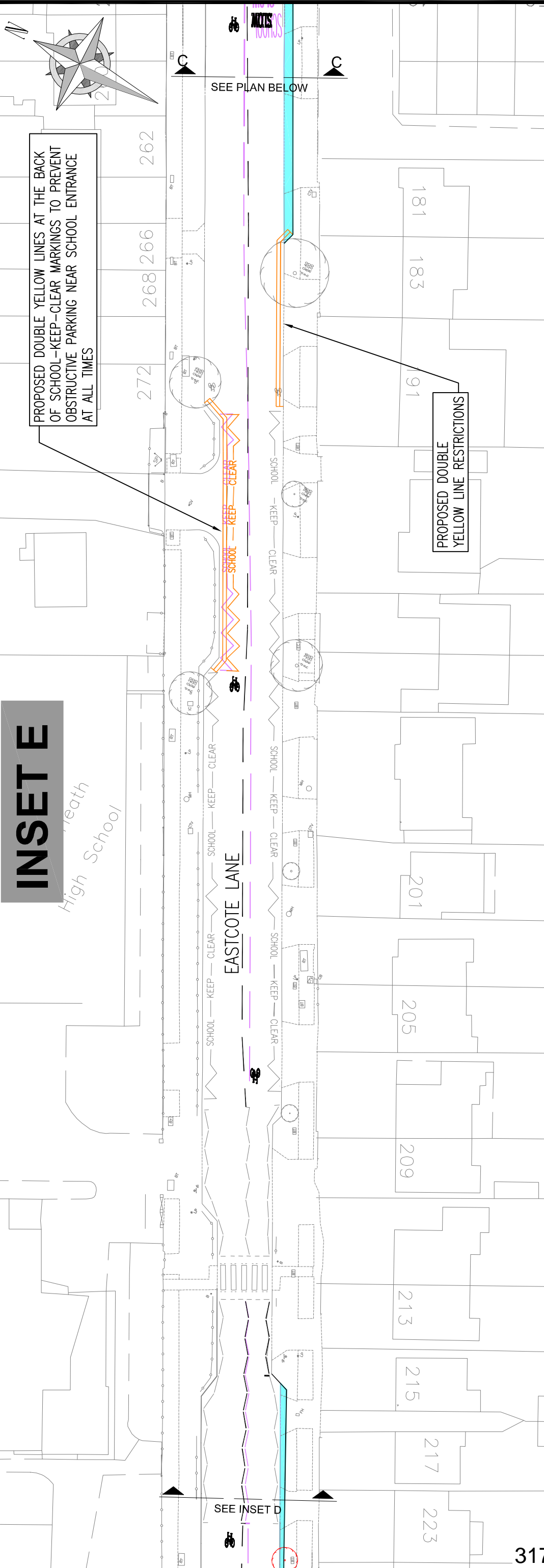
PROPOSED WIDENING OF CARRIAGEWAY TO REDUCE CONGESTION AND RETAIN EXISTING PARKING

REMARK BUS STOP CLEARWAY AS INDICATED

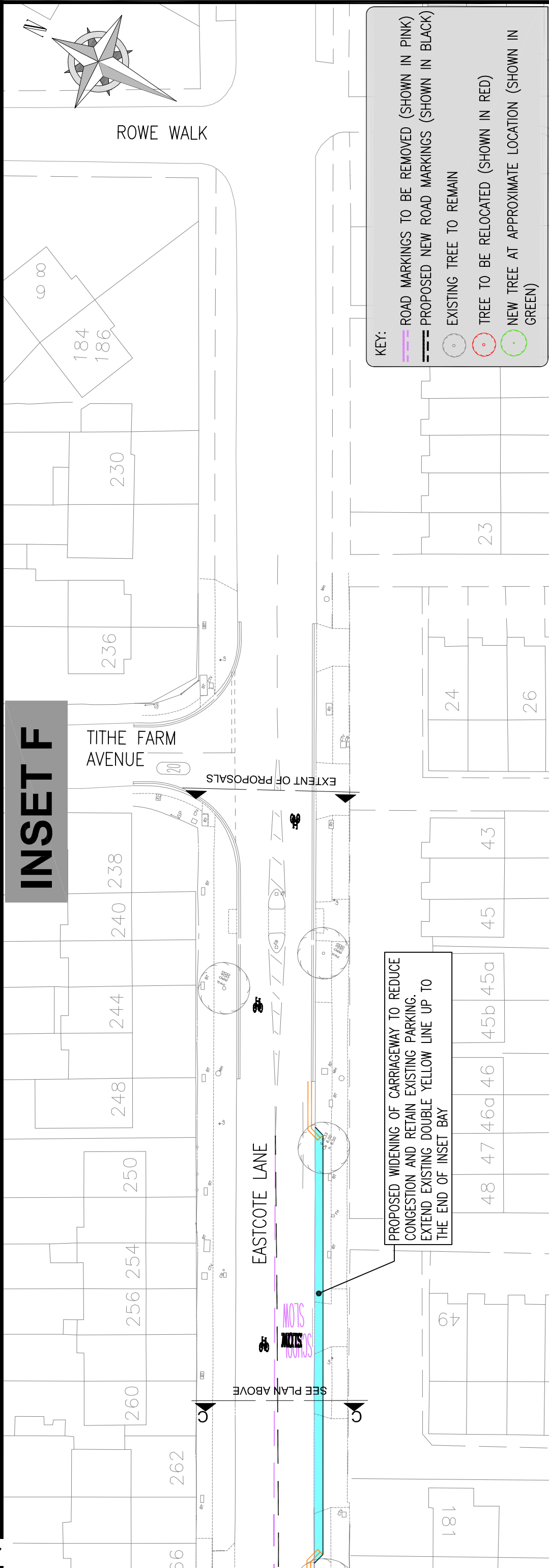
KEY:

- ROAD MARKINGS TO BE REMOVED (SHOWN IN PINK)
- PROPOSED NEW ROAD MARKINGS (SHOWN IN BLACK)
- EXISTING TREE TO REMAIN
- TREE TO BE RELOCATED (SHOWN IN RED)
- NEW TREE AT APPROXIMATE LOCATION (SHOWN IN GREEN)

INSET E



INSET F



KEY:

- ROAD MARKINGS TO BE REMOVED (SHOWN IN PINK)
- PROPOSED NEW ROAD MARKINGS (SHOWN IN BLACK)
- EXISTING TREE TO REMAIN
- TREE TO BE RELOCATED (SHOWN IN RED)
- NEW TREE AT APPROXIMATE LOCATION (SHOWN IN GREEN)

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