

Traffic and Road Safety Advisory Panel AGENDA

DATE: Thursday 9 February 2017

TIME: 7.30 pm

VENUE: Council Chamber, Harrow Civic Centre, Station Road, Harrow, HA1 2XY

MEMBERSHIP (Quorum 3)

Chair: Councillor Barry Kendler

Councillors:

Jeff Anderson
Jerry Miles
Anne Whitehead (VC)

Susan Hall
Ameet Jogia
Mrs Vina Mithani

Advisers:

Mr L Gray
Mr N Long

Dr Anoop Shah
Mr A Wood

Reserve Members:

1. Ghazanfar Ali
2. Nitin Parekh
3. Sachin Shah
4. Margaret Davine

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

Contact: Manize Talukdar, Democratic & Electoral Services Officer
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Useful Information

Meeting details:

This meeting is open to the press and public.

Directions to the Civic Centre can be found at:
<http://www.harrow.gov.uk/site/scripts/location.php>.

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An induction loop system for people with hearing difficulties is available. Please ask at the Security Desk on the Middlesex Floor.

Agenda publication date: 30 January 2017

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 23 November 2016 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 49 (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, Monday 6 February 2017. 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 47 (Part 4D of the Constitution).

6. DEPUTATIONS

To receive deputations (if any) under the provisions of Executive Procedure Rule 48 (Part 4D of the Constitution).

7. INFORMATION REPORT - PETITIONS (Pages 15 - 24)

Report of the Corporate Director, Community.

8. TFL LOCAL TRANSPORT FUND SCHEMES PROGRAMME 2017/18 (Pages 25 - 34)

Report of the Corporate Director, Community.

9. PARKING MANAGEMENT SCHEMES PROGRAMME 2017/18 (Pages 35 - 72)

Report of the Corporate Director, Community.

10. INFORMATION REPORT - 2016/2017 TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 73 - 98)

Report of the Corporate Director, Community.

11. 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

23 NOVEMBER 2016

- Chair:** * Councillor Barry Kendler
- Councillors:** * Susan Hall * Mrs Vina Mithani
 * Ameet Jogia * Nitin Parekh (2)
 * Jerry Miles Anne Whitehead
- Advisers:** * Mr L Gray * Dr Anoop Shah
 * Mr N Long * Mr A Wood
- In attendance:** Jean Lammiman Minute 123
(Councillors)

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

117. Attendance by Reserve Members

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

<u>Ordinary Member</u>	<u>Reserve Member</u>
Councillor Jeff Anderson	Councillor Nitin Parekh

118. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 6 – Deputations & Agenda Item 11 – Information Report:
 Wealdstone Transport Issues

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

Agenda Item 9: Information Report: Transport Local Implementation Plan Programme of Investment 2017/18-2019/2020 & Agenda Item 12: Information Report: Traffic & Parking Schemes Programme Update

Councillor Ameet Jogia declared a pecuniary interest in that he owned a property in Headstone Lane and a non-pecuniary interest in that he was Ward Councillor for Edgware. He would remain in the room whilst the matters were considered and voted upon.

Agenda Item 12 – Information Report: Traffic & Parking Schemes Programme Update

Councillor Barry Kendler declared a non-pecuniary interest in that he was Ward Councillor for Edgware. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 5 – Petitions

Councillor Nitin Parekh declared a non-pecuniary interest in that he lived in the vicinity of Dukes' Avenue. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 11 – Information Report: Wealdstone Transport issues & Agenda Item 12 – Information Report: Traffic & Parking Schemes Programme Update

Nigel Long declared an interest in that he was Chief Executive of the Harrow Association of Disabled People (HAD) which was located in the Wealdstone Centre and in that HAD would be in receipt of targeted travel training aimed at those with learning difficulties. He would remain in the room whilst the matters were considered and voted upon.

119. Minutes

RESOLVED: That the minutes of the meeting held on 19 July 2016 be taken as read and signed as a correct record, subject to the following amendment:

Paragraph 1 on page 6 to read, 'Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was a Member of the Health & Social Care Scrutiny Sub-Committee and that she lived in Brampton Grove, which was located in the vicinity of Elmgrove School. She would remain in the room whilst the matters were considered and voted upon.'

120. Public Questions *

To note that 5 public questions had been received and responded to and in line with the statement made by the Chairman, the recording had been placed on the website.

Officers undertook to request the Council's Travel Planner to contact the Manager of the Honey Pot Pre-School to offer support and guidance.

The Chair requested that officers look into the possibility of introducing a borough-wide ban on overnight parking for lorries over 4.5 tons in weight.

121. Petitions

RESOLVED: To note the receipt of the following petitions which were referred to the Corporate Director of Community for consideration:

1. Petition containing 8 signatures, presented on behalf of residents of Dukes Avenue, Edgware by Councillor Ameet Jogia, with the following terms of reference:

'We, the undersigned, urge and request Harrow Council to apply a Controlled Parking zone for a 1-hour period, Monday to Friday, to Dukes Avenue (HA8), Edgware, to deter and discourage the unsafe and unsightly long-term parking and /or dumping of untaxed vehicles, abandoned vehicles, wrecked vehicles, large commercial vehicles and camper vans (with people living in them) in the Canons Park Estate Conservation Area.'

2. Petition containing 10 signatures, presented on behalf of residents of Stanmore, by Councillor Ameet Jogia, with the following terms of reference:

'We the undersigned are concerned about congestion in Stanmore has reached breaking point. Parking for residents has become a significant issue, especially because of Wembley Stadium events and ongoing construction to the Stone Grove Development. This petition aims to reduce some of this strain by having double-yellow lines painted on both sides of the slip road between 2 London Road-10 London Road.'

122. Deputations

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

'We the undersigned who are residents of Herga Road request restricted parking in Herga Road from 7am until 12 Midnight seven days a week to commence as soon as possible.'

The Deputies made the following points:

- the timings of the parking restrictions on Herga Road Wealdstone should be extended to 7.00 am to 12 midnight to alleviate pressure on residential parking on the street;
- Herga Road was subject to commuter parking, parking by town centre shoppers, users of the temple on Mason's Avenue as well as commercial vehicles from the local car wash and local garages. This included parking in disabled bays;
- the regeneration plans for Wealdstone would further exacerbate an already difficult parking situation;
- incidences of double parking was causing friction amongst neighbours and causing a nuisance;
- Herga Road was isolated and other nearby roads had parking controls. There were a large number of shift workers on the road who could not find parking near their homes on returning home late in the evenings;
- most of the residents of Herga Road were not high earners and large number of them had English as a second Language;
- a petition had recently been submitted to the council regarding the above issues and residents had attended the Stakeholder meeting organised by officers on 18 October 2016.

The Chair stated that the deputation was an indication of the strength of feeling among residents regarding the parking problems on their road. Nevertheless, Controlled Parking Zones (CPZs) required the agreement of the majority of residents in the proposed zone before they could be implemented. It was therefore imperative that the deputees and the local Residents' Association take responsibility for encouraging and supporting residents to engage with the informal and statutory consultation by completing the questionnaires that would be sent out in January 2017.

A Member stated that in his view, car ownership in the are had risen and he wondered whether the introduction of parking controls lead to a reduction in parking available for residents.

The MP for Harrow West requested that the possibility of residents of Herga Road being permitted to park at the Leisure Centre Car Park be looked into.

An officer advised that a parking review of Wealdstone had been included in the 2016-17 Traffic and Parking Management Programme of Works which would consider a possible extension to the existing CPZ (CA). A public consultation would be launched early in 2017.

Officers undertook to inform the local MP and the Secretary of the Residents' Association of the date when the consultation documents would be sent.

RECOMMENDED ITEMS

123. Hatch End Area Parking Review - Results of Statutory Consultation

The Panel received a report of the Corporate Director, Community, which set out details of the legal notification (statutory consultation) carried out in 2016 regarding proposed changes to the existing hours of control within the Hatch End Controlled Parking Zone (CPZ).

A Member back-benching stated that she was very grateful that officers had taken on board comments from the Church and local residents and would implement minor changes in the permit bay layout outside St Anselms Church. She asked if the possibility of extending this concession to Saturday afternoons had been considered. An officer advised that this had been considered, however, this was potentially difficult and complicated to introduce.

A Member advised that the granting of the concession was an informal arrangement and it would not be possible for the Council to put this in writing to the Church. However, the Enforcement Team were aware of the parking issues in the vicinity of the Church and would be lenient with regard to parking during funerals, weddings etc.

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

That:

1. The objections received regarding the proposed changes to the hours of control of the existing CPZ be upheld and that no further action be taken with regard to a reduction of the hours of control of the existing controlled parking zone in Westfield Park, and the objectors be informed of the decision;
2. Minor changes be made to the permit bay layout outside St Anselms Church adjacent to the western wall of the church in Westfield Park to reduce it in size and replace with a single yellow line. (This will facilitate wedding or funeral vehicles at the church more easily. Guests will still be required to find alternative parking in the surrounding roads or local car parks);
3. The objection to the proposed extension of the double yellow lines on the north side of Cedar Drive be set aside, to afford additional protection for residential access and loading/unloading and to provide more space for vehicle manoeuvres at the junction with The Avenue and the objector be informed of the decision;
4. That all residents in the consultation area be informed of the decision.

Reason for Decision: Objections received during the legal notification identified that residents do not support the proposed changes to the hours of control of the existing CPZ.

RESOLVED ITEMS

124. Information Report - Petitions

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

A Member thanked the Chair and officers for looking into the petition from residents in Jesmond Way and for taking their views on board.

RESOLVED: That the report be noted.

125. Information Report: Transport Local Implementation Plan Programme of Investment 2017/18 - 2019/2020

The Panel received a report of the Corporate Director, Community, which provided an update on the proposed transport programme of investment in the Local Implementation Plan for the three year period from 2017/18 until 2019/20.

Members and advisers made the following comments:

- it was important to deal with traffic and parking congestion and air pollution issues by encouraging a modal shift among residents. However, it was important to recognise that Harrow had an ageing population, many of whom would not be able to cycle;
- all traffic and parking schemes should as a matter of course include cycling considerations. This would require a high quality cycling infrastructure and implementation of the borough cycling strategy, educating the public and providing them with alternatives to car-ownership, for example, the introduction of higher parking charges may act as a deterrent to car-ownership/driving;
- any infrastructure investment should include financial savings and travel training schemes.

An officer advised that traffic and parking congestion in the borough had been worsening over the last 20 years as a consequence of the increasing level of car ownership and usage. The increase in population placed significant demands on the transport network and national, regional and local policy in recent years has focussed on developing a more sustainable and integrated network with greater use of sustainable modes such as walking, cycling and public transport. Going forward it would be necessary to place a greater

emphasis on encouraging modal shift as the available network capacity could not be increased in proportion with the increase in private vehicles. With regards to cycling, the borough was limited by available funding and needs to make best use of the resources that it had. For example, the cost of implementing a mini-Holland style cycle scheme was in the region of £20-£30 million, whereas Harrow only received £2m per annum for the whole LIP programme. Officers were therefore working with TfL and Harrow Cyclists to make use of available funds in the best possible way.

RESOLVED: That the report be noted.

126. Information Report: Ultra Low Emission Zone - Neighbourhood of the Future (NoF)

The Panel considered a report of the Corporate Director, Community, which provided an update on progress with the Ultra Low Emission Zone funded by Transport for London (TfL) and the proposed Neighbourhood of the Future scheme for Harrow.

Panel Members made the following comments:

- it was important to note that electric cars were expensive and therefore not a viable option for all drivers;
- there were safety issues for vulnerable pedestrians related to the quietness of electric cars;
- car clubs were a positive measure, however, finding suitable parking spaces for these vehicles remained an issue;
- TfL had recently introduced 77 new Hybrid buses in Harrow;
- the strategy set out in the report was ambitious and comprehensive.

RESOLVED: That the report be noted.

127. Information Report - Wealdstone transport issues

The Panel received a report of the Corporate Director, Community, which provided an update on transport issues in Wealdstone in relation to the Council's Regeneration Programme.

In response to questions and comments from Members of the Panel, an officer advised that:

- the right hand turn from North Harrow at the Goodwill to All Junction into Harrow View and the right hand turn from Wealdstone into Harrow View would remain;

- there were no plans to widen the carriageway in Wealdstone High Street.

RESOLVED: That the report be noted.

128. Information Report - Traffic and Parking Schemes Programme update

The Panel considered a report of the Corporate Director, Community, which provided an update on progress with the 2016 /17 traffic and parking management programme of works. This included schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme.

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

- officers were in the process of collating all requests received for additional parking controls in the borough. These would be scored and ranked in order of priority and would be discussed further with the Chair of the Panel before a final list was submitted to the Panel at its February 2017 meeting;
- the Council's Travel Planners had regular contact with schools in the vicinity of Colliers Drive and Camrose Avenue to discuss traffic issues. Any parking related concerns would be passed on to the Parking Operations Team.

RESOLVED: That the report be noted.

129. Termination of Meeting

In accordance with the provisions of Executive Procedure Rule 24.2 (Part 4D) of the Constitution:

RESOLVED: At 9.50 pm to continue until 10.15 pm.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.59 pm).

(Signed) COUNCILLOR BARRY KENDLER
Chair

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REPORT FOR: Traffic and Road Safety Advisory Panel

Date of Meeting: 9th February 2017

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

- 1) Whitchurch Gardens - request for a Controlled Parking Zone (CPZ).
- 2) Morley Crescent (East and West) – Request for no waiting at any time parking restrictions.
- 3) Waxwell Lane- request to extend waiting at any time parking restrictions.
- 4) London Road- request for double yellow lines
- 5) Dukes Avenue - request for a Controlled Parking Zone (CPZ).
- 6) Overbrook Walk- objection to double yellow lines
- 7) County Roads- request for a Controlled Parking Zone (CPZ).
- 8) 92, Cannon Lane – request for double yellow lines
- 9) Royston Park Road – request for traffic calming
- 10) Calthorpe Gardens- request for a Controlled Parking Zone (CPZ).

Responsible Officer : Tom McCourt – Corporate Director, Community

Exempt: No

Wards affected: Queensbury, Edgware, Canons, Pinner, Headstone South, Pinner South, Hatch End

Enclosures: None

Section 1 – Summary

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

Petition 1 – Whitchurch Gardens, Edgware - Request for Controlled Parking Zone (CPZ)

- 2.1 A petition containing 46 signatures was received by the council on 9th November 2016. The petition states:

“We have been approached by various residents of this road about the very bad parking situation again after 11:00am.

Apart from the impossible parking situation residents are very concerned about how dangerous the road is at all times and particularly at school opening and closing times

This is a through road so we have more than our share of lorries and businesses, added to this parents drive over the pavements and turn their cars amongst hundreds of children

We could start the process with Harrow Council to have the restriction hours extended to at least another hour in the afternoons.

Please return this letter in the next 10 days with your signature and any other issues you may have re the above.”

- 2.2 This scheme is recommended for inclusion in the 2017/18 parking management schemes programme. This matter is covered in more detail in the Parking Management programme item on the agenda.

Petition 2 – Morley Crescent East and West – Request for no waiting at any time parking restrictions

- 2.3 A petition containing 23 signatures was received by the council on 15th November 2016. The letters state states:

- 2.4 This request was assessed under the local safety parking schemes programme (LSPP). The assessment criteria for all such requests 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.

- 2.5 The threshold score required for intervention has been satisfied and these locations have accordingly been added to the programme and will be batched and progressed.
- 2.6 This will involve a legal notification (statutory consultation) process which can take some time to complete especially if there are objections which need to be resolved.

Petition 3 - Waxwell Lane – Request to extend no waiting at any time parking restrictions outside no. 44.

