

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

Date of Meeting: 3 October 2012

Subject: **INFORMATION REPORT**

Petitions relating to:

1. Cymberline Court, Knowles Court, Line Court, Charville Court Gayton Road Harrow – Request for double yellow lines
2. Westfield Park, Hatch End - Concern about parking
3. Dudley Gardens – Request for road widening and parking review
4. Whitchurch Gardens DYL- Objection (Canons Park Station Parking review)
5. Pinner Road and County Roads – Western side of Devonshire Road to be included in the CPZ extension.
6. Pinner Road and County Roads – Objection to the five passing places along Devonshire Road

Responsible Officer: John Edwards - Interim Corporate Director, Environmental Services

Exempt: No

Enclosures: Appendix A- Plan of CPZ Zone E
Appendix B- Plan of proposed parking controls in Whitchurch Gardens

Section 1 – Summary and Recommendations

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

FOR INFORMATION

Section 2 – Report

Cymbeline Court, Knowles Court, Line Court, Charville Court Gayton Road Harrow

- 2.1 A petition was presented to the council by the warden for Cymbeline Court in Gayton Road. The petition contained 75 signatures and states:

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

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

- 2.2 The background is that the surrounding area forms part of Zone E Controlled Parking Zone, shown on the plan in **Appendix A**. This CPZ operates Mon-Sat 8.30am-6.30pm and has been in existence for many years.
- 2.3 The roads, which are the subject of the petition, are part of the public highway but investigation has not been able to ascertain why these roads were not included in CPZ.
- 2.4 The construction of the road is block paving and this may have proved a deterrent to parking as officers believe motorists may have assumed that the road was private. However, increases in parking pressure and the fact the roads lie close to the centre of Harrow Town Centre has led to an increase in parking.

- 2.5 To install double yellow lines would require consultation and the preparation of traffic orders and advertising and it is unfortunately not just a case of painting the lines. This location does not appear in the programme of schemes which was presented to the February 2012 panel meeting.
- 2.6 There is already a full programme of parking schemes are various stages of preparation for 2012/13. Officers therefore recommend that proposals for parking controls in the above roads be considered and prioritised as part of the annual report that will be presented to the February 2013 panel meeting. At this time the finance and staff resources available for 2013/14 should be known.

Westfield Park Hatch End – Petition re concerns about parking

- 2.7 A petition has been received with 13 signatures stating:

The residents here undersigned feel deeply concerned over the likely effects on Westfield Park and the surrounding roads, of the imposition of parking charges in Uxbridge Road, Hatch End. Westfield Park is a very narrow road beyond Oakfield Close and emergency vehicles currently have difficulty accessing our houses and apartments as parking is allowed on both sides of the road. If all day parkers not wishing to pay are displaced from Uxbridge Road use the Westfield Park area, the situation is going to be exacerbated. We would ask the planners to consider taking pre-emptive action against this possibility.

- 2.8 At the June meeting of the panel a report on the results of public consultation on proposals to introduce parking charges in Grimsdyke Car Park and in the service roads and along Uxbridge Road were considered. The panel recommended to the Portfolio Holder that officers:
- 1) Undertake a statutory consultation on making Grimsdyke Car Park become Pay & Display Mon-Sat 8am-6.30pm at a charge of 20p per hour
 - 2) Undertake a statutory consultation on making Uxbridge Road Road parking bays (near Hatch End station) become Pay & Display – Mon-Sat, 8am – 6:30pm at a charge of 10p per 20 mins and £4 for parking stays in excess of 6 hours,
 - 3) Develop revised proposals for residential streets surrounding the Hatch End Broadway area including Anselm Road and undertake a public consultation.
- 2.9 The Portfolio Holder for Environment and Community Safety agreed this course of action which became effective on 21st July 2012. Unfortunately staff resources have prevented any progress over the summer but it is planned to meet with stakeholders in October to progress matters especially in relation to 3) above. A representative from Westfield Park will be invited to the meeting to give their views given that the proposals

now being taken forward along Uxbridge Road are now not as extensive as those originally consulted upon.

- 2.10 The current programme is for the results of the public consultation on possible parking controls in residential roads and the outcome of statutory consultation on 1) and 2) above to be