- 2.7 A petition containing 61 signatures was presented to Cabinet in November 2016. Cabinet referred the petition to this Panel for information. The petition states:

“We the undersigned residents of Waxwell Lane wish Harrow Council to extend the existing double yellow lines outside 44 Waxwell Lane”

- 2.8 The council are considering introducing double yellow lines in Waxwell Lane between No.42-46 because larger vehicles such as fire engines and refuse vehicles are experiencing difficulties in negotiating narrow sections of Waxwell Lane causing delays and congestion.
- 2.9 During the legal notification period (Statutory consultation) the council received five responses of which four were objections. Now that the legal notification period has concluded, a report detailing all the comments and any objections to the council’s proposals has been compiled and sent to the Portfolio Holder.
- 2.10 Having reviewed the comments and objections the Potfolio Holder has concluded that the proposals as detailed above should be taken forward to implementation.

Petition 4 - London Road - Request for double yellow lines

- 2.11 A petition containing 10 signatures was presented to this Panel by a local member in November 2016. The petition states:

“We the undersigned are concerned about the congestion in Stanmore has reached breaking point. Parking for residents has become a significant issue, especially because of Wembley Stadium events and on-going construction to the Stone Grove Development. This petition (to be presented at the next Harrow Council Traffic Meeting on 18th October 2016) aims to reduce some strain by having double yellow lines painted on both sides of the slip road between 2 London Road – 10 London Road.

- 2.12 This section of London Road is already located within a controlled parking zone (Zone H) which operates Mon – Sat 10 am – 11am & 3pm - 4pm and there are double yellow lines at the entrance to the slip road in the bell mouth which extend to the boundary of No.2 & 4 London Road.

Beyond this point there are single yellow lines which operate at the times indicated above.

- 2.13 In order to change the existing single yellow lines to double yellow line (no waiting at any time) the council would be required to carry out a statutory consultation process with all those properties affected by the proposals.
- 2.14 Officers have undertaken parking surveys in the service roads to the north and south of London Road and spoken with local residents who confirmed the problems were mainly related to Wembley event day parking.

Petition 5 - Dukes Avenue - Request for a Controlled Parking Zone (CPZ).

- 2.15 A petition containing 8 signatures was presented to this Panel by a local member in November 2016. The petition states:

We, the undersigned, urge and request Harrow Council to apply a Controlled Parking Zone (CPZ) for one hour period Monday – Friday to Dukes Avenue (HA8) in Edgware, to deter and discourage the unsafe and unsightly long term parking and / or dumping of untaxed vehicles, abandoned vehicles

- 2.16 An assessment of the parking issues has been undertaken. This matter is covered in more detail in the Parking Management programme item on the agenda.

Petition 6 - Overbrook Walk – Objections to double yellow lines

- 2.17 A petition in the form of a spread sheet containing 10 signatures from residents in Overbrook Walk was sent to the council in December 2016. The petition states:

“Objection to double yellow lines in Overbrook Walk”

- 2.18 The double yellow lines proposed in Overbrook Walk are part of the councils on going agreed Localised Safety Parking Programme (LSPP). Waiting restrictions are only considered where the site has satisfied agreed criteria approved by this Panel and to support the well-established guidance within the Highway Code.
- 2.19 In this case installing the double yellow lines in Overbrook Walk would protect a turning head which allows available space for vehicles to turn round safely and also protect access to the adjacent land to help with the regeneration project at Flash musicals.
- 2.20 The Portfolio Holder has reviewed the responses to the statutory consultation and the contents of the petition and he has decided to overrule the objections and to proceed with the implementation of the double yellow lines to protect this area from parked vehicles.

Petition 7 – County Roads - Request for a Controlled Parking Zone (CPZ).

- 2.21 An on line petition containing 205 signatures was received in early January. The petition states:

“We the undersigned sign this petition in support of the introduction of a CPZ to cover Sussex Road, Bedford Road, Rutland Road and Oxford Road in order to improve the awful parking situation on the County Roads and enable local residents to park near their homes. We would like the Council to consult residents on options for CPZ hours of operation - either 1 hour in the day (11am-12pm) or 2 hours in the day (10am-11am and 2pm-3pm).”

- 2.22 A separate request was also received from a local councillor to include Devonshire Road in a potential new CPZ for this area.

- 2.23 This scheme is recommended for inclusion in the 2017/18 parking management schemes programme. This matter is covered in more detail in the Parking Management programme item on the agenda.

Petition 8 – 92 Cannon Lane – Request for double yellow lines

- 2.24 A petition containing 34 signatures was received by the council on 10th January 2017 requesting double yellow lines outside number 92 Cannon Lane. The petition states:

“Multiple complaints have been received about difficulty of access to the premises at 92 Cannon Lane HA5 1HR, this is often due to a vehicle parked either side of the drive obscuring the view for cars emerging out of the driveway and parking at the site.

Multiple incidents have been reported as this is a busy site during the day and it emerges onto a busy main road often with vision obscured on either side.

The purpose of this petition is to have a parking restriction placed in the area between 92 -94 Cannon Lane to prevent vehicles from parking there and further obscuring the vision of drivers at this site.

- 2.25 The council has a programme of works for implementing short localised sections of yellow lines which is targeted at junctions and bends where the council needs to prevent dangerous or inconsiderate parking.

- 2.26 However, in this instance the request does not cover an area of priority such as adjacent to a junction or bend and therefore cannot be assessed under this programme. The council generally does not install sections of yellow lines in isolation as this can be confusing for drivers and create operational difficulties for the Council’s parking enforcement team.

- 2.27 Any problems with obstruction of vehicle crossovers are normally dealt with under separate legislation that permits enforcement action to be undertaken without the need for a yellow line to be present. If any part of a vehicle is parked, or overhanging, the lowered flat part of a vehicle access then the parking operations team can be requested to attend site and issue the vehicle with a Penalty Charge Notice (PCN). The CEO will require the resident affected to sign a declaration that the vehicle is not connected with that property.

Petition 9 – Royston Park Road – Request for traffic calming

- 2.28 A petition containing 154 signatures was received by the council in January requesting traffic calming measures in Royston Park Road. The petition states:

“We the undersigned request that Harrow Council consider traffic calming measures for Royston Park Road”

- 2.29 The problems of excessive speeds are unfortunately common at a number of sites within the borough. As a result, the council receives a considerable number of requests for speed reducing or traffic management measures to address these local concerns.
- 2.30 The funds available to the council for accident remedial schemes are limited and therefore there are set assessment criteria for considering traffic calming requests. The criterion focuses heavily on reducing personal injury accidents.
- 2.31 The most up to date personal injury accident data for Royston Park Road has been assessed and reveals that there has been no speed related personal injury accidents in Royston Park Road within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.32 As Royston Park Road has an acceptable personal injury accident record no priority for traffic calming can be given at the present time.
- 2.33 There is another initiative that is being used to assist residents with traffic speeding issues. Harrow Council is currently working in partnership with the Metropolitan Police Service (MPS) and City of London Police (CoLP) to run Community Roadwatch – a road safety initiative which aims to reduce speeding in residential areas.
- 2.34 Community Roadwatch gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are then issued where appropriate, and the information captured can help to inform the future activity of local police teams.
- 2.35 The Council will put forward Royston Park Road for this initiative.

Petition 10 – Calthorpe Gardens – Request for a controlled parking zone

- 2.36 A petition containing 15 signatures was received by the council from the residents in Calthorpe Gardens, Edgware to turn their street into a controlled parking zone. The petition states:

“We the undersigned, petition Harrow Council to turn Calthorpe Gardens into a controlled parking zone to eliminate day long parking by the public using both Stanmore and Edgware tube stations and other convenient local destinations. We fully understand that by initiating such a scheme we the residents will be liable for the cost of parking permits and visitor day permits in Calthorpe Gardens.”

- 2.37 This scheme is recommended for inclusion in the 2017/18 parking management schemes programme. This matter is covered in more detail in the Parking Management programme item on the agenda.

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 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: 26/01/17

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

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

Date of Meeting:	9 th February 2017
Subject:	TFL Local Transport Fund Schemes Programme 2017/18
Key Decision:	No
Responsible Officer:	Tom McCourt – Corporate Director, Community
Portfolio Holder:	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:	All
Enclosures:	Appendix A: Proposed schemes

Section 1 – Summary and Recommendations

This report outlines the proposed programme of traffic schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2017/18.

Recommendation:

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

Reason: (For recommendation)

In order for the Council to agree a programme of prioritised local schemes funded by the local transport fund (£100k) and allocated by Transport for London to the London Borough of Harrow within the 2017/18 financial year.

Section 2 – Report

Introduction

- 2.1 The highway network has a significant impact on the quality of life of Harrow's residents and on the viability of Harrow's businesses. Transport issues are one of the main concerns reported to the Council. This report sets out how local transport issues raised in the borough are being addressed in order to support local residents and businesses.

Options considered

- 2.2 A range of schemes which have a local transport benefit have been suggested for the Panel to consider. The impacts on corporate priorities, equalities, the environment and the Local Implementation Plan objectives have been provided to assist members with prioritising the implementation priorities for 2017/18 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2017/18 includes a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process. This is the final year of the currently agreed programme of investment contained in the LIP.
- 2.4 The local transport fund is to be used by the borough for any local transport schemes they wish to implement. The funds must be used for transport purposes broadly consistent with the current Mayor's Transport Strategy and the borough's LIP but no other criteria apply to this allocation. The purpose of this freedom is to give greater

independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funded projects.

- 2.5 The option to use funding to support other LIP projects was not supported because the fund is too small to have a significant impact on the LIP programmes of work and it would be difficult to see these elements as clearly identifiable pieces of work that support local initiatives. The proposed programme therefore focuses on a small number of specific individual projects that are of local interest to members and the public.

LTF programme 2017/18

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

- Cost
- Corporate priorities
- Equalities
- Public support
- Timeframe for completing work (within 2017/18)
- Impact
- Available resources – staff time

- 2.7 The proposed local transport schemes that could be considered for inclusion in the 2017/18 programme are summarised in the table below.

Ref	Location	Description of works	Cost Estimate
1)	Grange Avenue, Belmont – Install a point no entry scheme	Introduce a point no entry to address rat running concerns. This will involve constructing a road narrowing and illuminated traffic signs	£15,000
2)	Vaughan Road - Extension of existing 20 mph zone	Expand the existing Vaughan Road 20 mph zone to include roads to the south such as Butler Road, Bouverie Road and Drury Road	£40,000
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	Widen the footway for cyclists and modify traffic islands to accommodate cyclists near to the Leisure Centre	£20,000

4)	Northolt Road – Relocate bus stop	Relocate the existing bus stop in Northolt Road close to the mini roundabout at Eastcote Lane and reconfigure the current parking arrangement to improve congestion.	£20,000
5)	Eastern Avenue – pedestrian refuge	Provide pedestrian refuge to assist pedestrians crossing road, notably for access to Pinner High School	£10,000
6)	Trinity Square Project, Wealdstone	Cycle infrastructure improvements to support GLA funded project for a public square	£20,000
7)	Requests for minor road safety measures such as new road markings or traffic signage including speed activated signs	The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. This fund would be used where appropriate to address these requests.	£15,000

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

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

2.9 As the panel will note, the implementation of all the above schemes will exceed the £100,000 budget. The panel are therefore requested to recommend to the Portfolio Holder the preferred schemes from the list above, to a value of £100k, to be taken forward as a part of the 2017/18 TfL programme of works.

Legal implications

- 2.10 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.
- 2.11 The programme of schemes highlighted in this report may involve introducing traffic and parking restrictions that require a legal process to be undertaken before they can be physically implemented.
- 2.12 Subject to statutory consultation requirements, which the Council has complied with, the Council has powers to introduce and change traffic and parking restrictions 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

- 2.13 The local transport funding allocation has received approval as a part of the 2017/18 TfL Capital Programme. TfL has allocated 100k for the delivery of borough identified schemes and this is an opportunity to deliver local transport schemes which could not have been delivered from the Council's existing resources. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation.

Equalities Implications / Public Sector Equality Duty

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

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

	and reduced risk of conflict resulting from lower traffic speeds.
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Council priorities

2.15 The delivery of the local transport fund schemes accords with the administration’s priorities set out below:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 26/01/17		
Name: Preetinder Cheema	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26/01/17		

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

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader

Tel: 020 8424 1649, Fax: 020 8424 7662, E-mail:

barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan 3

Petitions

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	Scheme	Cost	Reason
1)	Grange Avenue, Belmont – point no entry	£15,000	Grange Avenue is a narrow residential street off of Kenton Lane in Belmont ward. Residents have complained that it is used as a “rat run” by drivers in order to bypass Belmont Circle and the Kenton Lane traffic lights. A recent survey confirmed that it is used by an average of 3,200 vehicles per day on a week day. At peak times around 360 vehicles an hour use the road and this causing congestion and inconvenience to some residents. It is therefore proposed to introduce a point no entry at the eastern end of Grange Road
2)	Vaughan Road - Extension of existing 20 mph zone	£40,000	The extension of the Vaughan Road 20 mph zones will help to reduce traffic speeds in roads such as Butler Road and Drury Road and generally improve road safety for all road users close to Vaughan School. The promotion of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	£20,000	To promote safer cycle facilities for all cycle users included less experienced cyclists by widening the footway and amending the existing pedestrian island in this busy route which will connect the Belmont Trail, Elmgrove School and the Harrow Leisure Centre.
4)	246 Northolt Road – Relocate bus stop	£20,000	The current bus stop outside number 246 Northolt Road is located to close to the junction with the Eastcote Lane mini roundabout. This causes congestion issues which lead to traffic delays. By relocating the bus stop and reconfiguring the current parking arrangements it is anticipated that traffic flows would be smoother and the road space used more efficiently.
5)	Eastern Avenue – pedestrian refuge	£10,000	To provide a new pedestrian refuge in Eastern Avenue close to existing bus stops to assist pedestrians crossing notably for access to Pinner High School
6)	Trinity Square Project, Wealdstone	£20,000	Cycle infrastructure improvements to support GLA funded project for a public square. There is an existing cycle track that needs to be reconfigured so that it can be satisfactorily incorporated into the new public square.
7)	Requests for minor road safety measures such as new road markings or signage	£15,000	The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. This fund would be used where appropriate to address local traffic concerns.

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

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	Grange Avenue, Belmont – point no entry	£15,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and access, reduces congestion
2)	Vaughan Road - Extension of existing 20 mph zone	£40,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
4)	246 Northolt Road – Relocate bus stop	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of public transport
5)	Eastern Avenue – pedestrian refuge	£10,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
6)	Trinity Square Project, Wealdstone	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
7)	Requests for minor road safety measures such as new road markings or signage	£15,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and improves the environment.

33

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

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

Ref	Scheme	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO ₂ emissions in Harrow	Reduce the number of motorcycle casualties across the borough	Reduce the number of pedal cycle casualties across the borough	Increase the number of people cycling in the borough	Improve servicing and reduce congestion and make essential car journeys easier	Improve pedestrian walkways to parks, open spaces, town centres and public transport	Improve existing highways, service roads and walkways to promote an uptake in cycling
1)	Grange Avenue, Belmont – point no entry	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓	✓✓
2)	Vaughan Road - Extension of existing 20 mph zone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓	✓✓
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓
4)	246 Northolt Road – Relocate bus stop	✓✓	✓✓	✓✓	✓✓	✓	✓✓✓	✓✓✓	✓✓
5)	Eastern Avenue – pedestrian refuge	✓✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓✓	✓✓
6)	Trinity Square Project, Wealdstone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓
7)	Requests for minor road safety measures such as new road markings or signage	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓

34

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

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

Date of Meeting:	9 th February 2017
Subject:	Parking Management Schemes programme 2017/18
Key Decision:	No
Responsible Officer:	Tom McCourt – Corporate Director, Community
Portfolio Holder:	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:	All
Enclosures:	Appendix A: Borough-wide map of Controlled Parking Schemes Appendix B: Proposed priority list for 2017 /18 Appendix C: Schedule of requests and significant Issues within borough Appendix D: Controlled Parking Schemes – Scheme Development Process Appendix E: Maps of areas to be considered on proposed priority list

Section 1 – Summary and Recommendations

This report provides information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informs Members about requests for parking schemes received by the Council and also recommends a programme of work for 2017/18.

Recommendations:

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

1. The list of parking management schemes for 2017/18 is as shown in **Appendix B**, subject to confirmation of the capital funding allocation at Cabinet for 2017/18,
2. Officers be authorised to carry out scheme design and consultation on the parking management schemes listed in **Appendix B**,
3. Officers be authorised to implement the parking management schemes listed in **Appendix B** subject to further reports being provided on the outcomes of public and statutory consultation and receiving approval of the Portfolio holder to proceed,
4. Any substantive new requests received to undertake a controlled parking scheme or review that are not included within the agreed programme or priority list in appendices B or C in this report be referred to the Panel for consideration.

Reason:

To recommend to the Panel a proposed Parking Management Schemes programme for the 2017-18 financial year.

Section 2 – Report

Background

- 2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available budgets and current issues.
- 2.2 The council's programme of CPZ schemes / reviews has historically been demand led and addresses parking pressures highlighted by

local residents and businesses. This report includes assessments of existing CPZs and requests for new or extended CPZs, including petitions and other representations received in the last 12 months.

- 2.3 **Appendix C** provides a priority list of areas in the borough with current parking issues and includes all areas which have not been included in the programme to date as well as any new issues that have been reported since February 2016.
- 2.4 **Appendix B** shows the programme of work recommended for 2017/18 which consists of on-going schemes that are carrying forward from 2016/17 to completion, as well as new schemes added from the priority list following an assessment. The estimated cost of the programme is shown and takes into account the council's available staff resources and capital programme allocation for 2017/18.
- 2.5 Progress with implementing the 2016/17 CPZ programme of work agreed by this Panel in February 2016 is shown in a separate progress report on the agenda for this meeting.

Options considered

- 2.6 There are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Transport Strategy and are an integral part of the council's local transport strategy in the form of a Local Implementation Plan (LIP).
- 2.7 CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available. Restraint based parking standards in new developments, as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than lead to reduced car use. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport.
- 2.8 Introducing parking control schemes also has a beneficial effect on air quality and public health. Air quality modelling in Harrow has identified road traffic as the main source of nitrogen dioxide and a major source of fine particle emissions within the borough and measures to restrain unnecessary car journeys will therefore help to reduce emissions from road traffic as well as reducing public health issues related to poor air quality. In addition parking restraint measures encourage greater use of sustainable transport modes which will increase the number of

people walking and cycling and lead to more active and healthy lifestyles.

- 2.9 Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, conversion of dwellings, changes to rail fares, economic situation. Existing schemes designed over 10 years ago to mitigate the problems at that time may no longer be as robust in terms of area or control period.
- 2.10 The only option available is to take forward parking management schemes because these form a key part of national and local transport strategies and make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.
- 2.11 Any adverse impacts of introducing parking controls on the general public is mitigated by undertaking extensive public consultation and statutory consultation as required by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) 1996, namely advertising the intended proposal by way of a public notice published in the London Gazette, local press and at diverse visible locations on site where the measures are proposed, seeking majority support for the proposals and consulting with TARSAP prior to consideration by the Portfolio Holder for Environment and Community Safety.

Parking management schemes

Controlled Parking zones

- 2.12 A CPZ is an area where parking is restricted during a regular period or periods of the day (the operational hours) as specified on signs in and around a defined zone. Other parking restrictions can exist within the zone (which is different from the operational hours), for instance on main roads, which are separately signed. At its simplest, a CPZ may just consist of yellow lines, but they normally incorporate parking bays. Local residents who live within the designated CPZ boundary can apply for a parking permit to allow them to park within the CPZ area during the days and hours of operation. These parking bays can also be assessed by visitors to the area who are displaying the relevant visitors parking permit. In shopping or commercial areas pay and display bays are used which allow for short term parking for customers during the working day.
- 2.13 For flexibility some bays are designated for shared use, which allow for the display of either a permit or a pay and display ticket. Almost all permits are issued to residents whose addresses are within the defined zone. Residents may also purchase permits for visitors. Businesses may also purchase permits for operational purposes only but these are strictly controlled and only a few permits have been

issued. Other types of permit can be issued to doctors, health care workers, etc but there are strict eligibility criteria in place.

- 2.14 CPZs therefore provide preferential parking access for permit holders (e.g. residents) during the hours of the zone. Whilst the zone hours in some instances may be as little as one hour during the day, this effectively protects parking in residential areas from long stay duration parking by commuters or local workers. Disabled blue badge holders are allowed to park free of charge in all parking bays except those designated for a special purpose, such as doctor's parking bays.
- 2.15 Schemes which use waiting restrictions only (yellow lines) within CPZ schemes where there is no demand for on-street residents' parking have the advantage of being cheaper and more environmentally friendly because the only signs normally needed are at the entry/exit points (signs don't need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points). However such schemes should be used with great caution, as even a minority of residents who need on-street parking for themselves or their visitors will also be affected and may be severely disadvantaged.
- 2.16 **Appendix A** is a borough map showing the locations of existing CPZ's. Existing CPZ cover about 45% of the length of roads in the borough's road network and have been developed over the last 25 years in response to demand from the public.

CPZs - reducing street clutter

- 2.17 The council has implemented a number of new style CPZ's which is suited to cul de sac and short sections of road. It is possible to simply put a sign to a specific design at the entrance to the road stating permit holders parking only past this point followed by the times of operation. There is no need to mark out bays although some double yellow lines may be necessary to keep certain lengths of road such as junctions and bends free of parked vehicles.

CPZs - safety at road junctions

- 2.18 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from the public be it residents or businesses and continues to be of concern to the emergency services and council refuse collection service. This is despite the introduction of CPZs, especially if their operational hours are limited say to one hour.
- 2.19 Even with all day parking controls in operation, problems can occur at evenings and weekends. To address this, double yellow lines are now being proposed at all junctions within proposed zones and immediately surrounding CPZ zones. Although the Highway Code

states that drivers should not park within 10m of a junction, this distance is used as a starting point and the actual distance required may be less than 10m and is determined by using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance. Although the council is under no requirement to provide on-street parking, this procedure allows as much on street parking that can safely be accommodated as possible.

CPZs - public perception of schemes

- 2.20 As parking pressures increase, there is a public perception that CPZs will increase on street parking provision when, in practice, it might not always be possible to make space for all the residents' own vehicles. Whilst schemes are designed to maximise on street parking space, the overall quantity of spaces provided during the controlled hours may actually reduce due to the need to apply design standards. This is of course compensated by the fact that demand to park reduces because vehicles that are ineligible to obtain permits are excluded, meaning that available space is dedicated to permit holders (residents). This is of relevance in residential roads with vehicle crossovers to private parking where some configurations can mean that only one or two vehicles spaces can be accommodated between crossovers, taking into account space for vehicles manoeuvring in and out of properties.
- 2.21 This, together with waiting restrictions (double yellow lines) proposals at junctions, leads to CPZs being more contentious with residents wanting the beneficial effects but not wanting any disadvantages and has the effect of increasing the level of resources required to deal with these issues. Increasingly during consultation, residents respond that they consider the council is trying to make money rather than the desire to help those residents who are requesting help. It is observed in consultation responses over the last few years that references to money have increased and this is influencing people's decision making.

Local Safety Parking Schemes Programme (LSPP)

- 2.22 In addition to the development and implementation of CPZs, an initiative to progress localised improvements (usually outside of the main CPZ areas) has been undertaken in recent years known as the Local Safety Parking Programme.
- 2.23 Examples of this type of initiative are where refuse vehicles and the emergency services have reported persistent access difficulties and waiting restrictions (double yellow lines) at junctions and bends have been used as remedial measures. These schemes are generally outside of CPZs and are a valuable initiative primarily targeted at improving road safety and facilitating adequate vehicular access.

Developer funded parking schemes

- 2.24 Additional funding that could support the parking management programme is possible through section 106 developer contributions via planning applications where parking controls to facilitate development are required. The Council reviews planning applications and takes opportunities to secure contributions from developers in order to address potential parking impacts and/or the public's aspirations for parking controls in the vicinity of development.

Programme development

- 2.25 The programme of schemes in **Appendix B** is developed by including those projects where the greatest areas of need are identified.

Assessment of service requests

- 2.26 To determine these areas of need, all requests for schemes or actions to tackle parking problems received by the Council are assessed against an agreed set of assessment factors. This allows the requests to be assessed and prioritised in a consistent and fair manner. At the Panel meeting in November 2012, the Panel agreed the Transport Programme Entry Procedure which formalised these assessment factors and a methodology making the process more transparent.
- 2.27 The report sets out for each category of transport related work the key factors that are used in assessing and prioritising the requests for parking schemes. In summary these are as follows:

Area parking management schemes

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

Minor localised parking issues (LSPP)

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

Scheme development

- 2.28 The time taken to investigate and design a CPZ is influenced heavily by the extent of public and statutory consultation undertaken. A medium to large area scheme will typically take 12 -18 months from inception to completion.
- 2.29 In the past the Council had a policy of undertaking an automatic follow up review of a new scheme within 6-12 months in order to address any issues arising from implementation. However, the Panel agreed to abandon this process in February 2012. This was because the work involved in undertaking the follow up review was as extensive as implementing the original scheme and was causing other areas on the priority list to wait an excessive amount of time to be included in the works programme at the current level of funding. Public concern continues to be expressed that it takes too long to implement measures and that the programme is slow to respond to specific needs.
- 2.30 Follow up scheme reviews are now only considered where substantive issues arise and are reported to the Panel and where the Panel have recommended a change to the programme.
- 2.31 The existing scheme reviews that are included in the programme will be those areas where an existing CPZ has been operating for a lengthy period of time and new operational issues are being highlighted and assessed as a priority area of need or, in extreme circumstances, at the discretion of the Panel. This is generally where the original scheme design is no longer suitable for the current parking pressures or where circumstances have changed since implementation. Typically this involves issues to do with the extent of the zone, operational times and types of controls in place.
- 2.32 In February 2015 the Panel considered a review of the existing scheme development and implementation process for area based

parking management schemes and agreed a revised process. **Appendix D** shows the currently approved scheme development and implementation process.

Scheme Costs

- 2.33 Although the estimated costs of schemes shown in this report have been reviewed to best reflect likely costs of both consultation and implementation, the process is not able to be accurately forecast since in many cases the costs are dependant on the views of the public. The estimates relate to the total cost of developing and implementing the proposals and includes:
- a) Staff time in carrying out consultation and scheme designs including site surveys. This includes all correspondence, telephone and personal visits to the civic centre or site.
 - b) The preparation, printing and distribution of all consultation material, analysis of data, updating of website.
 - c) Arranging and staffing exhibitions where appropriate, including venue costs and display equipment.
 - d) Preparation of reports and other documents such as briefing notes
 - e) Drafting and advertising draft traffic orders and orders of making.
 - f) Replacing existing CPZ signs (where relevant) that do not contain the operation times following the commitment by Cabinet a number of years ago.
 - g) Setting out and implementing scheme of lining and or signing.
 - h) Dealing with related complaints, freedom of information requests and comments both pre and post implementation.
- 2.34 It can be seen that there are significant costs associated with preparing a scheme apart from just the implementation of any physical works on the streets.

Event Day parking control scheme

- 2.35 Since February 2016 issues with parking at tube stations in connection with events at Wembley have become more common. This affects the Jubilee line in particular. Requests for event day parking controls have been made by local residents.
- 2.36 It has already been established that Tottenham Hotspur Football Club (THFC) will be playing their home premier league, cup and potential European matches for the 2017/18 season at Wembley Stadium

starting in August. This is a temporary arrangement for one season whilst their current stadium is redeveloped. It is therefore considered that Jubilee Line stations will be very attractive for drivers travelling to attend matches.

- 2.37 There is also a possibility that Chelsea Football Club will also play their home matches at Wembley Stadium for a temporary two year period from the start of the 2018/19 season as they have recently been granted planning permission to redevelop their stadium.
- 2.38 As part of a more detailed evaluation officers have looked at the feasibility of an event day scheme covering the area around all three Jubilee Line stations at Stanmore, Canons Park and Queensbury including an enlarged area around the existing CPZ at the terminus at Stanmore. **(Appendix E)**
- 2.39 Currently where there are existing parking controls such as the Stanmore CPZ (Zone B Mon-Fri 3pm-4pm, Zone H Mon-Sat 10am-11am & 3pm-4pm) the take up of permits is relatively low because there are many households that do not need to purchase a permit as they are not affected by the operational hours. This is due to the fact that Harrow customises the hours of parking controls to have maximum effect but cause minimum inconvenience to residents or their visitors.
- 2.40 An event day scheme would introduce additional hours and days of operation to give local people protection from event day parking and cover a wider area around stations including existing CPZ areas and new designated event day CPZ areas. An event day permit would be required by residents to be able to park on those days and times when larger events occur at Wembley Stadium and this would operate separately from the conventional CPZs.
- 2.41 There is currently no policy on how event day parking schemes would work but in other boroughs, such as Brent for example, residents and businesses in the parking control zones would be eligible for a free event day parking permit with an administration charge levied for any subsequent replacement or changes of vehicle or owner. This is because these types of scheme are of a temporary nature and vary on the basis of activity at the stadium.
- 2.42 It is the temporary nature and irregular operation of these types of schemes that makes them very expensive to operate. There would be a requirement to manually operate traffic signs in roads across the scheme to indicate each day that the scheme is in operation and this would require the necessary staffing resources and equipment to undertake the on-going management of the scheme which would affect revenue budgets. All signs would need to be activated and

deactivated on each day for enforcement purposes. A large number of signs would need to be installed, maintained and managed.

2.43 A temporary traffic regulation order would be used for parking controls to operate on match days. There would therefore be an on-going requirement to advertise temporary traffic regulation orders for match day events and to accommodate changes to fixtures as a consequence of TV schedules and the progress of a variety of tournaments including Cup and European games.

2.44 An indication of the size and extent of the event day zone required can be seen in **Appendix E**. The cost for this option has been estimated on the basis of the following activities being required:

- Printing, administration and issue of temporary permits
- Temporary zone entry Signs - Metal Reflective & removal
- Temporary street signs - Foamex non reflective & removal
- Temporary obliteration of current sign faces & reinstatement
- Temporary no waiting cones to prevent parking displacement on key parts of the highway network
- Making traffic regulation orders
- Associated staff costs of designing and implementing the schemes

2.45 These activities can be split into two main elements of the scheme. The first is the introduction of the physical infrastructure and its subsequent removal at the end of the period of operation. The second is the cost of issuing and administering the permits. The infrastructure costs are capital costs whilst the permits administration is a revenue cost.

2.46 When the panel consider the costs of conventional controlled parking zones it is usually the capital element that is provided. The cost of permits is identified for this scheme specifically because they could have a significant impact on the revenue budget as a consequence of permits being issued free. The permits element of the costs is significant due to the number of properties within the proposed zones and the high number of temporary permits that would need to be issued and administered. This equates to approximately 50% of the total cost.

2.47 The estimated costs of implementing the proposed scheme are as set out in the table below.

Capital - Cost of implementation (signing / lining)	£250k
Revenue - Startup cost of permit issue	£100k
Revenue - Annual costs (permits / staffing / equipment)	£50k

2.48 The cost of introducing this type of scheme is clearly expensive, both in terms of capital and revenue budgets, considering that the impacts

are of a short term nature and this therefore may not represent good value for money. It is not recommended that this type of scheme is taken forward in Harrow at the current time.

Parking management programme 2017/18

- 2.49 To summarise, this report provides a comprehensive explanation of the types of schemes, sources of funding, assessment processes, costs and development processes required to deliver the parking management programme and is intended to assist the Panel in understanding how the programme has been developed.
- 2.50 A summary of the current parking issues within the various locations of the borough highlighted in the proposed programme is shown in **Appendix C**. This will assist the panel to refer quickly to the relevant issues in each particular area when considering the programme.
- 2.51 The proposed programme for 2017/18 can be seen in **Appendix B** and members are recommended to ask the Portfolio Holder to give approval to implement this programme.

Legal implications

- 2.52 The programme of schemes highlighted in this report will all involve introducing restrictions or controls on parking that require a legal process to be undertaken before they can be physically implemented.
- 2.53 Subject to statutory consultation requirements, the council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

Financial Implications

- 2.54 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs that have powers to raise income from the local administration and enforcement of parking schemes. Therefore TfL only funds parking measures where they form a part of an identified traffic or transport scheme or initiative in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.55 The funding available for 2017/18 from the Harrow Capital programme is proposed as £300k, subject to approval by Cabinet. Appendix B indicates that new CPZ schemes or CPZ reviews will have a sub allocation of £240k and the local safety parking schemes programme (LSPP) will have a sub allocation of £60k.

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. In addition, all CPZs have a positive impact on those with mobility difficulties as more spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties. Typical benefits are likely to be as follows:

Protected characteristic	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.

2.57 Each Scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition all public consultations are subject to issue of the council's corporate Equality Monitoring Forms. The returned forms are subject to analysis to ensure that they reflect the local community by comparing them to data held by the council at the time such as Census, vitality profiles. Any significant differences are used to adapt future consultations and would be reported to the Panel as part of the scheme reports.

Council Priorities

2.58 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 lessening the impact on the local environment.</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>

2.59 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

		on behalf of the
Name: Jessie Man	<input checked="" type="checkbox"/>	Chief Financial Officer
Date: 26/01/17		

Name: Banke Osoba



on behalf of the
Monitoring Officer

Date: 26/01/17

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:

David Eaglesham, Head of Traffic, Highways and Asset Management
Tel: 020 8424 1500; E-mail: David.Eaglesham@harrow.gov.uk

Barry Philips, Traffic and Parking Team Leader
Tel: 020 8424 1649; E-mail: Barry.Philips@harrow.gov.uk

Sajjad Farid, Infrastructure Engineer, Parking
Tel: 0208 424 1888; E-mail: Sajjad.Farid@harrow.gov.uk

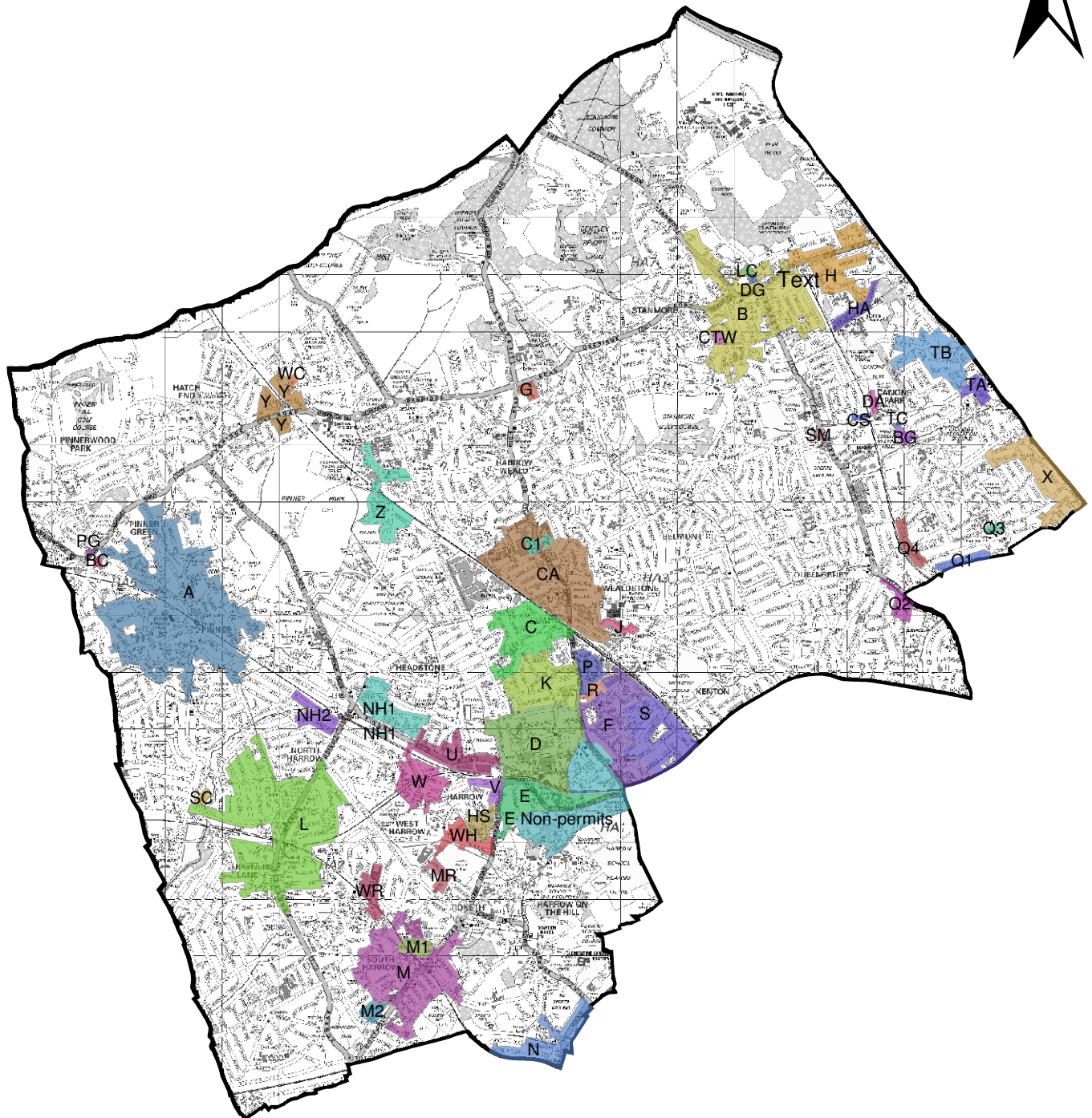
Background Papers:

Local Implementation Plan (LIP)
Parking Management and Enforcement Plan
DfT TAL 1/13
Petitions
General correspondence
Previous annual parking reports

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Controlled Parking Zones February 2017

APPENDIX A



Existing CPZ's

A, Mon - Fri 11am - 12pm	E, Mon - Sat 8:30am - 6:30pm	MR, Mon-Fri 10am-11am & 2pm-3pm & Sat-Sun 10am-11am	SM, 8am - 6:30pm Mon - Fri
B, Mon - Fri 3pm to 4pm	F, Mon - Sat 8:30am - 6:30pm	N, Mon - Fri 11am - 12pm	TA, Mon - Sat 8:30am - 8:30pm
BC, 8am - 6:30pm Mon - Sat	G, Mon - Fri 10am - 11am & 2pm - 3pm	NH1, 10am - 11am & 2pm - 3pm Mon - Fri	TB, Mon - Fri 11am - 12pm
BG, 2 - 3pm Mon - Fri	H, Mon - Sat 10am - 11am & 3pm - 4pm	NH2, 10am - 11am Mon - Fri	TC, Mon - Fri 2pm - 3pm
C, Mon - Fri 10am - 11am	HA, 2 - 3pm Mon - Fri	P, Mon - Sun 8:30am - 8:30pm	U, Mon - Fri 11am - 12pm
C1, 8am - Midnight Mon - Sun	HS, Mon - Sat 10am - 11am & 2pm - 3pm	PG, Mon - Fri 8:30am - 6:30pm	V, Mon - Sat 10am - 11am & 2pm - 3pm
CA, Mon - Fri 10am - 11am and 2pm - 3pm	J, Mon - Sun 7am - 12am	Q1, 11am - 12 noon Mon - Fri	W, Mon - Fri 10am - 11am
CS, Mon - Sat 8am - 6:30pm	K, Mon - Sat 8:30am - 6:30pm	Q2, 6pm - Midnight Mon - Sun	WC, Mon - Sat 10am - 11am
CTW, Mon - Fri 10am - 11am & 3pm - 4pm	L, Mon - Fri 10am - 11am	Q3, 11am - 12 noon Mon - Fri	WH, 10am - 1pm Mon - Fri
D, Mon - Sat 8:30am - 6:30pm	LC, Mon - Fri 10am - 11am & 3pm - 4pm	Q4, 11am - 12 noon & 3pm - 4pm Mon - Fri	WR, 9am - 10am & 3pm - 4pm Mon - Fri
DA, Mon - Sat 8am - 6:30pm	M, Mon - Sat 10am - 11am and 2pm - 3pm	R, At any time	X, Mon - Fri 10am - 11am & 2pm - 3pm
DG, Mon - Fri 10am - 11am & 3pm - 4pm	M1, 10am - 9pm Mon - Sat	S, Mon - Fri 11am - 12pm	Y, Mon - Sat 10am - 11am & 3pm - 4pm
E Non-permits, Mon - Sat 8:30am - 6:30pm	M2, 8am - 6:30pm Mon - Sat	SC, At any time	Z, 10am to 3pm Mon to Fri

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APPENDIX B

PROPOSED PARKING MANAGEMENT PROGRAMME 2017/18

Location	Scope of scheme	17/18 (£k)
Schemes carried over from 2016-17		
Wealdstone – Roads to west and north of leisure centre	Area parking review - extended hours and/or be part of a CPZ	40
Burnt Oak Broadway area	Area parking review – new P&D on main road and extension of existing zone X	35
Proposed new schemes 2017-18		
County Roads – Sussex Rd, Bedford Rd, Rutland Rd, Oxford Rd and Devonshire Rd	Area parking review / extension of zone NH1 or U, undertake public consultation, statutory notification and implementation	35
Calthorpe Gardens	Localised review / extension of zone (H), undertake public consultation, statutory notification and implementation	15
The Gardens	Localised review / extension of existing CPZ (W) hours to address parking and safety concerns due to commuter parking and school opening and closing times. Undertake public consultation, statutory notification and implementation	20
Part of - Kenmore Ave, Christchurch Ave, Christchurch Gdns, Brampton Grove	Area parking review to address displaced parking from the leisure centre. Undertake public consultation, statutory notification and implementation	15
Whitchurch Gardens	Area parking review on proposals to introduce CPZ to address commuter parking problems. Undertake public consultation, statutory notification and implementation	15
Chandos Cresecent, Methuen Road area	Request from local ward councillor to review parking and undertake a localised parking review along Chandos Crescent and Methuen Road including side roads/ cul de sacs	25
Eastleigh Avenue	Localised parking review – on proposals to introduce CPZ. Undertake public consultation, statutory notification and implementation review	15
Queensbury Circle Parade/ Charlton Road near Honeypot Lane	There have been requests regarding reducing parking controls at the northern end of Charlton Road to help attract passing trade to the local businesses in the	25

	<p>Queensbury Circle Parade.</p> <p>As these parking restrictions were introduced to help easing problems with traffic flow, congestion, journey times and safety near the roundabout. The restrictions on the main road should not be downgraded instead the parking in the service roads should be reviewed with regards to introducing shared use pay and display bays.</p> <p>Further requests for additional parking controls were received along Charlton Road near its junction with Court Close where there are no parking controls vehicle cause obstruction not only to through traffic but also to driveways..</p>	
Local Safety Parking Schemes Programme	On-going programme of localised parking controls	60
Total		300**

* Section 106 funding contributing to scheme budget (not included in total)

** Anticipated overall budget (subject to confirmation by Cabinet)

Available developer contributions (Section 106) (release of funding subject to triggers in legal agreements as stipulated below)	17/18 (£k)

Appendix C

Priority list of borough parking issues

This list summarises the main areas where parking issues have been reported in priority order based on assessments undertaken in accordance with the agreed assessment factors (it is not intended to list every individual request received). Sites **1 to 8** meet the criteria for intervention and are proposed to be taken forward in the 2017-18 parking programme.

Priority	Location	Issues
1	County Roads – Sussex Rd, Bedford Rd, Rutland Rd, Oxford Rd and Devonshire Rd	An online petition presented to council from residents of the county roads requesting a consultation be undertaken on options to be included in zone NH1 or zone U.
2	Calthorpe Gardens	Petition from residents of Calthorpe Gardens requesting the council to be included in CPZ (H)
3	The Gardens	Petition submitted to the council on 20th October 2016 requesting the council extend the existing CPZ (W) hours to help address parking and safety concerns contributed to the school opening and closing times and the station after 11am.
4	Part of - Kenmore Ave, Christchurch Ave, Christchurch Gdns, Brampton Drive	Councillors and residents highlighted concerns of displaced parking from the leisure centre and the need to include these roads in Wealdstone area parking review being undertaken in 2016-18.
5	Whitchurch Gardens	Petition from residents requesting the council introduce parking controls/CPZ to help remove problems caused by commuter parking.
6	Chandos Cresecent, Methuen Road	Request from local ward councillor to review parking and undertake a localised parking review along Chandos Crescent and Methuen Road including side roads/ cul de sacs
7	Eastleigh Avenue	Petition from residents of Eastleigh Avenue requesting the council introduce a residents parking scheme (CPZ) to help control/regulate parking.

8	Queensbury & Kenton East	<p>There have been requests regarding reducing parking controls at the northern end of Charlton Road to help attract passing trade to the local businesses in the Queensbury Circle Parade.</p> <p>As these parking restrictions were introduced to help easing problems with traffic flow, congestion, journey times and safety near the roundabout. The restrictions on the main road should not be downgraded instead the parking in the service roads should be reviewed with regards to introducing shared use pay and display bays.</p> <p>Further requests for additional parking controls were received along Charlton Road near its junction with Court Close where there are no parking controls vehicle cause obstruction not only to through traffic but also to driveways..</p>
9	Canons	<p>The council received a request from the residents of Dukes Avenue in the form of a petition requesting the existing CPZ (TB) Monday to Friday 11am – 12pm. Be extended to include their road to discourage non-residential parking.</p> <p>The council also received a request in the form of a petition from the residents London Road requesting double yellow lines be introduced on both sides of the slip road between 2 to 10 London Road to help remove commuter parking especially during Wembley event days and due to the ongoing construction taking place at the Stonegrove development. This was assessed against agreed criteria and did not meet the required threshold score for intervention.</p>
10	Harrow on the Hill	<p>The council has received some concerns from residents of Middle Road and Byron Hill Road near the John Lyon School requesting the council introduce a CPZ to help address an increase in commuter parking which has been exacerbated by 6th formers driving to school.</p> <p>Request made to the council to create inset parking bays to help facilitate the demand for parking between Shaftesbury Avenue between Porlock Avenue and Whitmore Road.</p>
11	Headstone South	<p>The council has received requests in the past from residents of Southfield Park raising concerns about lack of parking due to long term commuter parking and driveways being blocked as a result requesting the council introduce a parking controls to address the problem. A parking review was undertaken in the area in 2014 due to lack of support for parking controls at the time no measures were taken forward.</p>

12	Headstone North	<p>The council has received ongoing requests from residents of Chester Drive since the parking review was undertaken in 2014. However there does appear to be a clear demarcation between the western end of Chester Drive that did not support parking controls and the eastern side closer to the station and shops which complained about commuter parking and supported parking controls. As there was no majority support at the time no measures were taken forward.</p> <p>In addition a petition from residents of no.s 35-59 (odds) and 42-60 (evens) Suffolk Road asking for parking controls between 10 -11am was received last year this was assessed against agreed criteria and did not meet the required threshold score for intervention.</p>
13	Headstone South	<p>The council has received a small number of requests from residents of Pinner View over time regarding high demand for on street parking making access difficult/dangerous.</p> <p>It had also been brought to the council attention that Northern Motors situated on Pinner View contribute to access issues during the morning peak period when moving vehicles.</p>
14	Wealdstone	<p>The council has received some request from councillors and residents in the Wealdstone area with regards to reviewing the existing parking restrictions in zone (CA). It was reported there was lack of parking in Cecil Road in the evenings and in Graham Road and Whitefriars Avenue a parking review should be undertaken to address the parking concerns raised during the midday Friday prayer times at the mosque situated on Whitefriars Road.</p>
15	West Harrow	<p>The council received request to review the parking arrangements in Furness Road which is a narrow road and situated close to a surgery and a school with access off Furness Road which creates parking /access issues.</p>
16	Belmont	<p>The council received a petition from residents in the section of Old Church Lane leading to Marsh Lane. This request was assessed against the agreed criteria and did not meet the required threshold score for intervention.</p>
17	West Harrow	<p>The council has received a number of request and a petitions in the area to review the existing parking restrictions in Bouverie Road and Butler Road these roads had been previously consulted and parking controls had only been introduced where there was support for parking controls. Sections of these roads which did not support parking controls were not taken forward.</p>

18	Kenton East	The council has received a request to review the parking along the uncontrolled section of Charlton Road near Court Close vehicles park on both sides of the road and obstruct access from driveways and cause safety concerns on the bend.
19	Harrow on the Hill	The council have received a small number of requests in the past regarding free uncontrolled sections of Bessborough Road and whether they could be made available for the local residents which are currently being occupied by long term commuter parking.
20	Edgware	The council received request from local councillors following a survey undertaken by them in the area requesting the council undertake a parking review in the following roads: Haverford Way, Prescelly Place, Nolton Place Roch Avenue and Tenby Road north of Roch Avenue.

Appendix D

CONTROLLED PARKING SCHEMES – SCHEME DEVELOPMENT PROCESS

In February each year Traffic & Road Safety Advisory Panel (TARSAP) undertakes an annual review of parking issues in the borough and prioritises and agrees a work programme for the forthcoming year. All service requests, petitions and other issues identified and received during the year are considered and a priority list developed based on agreed assessment criteria (TARSAP November 2012) which are presented to the Panel for consideration. The programme of parking schemes approved all follow a standard scheme development process as follows:

Stage 1 – Stakeholder Engagement

Officers prepare a report on parking problems and issues, most suitable parking management solutions and define study area (including consideration of areas that are likely to be affected by displaced parking).



Organise a stakeholder meeting to present report from officers and discuss approach to project and any relevant issues, suggest initial consultation area as agreed by TARSAP and the Portfolio Holder (PH), issue minutes of meeting to stakeholders.



Refine and agree public consultation area and scheme principles with the Chair of TARSAP and / Portfolio Holder (PH).

Stage 2 – Public Consultation

Officers prepare consultation material / questionnaires and distribute to premises in the agreed consultation area specifying a deadline for responses. Consultation material is delivered to premises with a reply paid post facility. Consultation material is also available online via the Council's website with questionnaires completed online. Exhibitions are held within or as close as possible to consultations areas to allow the public to speak with officers directly about the scheme. Indicative road layout plans will be provided at exhibitions to assist consultees with considering scheme options. In all cases consultation material is displayed or made available for inspection at the Civic Centre. Contact details are available on all consultation material to enable further information or clarification to be provided on request.



A report is prepared by officers for the next available meeting of TARSAP which provides details of the public consultation, an analysis of the results and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The Panel will agree, amend or reject recommendations at their discretion. Generally areas that demonstrate majority support for common geographical areas and common parking control measures will be approved to proceed to stage 3. More contentious consultations may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the budget and resources is required.



The PH formally approves the recommendations of TARSAP and this is recorded as a formal decision.

Stage 3 – Detail Design

Officers prepare a detailed scheme design indicating the exact locations of parking bays, waiting and loading restrictions (yellow lines), pay and display machines and other infrastructure.



Refine and agree plans with the Chair of TARSAP, PH and ward councillors

Draft Traffic Regulation Order (TRO).



Consult Police and other statutory consultees on draft TRO.

Stage 4 – Statutory Consultation

Advertise TRO in local papers and London Gazette, erect statutory notices on site,



Officers prepare statutory consultation material and distribute to premises in the agreed area of the scheme specifying a deadline for any representations or objections. The material should be delivered at the same time as the adverts are placed. Statutory consultation is different from public consultation. It is notifying the public that an approved scheme will be implemented and offers the public a statutory right to make representations if they feel they may be materially affected by the proposals.



A meeting is arranged with the Chair of TARSAP and ward councillors to review the outcome of the statutory consultation. Any final revisions to the scheme to be reported to TARSAP are agreed



A report is prepared by officers for the next available meeting of TARSAP which provides details of the statutory consultation, an analysis of any representations received and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The Panel will agree, amend or reject recommendations at their discretion. Generally objections and representations will either be overruled because they are of a minor consequence or minor reductions in the extent of the scheme will be agreed to mitigate the impact (e.g. reducing the length of a yellow line or reducing the hours of operation). However, no additions to the content of the TRO can be made. More contentious consultations with high levels of objections may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the budget and resources is required.



The PH formally approves the recommendations of TARSAP and this is recorded as a formal decision.

Stage 5 – Implementation and Monitoring

Construction drawings and estimates are finalised and a works package is prepared and issued to contractors for implementation of the scheme. The implementation dates are dependent on available contractor resources, road space permits and arranging any temporary TROs required for restricting on-street parking to allow road markings to be laid.



The TRO is formally made specifying the operational date once the implementation completion date is known. Information about the operation of the scheme, including any application forms for permits, is distributed to premises in the scheme area in advance of the operational date so that applications can be processed.



The scheme will be monitored during the initial 6 months of operation. If there are any substantial requests for changes or there are identified operational problems then these will be reported to TARSAP.



The Panel will review any reported issues and where these are urgent can decide to include small scale localised scheme reviews to address concerns within the current annual work programme subject to funding. Alternatively, further consideration to a parking scheme review can be referred to the next February meeting when TARSAP considers the wider programme of work for the following year. This is at the discretion of the Panel.

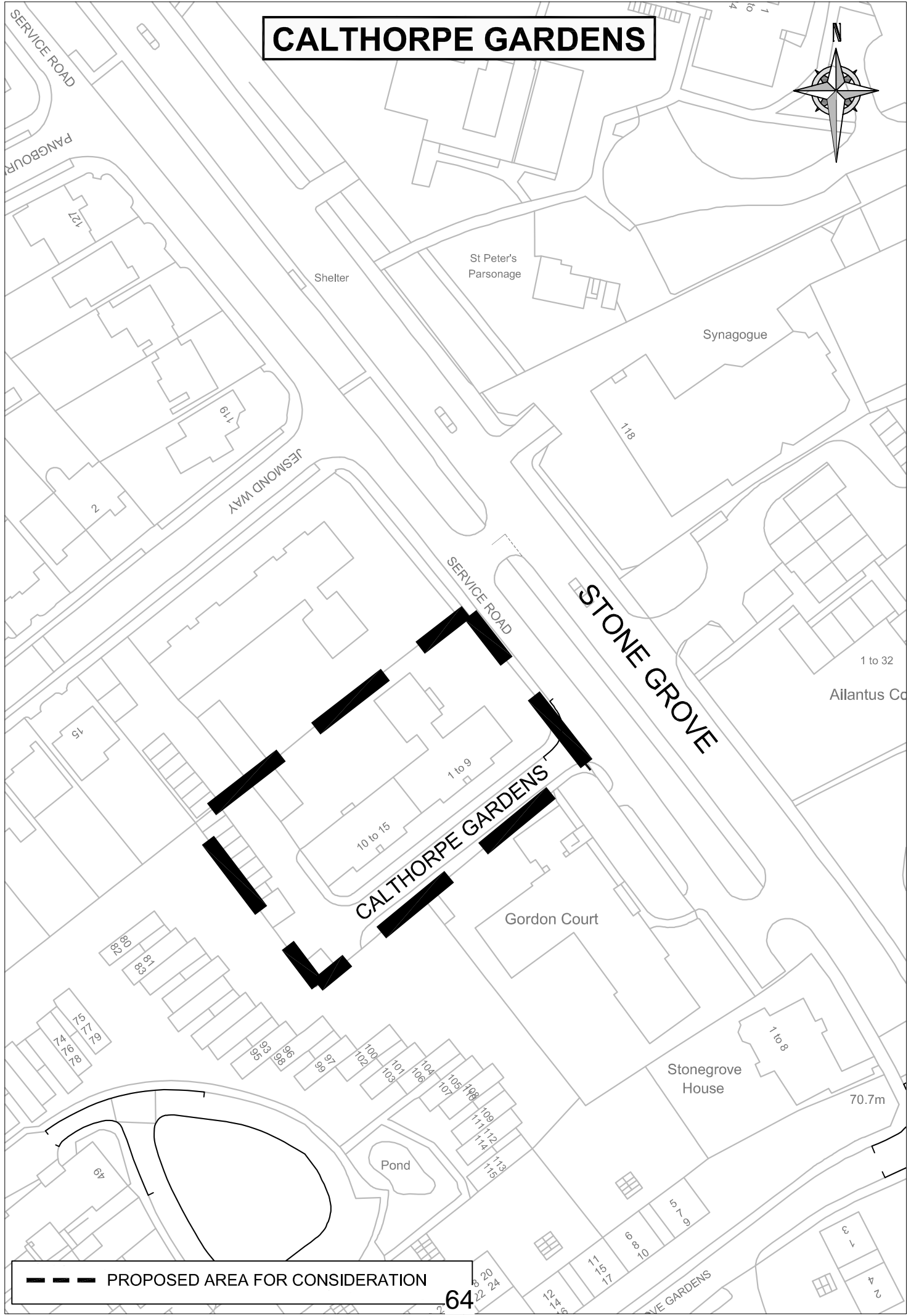
Notes

Where there is a high degree of confidence about the design of a scheme for a particular area, one or more of the first three stages of consultation can be omitted. However, this is often not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community.

The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus concerning the design of controlled parking schemes. It is therefore inevitable that some people will object to proposals. It would be very difficult for the Council to deal with these objections if it could not demonstrate knowledge of the wider community's views.

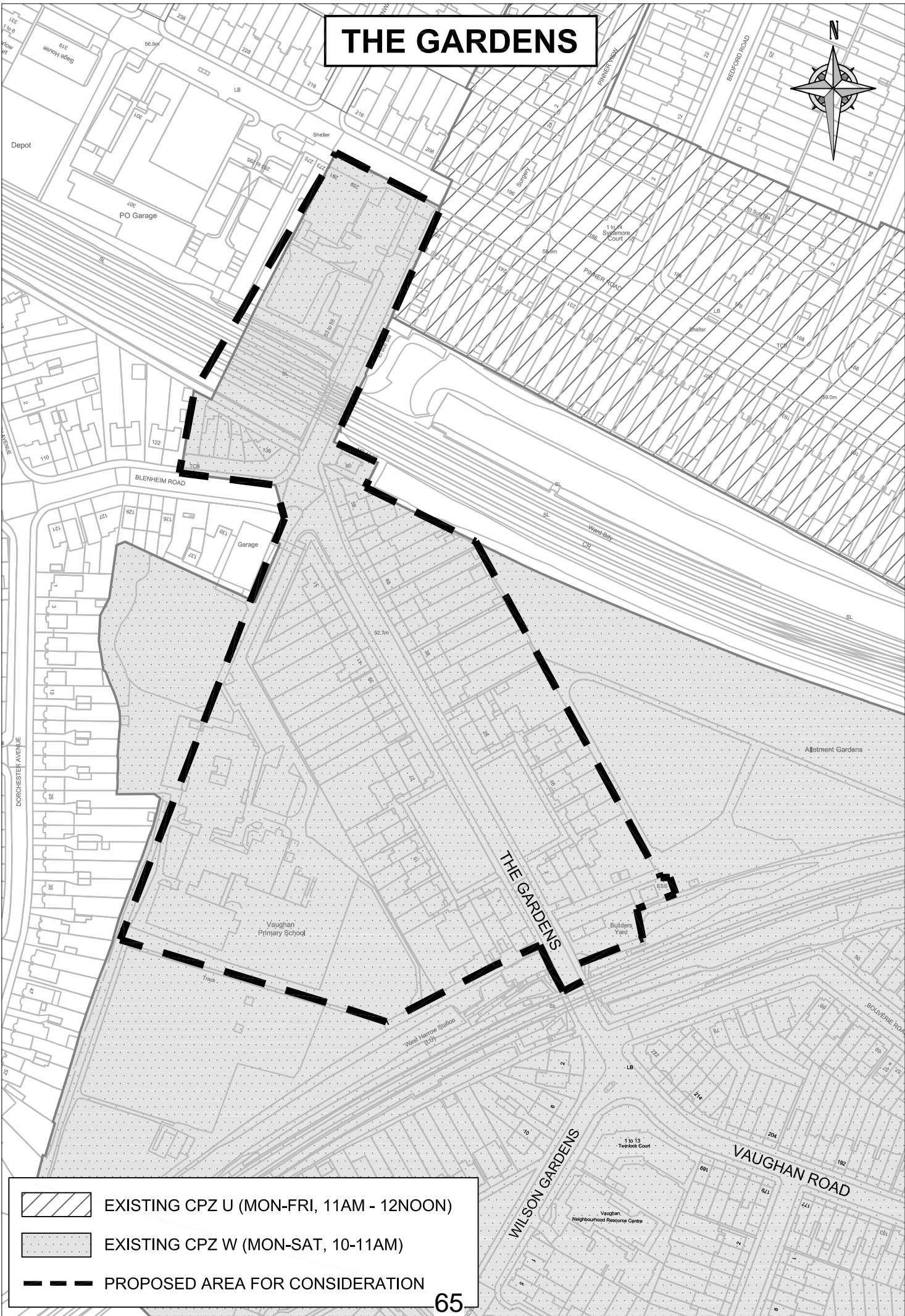
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CALTHORPE GARDENS



--- PROPOSED AREA FOR CONSIDERATION

THE GARDENS

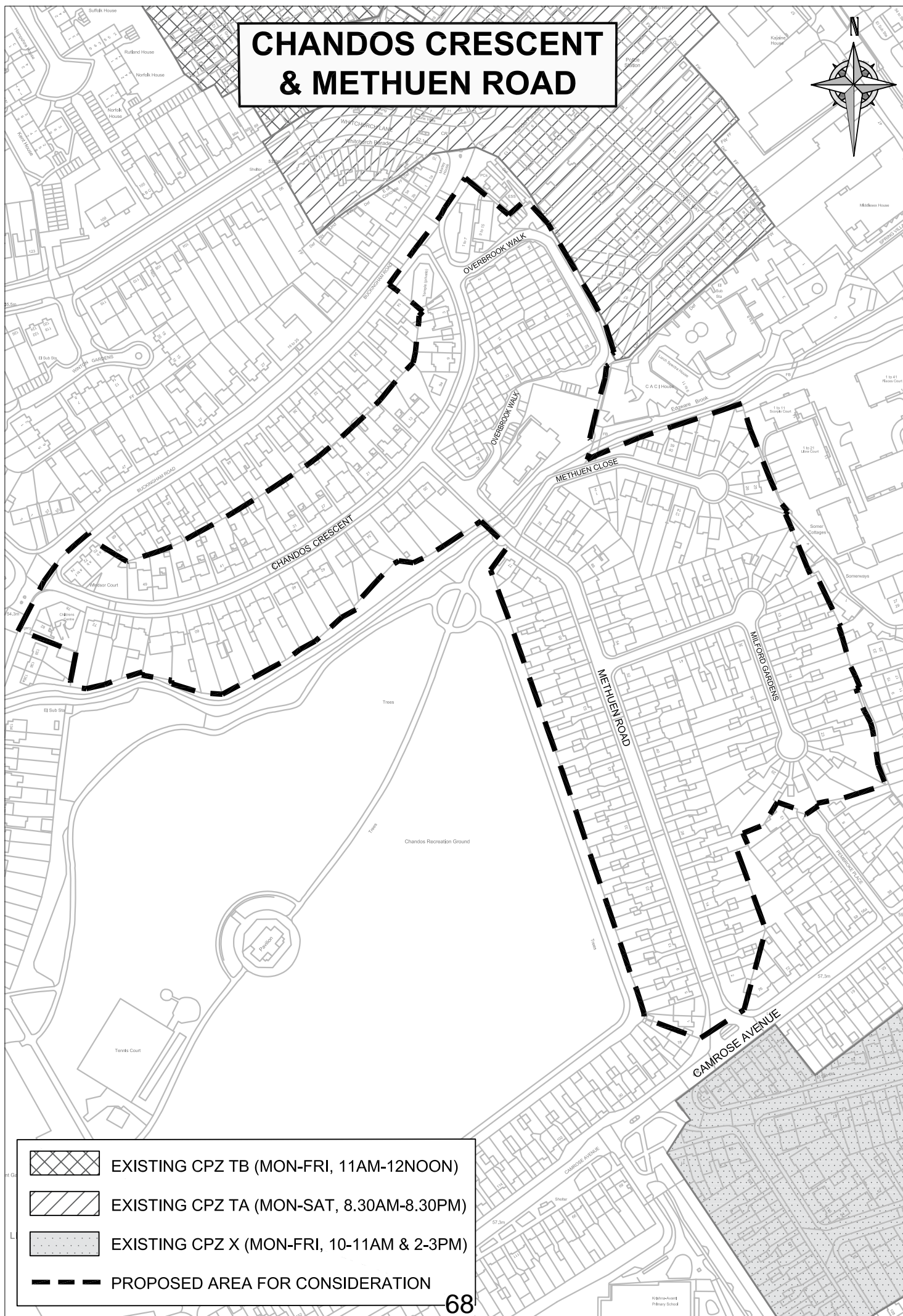



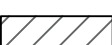


-  EXISTING CPZ U (MON-FRI, 11AM - 12NOON)
-  EXISTING CPZ W (MON-SAT, 10-11AM)
-  PROPOSED AREA FOR CONSIDERATION

WHITCHURCH GARDENS

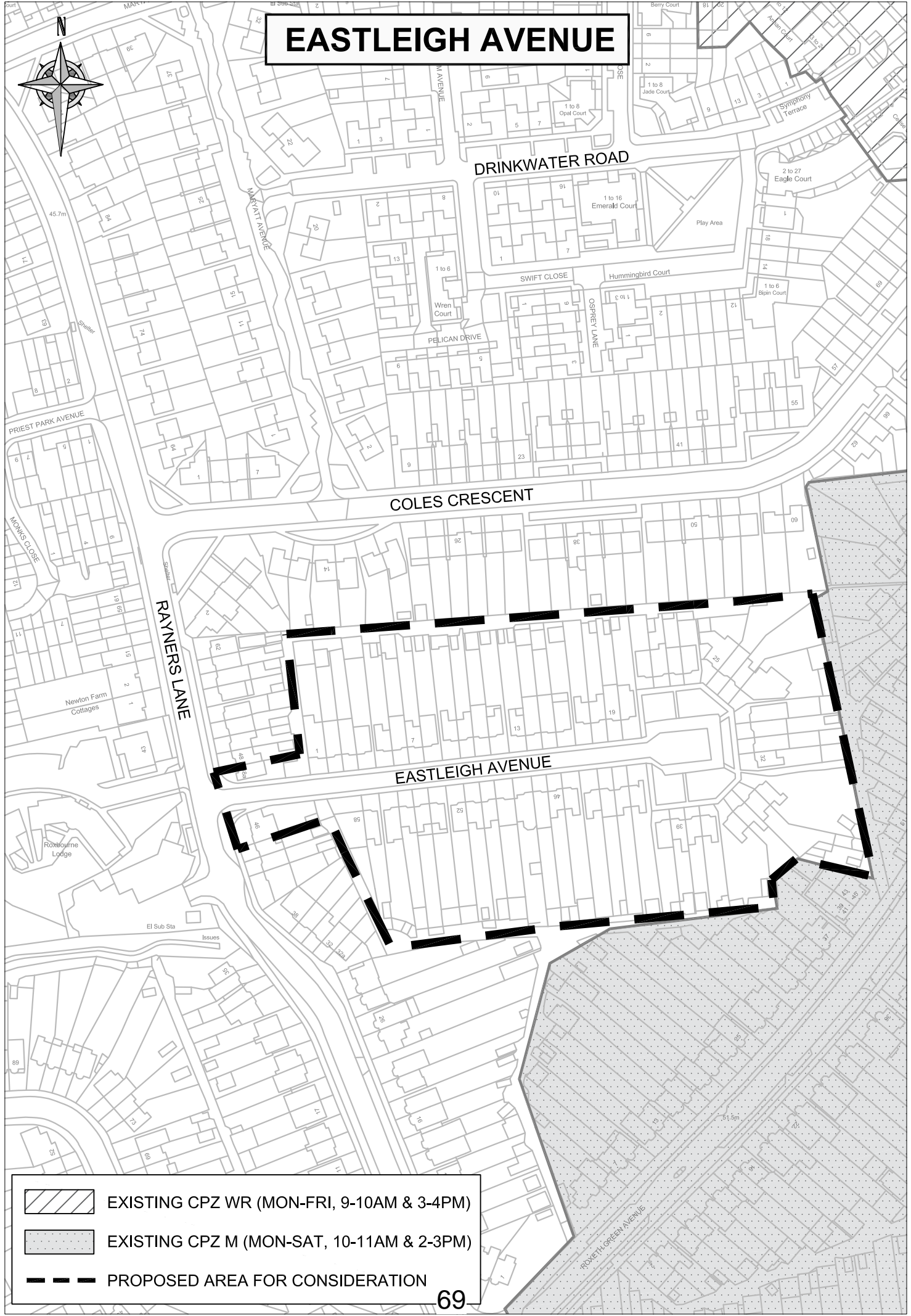





CHANDOS CRESCENT & METHUEN ROAD



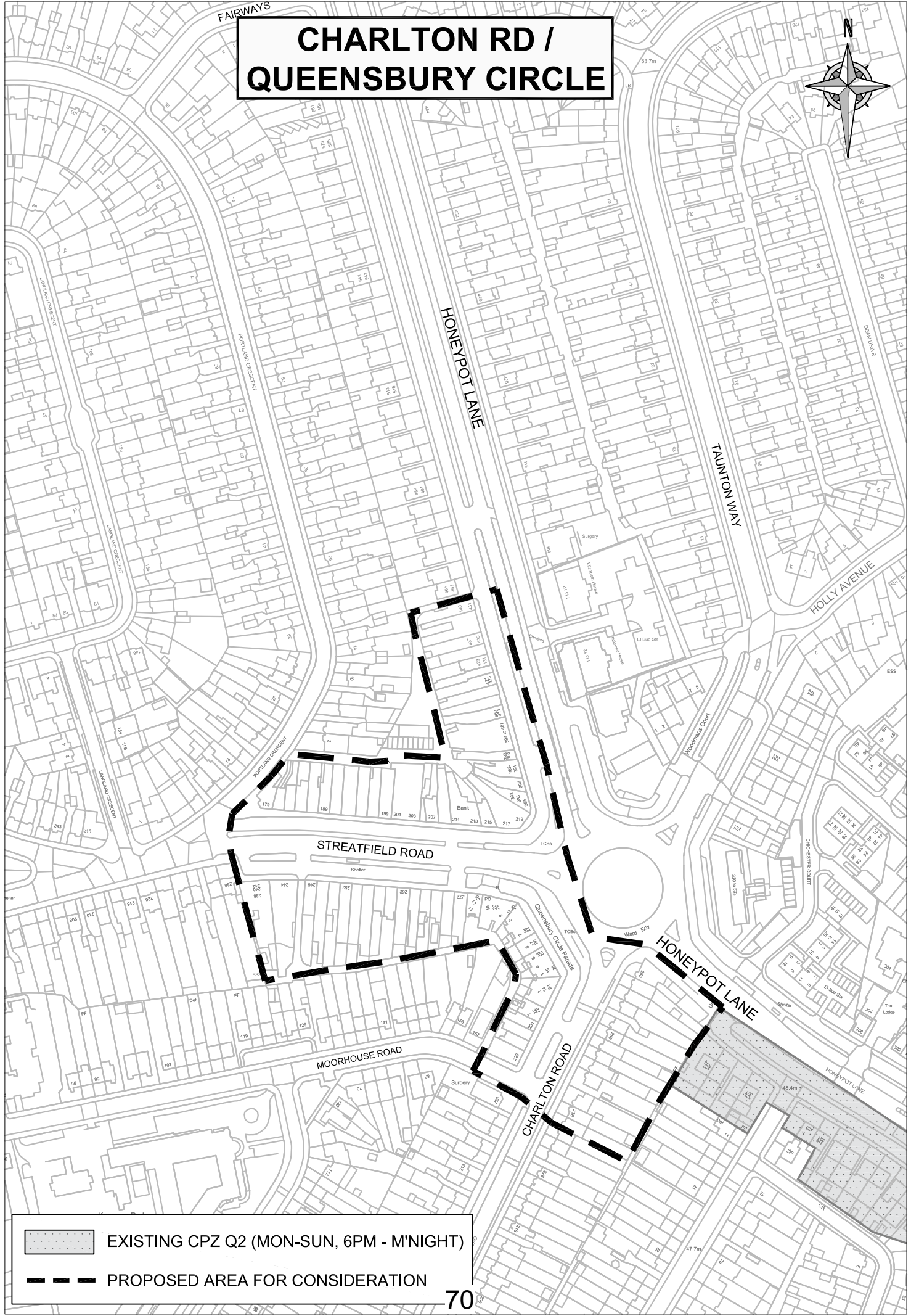
-  EXISTING CPZ TB (MON-FRI, 11AM-12NOON)
-  EXISTING CPZ TA (MON-SAT, 8.30AM-8.30PM)
-  EXISTING CPZ X (MON-FRI, 10-11AM & 2-3PM)
-  PROPOSED AREA FOR CONSIDERATION

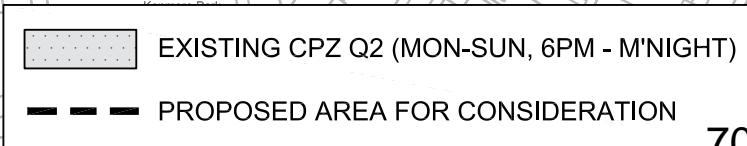
EASTLEIGH AVENUE



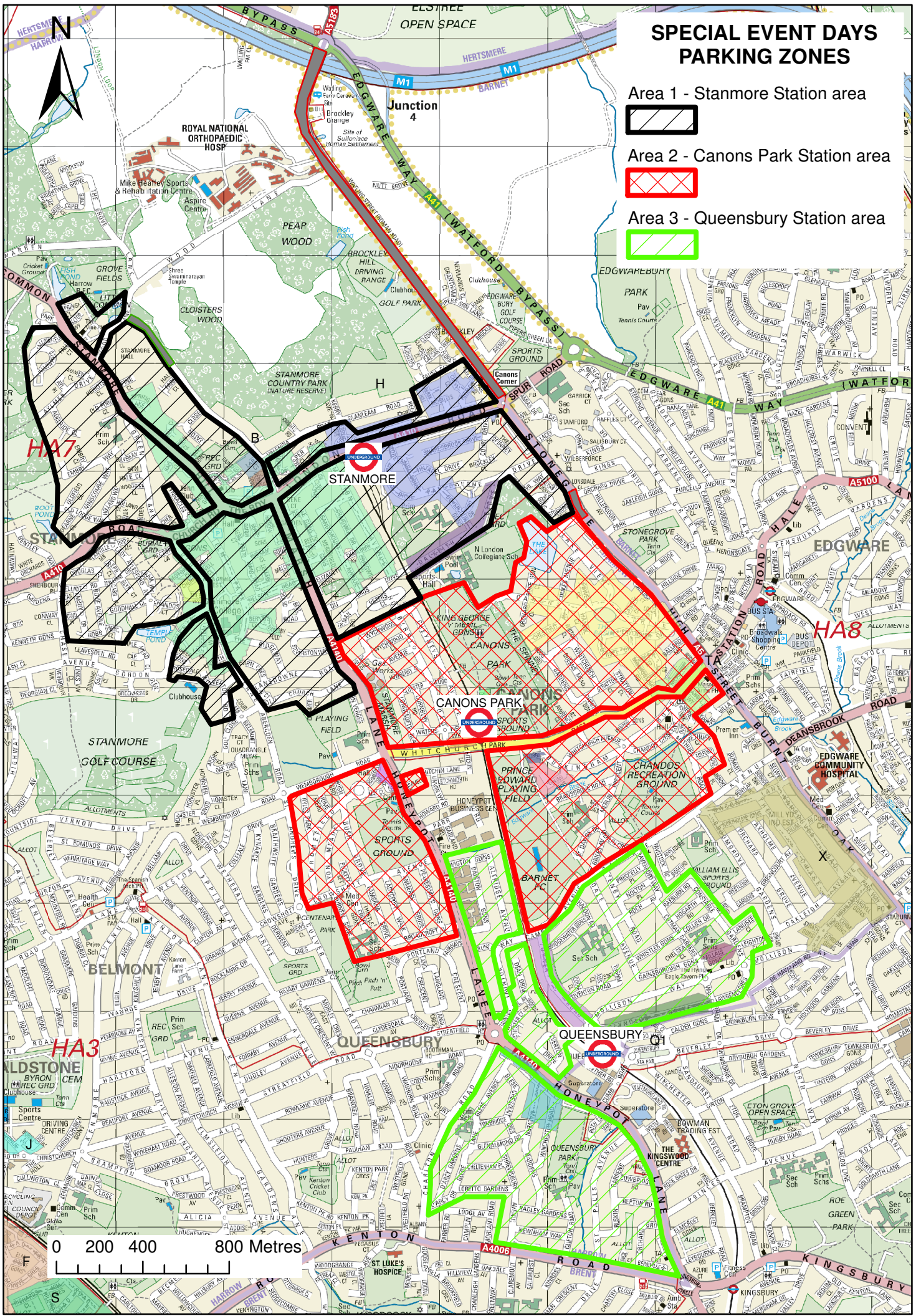
-  EXISTING CPZ WR (MON-FRI, 9-10AM & 3-4PM)
-  EXISTING CPZ M (MON-SAT, 10-11AM & 2-3PM)
-  PROPOSED AREA FOR CONSIDERATION

CHARLTON RD / QUEENSBURY CIRCLE



 EXISTING CPZ Q2 (MON-SUN, 6PM - M'NIGHT)
PROPOSED AREA FOR CONSIDERATION

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SPECIAL EVENT DAYS PARKING ZONES

Area 1 - Stanmore Station area



Area 2 - Canons Park Station area



Area 3 - Queensbury Station area



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

Date of Meeting:	9 th February 2017
Subject:	INFORMATION REPORT 2016 /17 Traffic and Parking Schemes Programme update
Responsible Officer:	Tom McCourt – Corporate Director, Community
Exempt:	No
Wards affected:	All
Enclosures:	Appendix A - Parking management programme 2016/17 Appendix B - Transport for London programme 2016/17 Appendix C – Tregenna Avenue – Traffic proposals

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2016 /17 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 2016/17 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 2016/17

Parking management programme

- 2.3 The 2016/17 parking programme was agreed at Traffic and Road Safety Advisory Panel (TARSAP) meeting in February 2016. There are five schemes from previous year being carried forward and these are:
- Headstone Lane Station Area – scheme complete
 - Wealdstone CPZ (by Colart development) – scheme complete
 - South Harrow CPZ – scheme complete
 - Hatch End CPZ – New zone Monday to Saturday 10 am to 11 am - statutory notification completed results/recommendations reported to TARSAP it was agreed no change to existing CPZ (Y) hours accept minor changes to existing parking controls works to be completed shortly.
 - Somerset Road area (North Harrow) – scheme complete
- 2.4 There are six new schemes in this year's programme as follows:
- Pangbourne Drive, Canons Park extension of existing CPZ (NH1) – Statutory consultation completed results to be reported to ward councillors, Chair of TARSAP and PH for approval to proceed to implementation.
 - West Avenue, Rayners Lane – scheme complete

- Wealdstone (by leisure centre) – roads to west and north of Leisure Centre - area parking review to consider longer control hours and or possible extension of existing CPZ (CA) – Informal consultation in January (2 year programme).
- Kerry Court area, Stanmore – localised review for possible extended CPZ hours to stop mini cabs and obstructive parking – public consultation completed results to be reported to ward councillors, Chair of TARSAP and the PH for approval to proceed to legal notification February 2017.
- Burnt Oak Broadway area – localised review and possible extension to existing CPZ (X) and P&D on main road currently undergoing legal notification and implemented early March 2017. (2 year programme).
- Belmont Circle area
- Localised statutory notification review to convert double yellow lines back to single yellow lines operating Mon –Sat 8:00am - 6:30 pm – Completed/Implemented
- Belmont Circle car parks - install P&D in Kenton Lane and Kingshill Drive car parks – Legal notification/consultation undertaken between 27th October 2016 to 16th November 2016 results were reported to local councillors, Chair of TARSAP and the Portfolio Holder for Environment, Crime & Community Safety (PH) and the scheme has been given the go ahead for implementation installation of P&D machines early March 2017.
- Bethacar Road – minor parking proposal around the surgery were developed following consultation with the PH, ward councillors, Civic Medical Centre and local residents. Shared use bays were proposed to enable use by patients/visitors to the surgery as well as permit holders. Legal notification took place in November 2016 and the scheme has recently been approved by the PH and should be implemented in early March 2017.

Localised Safety Parking Schemes Programme (LSPP)

- 2.5 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.

Transport for London – Local Implementation Plan Programme 2016/17

Walking Projects

- 2.6 There is one walking scheme scheduled for implementation this financial year. This will involve providing a formal pedestrian crossing facility on Honeypot Lane (between Broadcroft Avenue and Dalston Gardens). Initial investigations and surveys are complete and the scheme is being designed in discussion with the TfL signals team.

20 mph zone programme

2.7 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 £130,000 this year for two new 20 mph zones in the streets surrounding Longfield and Park High Schools. Progress with these schemes is as follows:

- Longfield School - The works pack has been issued to our contractors and works are due to start in late January.
- Park High School - The works pack has been issued to our contractors and works are due to start in late January.

Local Safety Schemes (LSS)

2.8 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 and our own Road Safety Plan to reduce Killed and Seriously Injured accidents by 40% by 2020.

2.9 The Council's transport consultant is continuing design work from last year with regard to a scheme for High Road, Harrow Weald and changes to the signal phasing at Alexandra Avenue/Eastcote Lane junction. This required remodelling of the junction in discussion with TfL who own and operate all traffic signals on the public highway in London.

2.10 Honeypot Lane service road (near Wemborough Road) has been included within this year's programme due to the high level of pedestrian accidents and a scheme to address these accidents is included within the Park High School 20 mph proposals.

2.11 The scheme involves a kerb build out and a raised flat top hump in the service road to address the high level of pedestrian accidents at that location. The service road will also be included in the 20 mph zone.

2.12 The High Road, Harrow Weald scheme has been issued to our contractor and construction is likely to commence in February.

Bus Priority schemes

2.13 Harrow Council works closely with Transport for London (TfL) to make bus services a more attractive and reliable mode of transport by promoting the use of public transport and improving the highway infrastructure to facilitate bus routes and bus movements. The following areas have been highlighted in this year's programme for improvements:

- Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue)
- High Road, Harrow Weald
- The Ridgeway (between the bridge and Imperial Drive junction)

Eastcote Lane Bus Route Improvement Scheme

- 2.14 Eastcote Lane (Phase 2) is the extension of bus route improvement measures that were carried out along Eastcote Lane last financial year. The section of the road identified for investigation is between Alexandra Avenue and Roxeth Green Avenue. This scheme has been passed to our contractor for implementation.

High Road, Harrow Weald Bus Route Improvement Scheme

- 2.15 The High Road, Harrow Weald scheme has been issued to the contractor and construction is likely to commence in February.

The Ridgeway Bus Route Improvement Scheme

- 2.16 The bus route H11 reliability is affected along the section of The Ridgeway between Imperial Drive and Whitmore Road. The main issue identified as the reason for delays on this route is traffic congestion caused by vehicles parking on both sides of The Ridgeway. After detailed investigation, measures have been identified to improve the existing situation and to prevent delays to buses and other traffic.

- 2.17 This scheme has been passed to the contractor for implementation.

Bus Stop Accessibility

- 2.18 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. Currently the borough is 98% compliant and we are one of only a few boroughs in London with such a high percentage of compliant bus stops. The 2016/17 programme will include reviews and improvements at bus stop in the following areas and the Council intends to achieve 100% compliance as soon as possible. The following areas are programmed for works:

- Kenton Lane
- Village Way
- Elm Park Road
- Brookshill and
- Headstone Lane

- 2.19 Additional bus stops may be investigated for improvements based on ad hoc requests from TfL, bus operators or other stakeholders. TfL has confirmed that additional monies are available to complete the programme and the Council will be pursuing this further. These schemes have been passed to our contractor for implementation

Freight Strategy

- 2.20 In this year's programme it is intended to review the existing lorry ban (weight limit restriction) areas in the borough with regard to their extents, level of

compliance and enforceability. Currently these areas are very large and impractical to enforce and this review will consider alternative designs which could be more easily enforced and protect residential streets on non-through routes more effectively. This will involve checking the existing entry and exit signing. This work is on-going.

Legible London

- 2.21 Pedestrian way finding signs will be provided in the central parts of Hatch End and Pinner. The provisional artwork and site locations have been agreed with TfL, local community groups and West House. Works have been issued to the contractor and it is anticipated that the signs will be installed in March 2017.

Station Road (A409 Corridor) - Eastern Parade

- 2.22 The council was successful in securing additional funds from the GLA to continue the work started in 2014/15 to improve the Station Road corridor. The work last year focused on improving the public realm at Central Parade and Eastern Parade on the opposite side of the road.
- 2.23 Whilst undertaking trial holes on Eastern Parade, a concrete plinth encasing unidentified statutory undertakers plant was unearthed which resulted in the works being temporarily deferred pending further investigations. As a result, only the works on Central Parade and a small section of Eastern Parade (by the junction with Elmgrove Road) were completed.
- 2.24 Following investigations of the unidentified plant cables, it was determined that they were redundant cables belonging to Transport for London associated with the nearby signalised junction. The first phase of the works has been completed and phase 2 is underway. Phase 2 involves lowering the statutory undertaker's plant, resurfacing and kerb works.
- 2.25 The remaining part of the corridor scheme is to provide raised entry treatments to the side roads off of Station Road between Central Parade and the Civic Centre and these works have now been passed to our contractor for programming.

Cycling schemes

Harrow Leisure Centre – Cycle route improvement along Christchurch Avenue

- 2.26 A scheme to improve cycling facilities connecting Kenton Road near Kenton Station and the Harrow Leisure Centre has been designed and subject to consultation.
- 2.27 Two responses were received during the consultation period and both had some concerns about the scheme. The main concerns raised in both objections were that the footway was not wide enough to accommodate pedestrians and cyclists.
- 2.28 The width of footway is wide enough to satisfy the London cycle design standard which recommends a minimum footway width of 3m for a dual usage. The

scheme is supported by Harrow Cyclists and TARSAP's cycle advisor Dr Anoop Shah.

2.29 The Portfolio Holder has determined that the scheme can proceed to implementation after he considered all the objections and comments.

2.30 Local Transport Fund (LTF) 2016/17

2.31 The TfL award for funding in 2016/17 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 a programme of LTF schemes at the February TARSAP meeting.

Imperial Drive cycle route (LTF)

2.32 A scheme has been developed to promote a safer off road shared use facility for all cycle users, particularly less experienced cyclists, along this busy route that connects North Harrow and Rayners Lane stations.

2.33 Twelve responses were received of which six had some concerns about the scheme. The main concerns were that the footway was considered not to be wide enough to accommodate pedestrians and cyclists and that the visibility for drivers exiting driveways was poor which could result in conflict with cyclists.

2.34 The scheme does however satisfy the London cycle design standards and is supported by Harrow Cyclists and TARSAP's cycle advisor Dr Anoop Shah.

2.35 The Portfolio Holder has determined that the scheme proceed to implementation after he considered all the comments and objections.

Bacon Lane, extension to existing 20mph zone (LTF)

2.36 The works pack has been issued to the contractor and works are due to start in late January.

Whitefriars School, extension to existing 20 mph zone (LTF)

2.37 The works pack has been issued to the contractor and works are due to start in late January.

Tregenna Avenue / Alexandra Avenue, Junction Improvement (LTF)

2.38 A junction improvement is proposed in this location to reduce the disproportionately high number of slight injury accidents. The improvements proposed include introducing a one way section of carriageway to reduce the number of potential conflicts at the junction, to improve access and to manage on street parking in a more regulated manner. The Council's engaged transport consultant has completed the design. **Appendix C** provides details.

- 2.39 The scheme is now subject to statutory consultation and is scheduled to be constructed before the end of the financial year.

Minor safety measures, road markings / traffic signs (LTF)

- 2.40 The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. and so this programme of work will be used throughout the year to address minor local safety concerns that are not prioritised for more major interventions but could benefit from minor works.

Congestion Relief schemes

- 2.41 Traffic congestion occurs when the demand to make journeys gets close to or exceeds the network capacity and is characterised by slower speeds, longer journey times, and vehicle queues. This programme of work seeks to identify areas of the network where improvements can maximise network capacity by removing blockages and ensuring that traffic management is efficient and effective.
- 2.42 A corridor along Wemborough Road, Weston Drive and up to and including Belmont Circle has been identified as an area of concern. A study was commissioned with the Council's design partners Atkins to identify any potential causes of congestion and suggest remedial measures and we await the detailed report.

School Travel Plan - Highway schemes

- 2.43 As a part of the school expansion programme and associated transport assessments, approved by the Planning Committee, some highway improvements have been identified to mitigate the traffic impact of expansion. This programme of work takes forward any agreed mitigations identified.
- 2.44 A proposal to introduce parking controls in the access road and parking areas outside Whitchurch School has been identified for implementation this year. This measure is identified in the transport assessment and travel plan for the expanded school.
- 2.45 The Statutory Consultation (Legal Notification) process was undertaken between 1st - 21st December 2016 and notices were erected in the Car Park and published in the Harrow Times, London Gazette and on the Harrow Council website. Documents were also on deposit at the Civic Centre. Ward Councillors, consultees and Whitchurch Primary School were also directly consulted. During the three week statutory notice period the council received four objections.
- 2.46 After careful consideration of all the comments and objections the PH decided to overrule them and proceed to implementation.

- 2.47 A proposal to provide a pedestrian refuge close to Norbury School in Welldon Crescent is also under consideration.

Electric Vehicles (EV) infrastructure

- 2.48 Following a meeting with the Portfolio Holder, Chargemaster has been approved as the Council's EV infrastructure supplier as they offer the least risk and best opportunities for expanding the number of electric charging points on the public highway.
- 2.49 The POLAR network of charging points used by this supplier would link Harrow to other locations around the UK through an established and credible network, enabling us to fulfil corporate priorities, meet the needs of residents and businesses, ensure that Harrow remains an attractive destination with improved air quality, and potentially support future funding opportunities.

Ultra Low Emission Zone (ULEZ)

- 2.50 The council is currently working with TfL on a delivery programme and team structure for this scheme.
- 2.51 In order to encourage a greater uptake of electric vehicles the Council will be seeking to amend some pay and display bays in the town centre to allow them to charge their electric vehicles for free to incentivise the use of electric vehicles. This will be reviewed on a regular basis dependant on the level of uptake.

Accessibility Improvements

- 2.52 This is an on-going programme of work and is concentrated mainly on the provision of disabled parking bays, dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people.

Camrose Avenue – footway parking scheme

- 2.53 Outline design on a footway parking scheme in the section of Camrose Avenue between the A5 and Bacon Lane is complete and a consultation with residents regarding these proposals will be organised shortly.

Wealdstone Square (formerly Trinity Square) Wealdstone

- 2.54 The section of Headstone Drive between the High Street and Ellen Webb Drive is the area within the scope of the brief for the public realm improvements. Funding of £650k has been allocated to the public square project for design and implementation.
- 2.55 This project is being overseen by the Council's Economic Development Team and a consultant (We Made That) was appointed in August to undertake the delivery of the project. A project board and project team have been established to oversee progress and provide direction for the project.

- 2.56 There is a need to ensure consistency in public realm design and the details of the major scheme bid reported to the Panel in November 2016 have been shared with the consultant to ensure the Wealdstone Square project will complement the wider public realm aspirations.
- 2.57 The project is currently at the draft design and community engagement stage. Initial ideas include the concept of splitting the road space into three distinct sections. A dwell space near the church, a host space for potential events and a servicing space for parking and access. There will be no net loss of parking as part of the improvements and the existing cycle track will be maintained.

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 within the current capital programme and funding allocation from TfL for 2016/17.

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: 26/01/17		

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, Transportation
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Background Papers:

Local Implementation Plan 2
Previous TARSAP reports

Appendix A – Harrow Capital, parking management schemes update – 2016/17

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2016/17 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	7.5	Statutory notification completed. PH approval June 2016 to proceed to implementation	Barry Philips / Sajjad Farid	complete
Whitefriars School Localised parking review Wealdstone CPZ (CA zone)	To implement parking controls in roads surrounding Whitefriars School	6	Statutory notification completed. Awaiting final analysis of results and PH approval	Barry Philips / Sajjad Farid	complete
South Harrow CPZ (M zone) Localised parking reviews	To implement localised reviews: 1. New zone-Stanley Rd, Sherwood Road, 2. New zone-Brendon Gardens, Torrington Drive, Leathsale Road 3. Extension of existing zone to include Wyvenhoe Rd,	10	Statutory notification complete. PH approval June 2016 to proceed to implementation	Barry Philips / Sajjad Farid	complete
Hatch End CPZ (Y zone) Localised parking review	Localised statutory notification in –Westfield Park, Oakdene Close, Thorndyke Court, St Cuthberts Gardens, Elm Hatch, Cherry Croft Gardens on reduced hours of control	7.5	Statutory consultation complete	Barry Philips / Sajjad Farid	Mar 2017
Somerset Road Localised parking review North Harrow CPZ (NH1 zone)	Localised statutory consultation to extend existing CPZ (NH1) in Somerset Road, Cornwall Rd and part of Sussex Rd.	15	Statutory notification complete	Barry Philips / Sajjad Farid	complete
Pangbourne Drive Localised parking review Stanmore CPZ (H zones)	Localised review / extension of Zone (H), Also single yellow lines on Stonebridge slip road between properties 119-127 (southwest side only) and	14	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017

Scheme	Details	£ K	Status	Contact officer	Planned finish
	double yellow lines either side of the bend adjacent to 14, Jesmond Way.				
West Avenue Localised parking review Rayners Lane CPZ (L zone)	Localised review / extension of zone (L)	10	Statutory notification and implementation complete	Barry Philips / Sajjad Farid	complete
Wealdstone area localised parking review – roads west and north of leisure centre	Area parking review, roads west and north of leisure centre – extend hours and / or be part of the existing CPZ (CA zone)	65	Stakeholder meeting in November and public consultation starts in Jan 2017	Barry Philips / Sajjad Farid	Aug 2017
Kerry Court area Localised parking review Stanmore CPZ (H zone)	Localised review – extension of existing CPZ (H) hours	20	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Burnt Oak Broadway area (X zone) Localised parking review	Area parking review – new P&D on main road and extension of existing zone (X)	50	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Aug 2017
Belmont Circle area Localised parking review	Localised statutory notification review – changing double yellow lines back to single yellow lines and introduce P&D in Kenton Lane car park and Kingshill car park	35	Approval to proceed granted in December by PH	Barry Philips / Sajjad Farid	Mar 2017
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	On-going prioritisation / implementation of requests for yellow lines.	Barry Philips / Sally Wilson	Mar 2017

Appendix B – Transport for London, local implementation plan programme update – 2016/17

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 2016/17 is £1,766k. This is allocated as either capital or revenue within Harrow's financial system depending on the nature of the work undertaken.

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	20 mph zone programme	Implementation of 20mph zones around schools in the borough	130	Implementation in January – February 2017	Barry Philips	Mar 2017
Corridors	Walking Schemes	Infrastructure schemes designed to improve walking facilities	45	Pedestrian crossing on Honeypot Lane (near Crowshott Avenue), Surveys and initial design underway	Barry Philips	Mar 2017
Corridors	Legible London Signing	Pedestrian way finding sign works	50	Way finding signs in Pinner and Hatch End being investigated	Barry Philips	Mar 2017
Corridors	Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	35	On-going investigations to plan and develop bus route improvement works for future programmes of work.	Barry Philips	Mar 2017
Corridors	Bus priority works	Schemes to improve congestion and improve delays to buses. Eastcote Lane, The Ridgeway, High Road – Harrow Weald	180	<ul style="list-style-type: none"> • Completion of Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue), • High Road, Harrow Weald undertaking surveys and preliminary design, • The Ridgeway – consultation complete 	Barry Philips	Mar 2017
Bus Priority	The Ridgeway bus priority scheme	Improvements for bus route H11, carriageway widening and bus stop improvements	45	<ul style="list-style-type: none"> • Funding is supporting delivery of the wider bus priority work programme 	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	85	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2017
Corridors	Bus stop accessibility schemes	Programme of works to improve accessibility for buses and pedestrians at bus stops	46	Investigation underway to determine bus stop improvements at, North Harrow Station area, Pinner area and South Harrow area (including Shaftesbury Avenue)	Barry Philips	Mar 2017
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 2017
Corridors	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 2017
Corridors	Congestion relief studies	Programme of schemes to reduce congestion and improve journey time reliability	70	Route study being undertaken on Wemborough Road, Weston Drive – surveys and preliminary design underway	Barry Philips	Mar 2017
Corridors	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	David Corby	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Cycling Schemes	Programme of schemes to improve cycle routes on the highway network	90	Improvement to create cycle link between Kenton Road Station and the Harrow Leisure Centre, surveys and preliminary design completed and consultation due to take place in November	Barry Philips	Mar 2017
Corridors	Cycling and Greenways	Provision of cycle routes through parks to link with wider cycle network and support leisure cycling activity.	60	Two schemes identified (1) in Newton Park West and (2) Canons Drive to Howberry Road (east – west route) through Canons Park, initial study started, preliminary design underway	Barry Philips	Mar 2017
Corridors	Freight strategy schemes investigation and implementation	Review of existing weight limit restriction zones	40	Review of Belmont area weight restriction zone, surveys and preliminary design underway	Barry Philips	Mar 2017
Corridors	Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. High Road – Harrow Weald, Eastcote Lane/Alexandra Avenue, Honeypt Lane service road	100	Continue with design on two schemes identified in 2015/16 on High Road, Harrow Weald (shared with Bus Priority) and Eastcote Lane/Alexandra Avenue, a new identified site at Honeypt Lane service road near Wemborough Road. Surveys/analysis and design are underway	Barry Philips	Mar 2017
Corridors	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	50	Phase 3 of the Station Road corridor improvements, preliminary design underway for. Phase 2, Eastern Parade to be completed following resolution of statutory undertakers services issue. Changes to Eastern Parade are being funded by GLA.	Barry Philips	Mar 2017
Corridors	Electric vehicles and car clubs	Promote electric charging points and car clubs	35	Investigating suitable sites for electric charging points to support electric vehicles use.	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	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 • Anti-Idling campaign 	Barry Philips	Mar 2017
Corridors	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. Motor cycle banner campaign was launched in November.	David Corby	Mar 2017
Corridors	School Travel Plan, Highway schemes	Highway improvement schemes identified in School Travel Plans to encourage sustainable transport and mitigate impact of school expansions	50	Whitchurch School – scheme to introduce parking controls in access road and parking areas statutory consultation complete proceeding to implementation. Other schemes being investigated.	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	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 2017
Corridors	Future programme development	Identify future work through assessments and studies.	50	On-going scheme investigation and development work for 2017/18 schemes	Barry Philips	Mar 2017
Corridors	Travel Planner	Staff funding support	55	Support the cost of the Travel Planning officers in undertaking School and Business Travel Plans.	Barry Philips	Mar 2017
Schools	Safe Drive Stay Alive	Road safety initiative targeting young drivers	23	Stage productions arranged for schools	David Corby	Mar 2016
Local Transport Fund	Various local schemes	Local priority schemes identified by the borough which support the Mayors Transport Strategy	100	<p>Schemes identified at Feb TARSAP as follows:</p> <ul style="list-style-type: none"> • Imperial Drive – cycle route • Bacon Lane – extension to 20mph zone • Whitefriars School – extension to 20mph zone • Tregenna Avenue/Alexandra Avenue – junction safety improvement • Minor safety schemes – ad hoc requests 	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Borough Cycling Programme	Cycle Training – Adults and Children	This additional funding will expand the current cycle training programme	68	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 2017
Borough Cycling Programme	Cycle parking	Implementation of cycle parking at key locations such as shops, stations, libraries, parks, cycle hubs and other key attractors	45	Investigation underway to determine suitable locations	Barry Philips	Mar 2017
Borough Cycling Programme	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 2017
Borough Cycling Programme	Cycle Grants for schools	Providing support to schools to introduce infrastructure on school sites (cycle shelters, etc.)	3	Monies confirmed recently. Engagement with schools is underway.	David Corby	Mar 2016

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December
2016

Traffic Scheme Consultation

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



ALEXANDRA AVENUE /

TREGENNA AVENUE SAFETY SCHEME

PUBLIC CONSULTATION

IMPORTANT – THIS AFFECTS YOU – PLEASE RESPOND

*Harrow***COUNCIL**
LONDON

Alexandra & Tregenna Avenues Safety Scheme

Introduction

Harrow Council works closely with Transport for London (TfL) to improve road safety and have been successful in securing their funding to address safety issues at key junctions in the Borough.

An investigation of collision data highlighted a number of incidents at the junction of Alexandra Avenue and Tregenna Avenue, which involved both cyclists and vehicles.

Proposals

Following a detailed investigation, a number of measures have been identified that are targeted at addressing the safety issues at the junction as well as improving pedestrian facilities.

Please refer to the attached plan for more detail. The proposals include the following measures:

- **Conversion of the road adjacent to Alexandra Avenue that forms the access to and from Arundel Drive and Tregenna Avenue to one-way:**

The right turn movement from Alexandra Avenue into the road that forms the access to and from Arundel Drive and Tregenna Avenue has been identified as a cause of collisions. To address this issue, it is proposed to create a one-way system.

This will only allow vehicles to exit on to Alexandra Avenue via the northern junction. Access to Arundel Drive and Tregenna Avenue will be via the southern junction.

To achieve this, the existing northern right turn filter lane on Alexandra Avenue will be removed and the carriageway that forms the access to and from Arundel Drive and Tregenna Avenue will be narrowed to 4.5m, by means of a kerb build-out. In addition, the signage and road markings legally required for this arrangement will be put in place.

- **New raised table crossing:**

The investigation identified a pedestrian desire line from the footway outside the Park Gates residential block to the existing signalised crossing on Alexandra Avenue. This route does not currently have any pedestrian facilities therefore a new raised table crossing point is proposed.

- **Extension of existing raised entry treatment:**

The existing raised table at the northern junction does not currently extend across the pedestrian crossing point on the western side of Alexandra Avenue. The proposed scheme will extend the raised table to include the pedestrian crossing point.

- **Thinning of tree canopy on Alexandra Avenue:**

Dense tree foliage on both sides of Alexandra Avenue currently blocks light from the existing lighting columns. To improve the lighting of the junction, the tree canopy will be thinned but no trees will be removed.

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

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

Who is funding this scheme?

This scheme is entirely funded by TfL to address safety issues. These monies cannot be used for any maintenance related works in the area.

We need your views

If you would like to make comments/objections on these proposals, the council would encourage you to submit your response electronically as it is environmentally friendly and helps the council save costs. Please submit your comments/objections by using the questionnaire on-line by visiting

www.harrow.gov.uk/trafficconsultations which will direct you to a page containing the survey named **Alexandra Avenue / Tregenna Avenue – Safety Scheme**. You may be asked to register your details before completing the survey.

If you do not have internet access, please complete the attached questionnaire and return it to:

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

Please return your comments on these proposals by **31st December 2016**.

If you require further clarification or would like to discuss any issues directly related to the scheme, please contact Project Engineer John Alles, using the contact details below:

Tel: 020 8736 6816

Email: transportation@harrow.gov.uk

Can I see the proposals in more detail?

A more detailed large-scale plan of the proposals can be viewed at:

Harrow Civic Centre
Station Road
Harrow
HA1 2XA

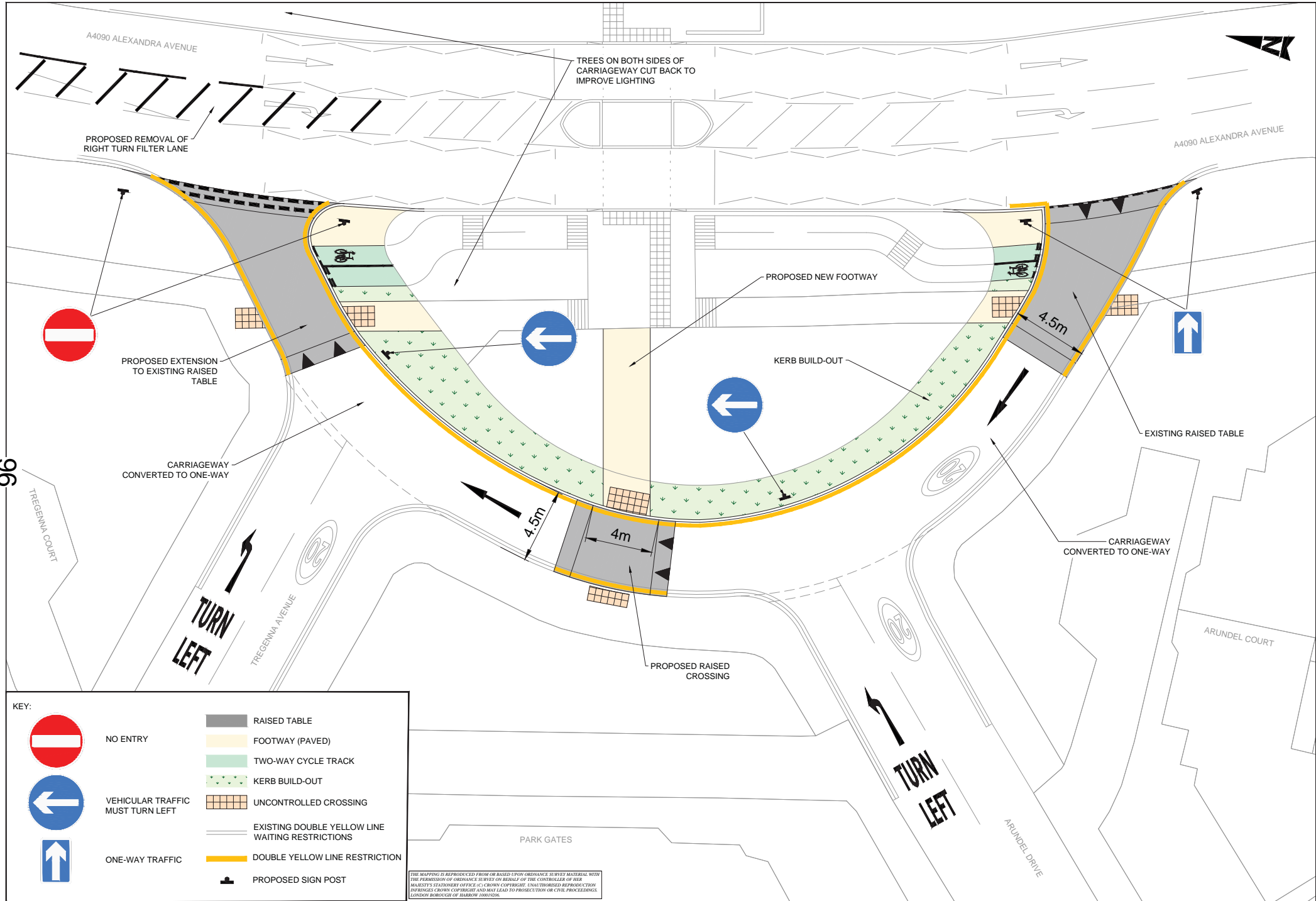
(Opening hours – 10am to 5pm)

Please book an appointment prior to the visit by calling the number below to ensure that an Engineer is available at Harrow Civic Centre to explain the proposals.

What happens next?

All the responses received during the public consultation stage will be analysed and presented to the Portfolio Holder, who will make the decision on the scheme. If appropriate, modifications may be made to the scheme proposals. If the scheme is approved by the Portfolio Holder, it is anticipated that the construction works will be begin from February 2017.

Thank you for replying to this consultation



96

KEY:

	NO ENTRY		RAISED TABLE
	VEHICULAR TRAFFIC MUST TURN LEFT		FOOTWAY (PAVED)
	ONE-WAY TRAFFIC		TWO-WAY CYCLE TRACK
			KERB BUILD-OUT
			UNCONTROLLED CROSSING
			EXISTING DOUBLE YELLOW LINE WAITING RESTRICTIONS
			DOUBLE YELLOW LINE RESTRICTION
			PROPOSED SIGN POST

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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 ઈવિલશ 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 دئیے گئے نمبر پر رابطہ کریں۔

020 8736 6816

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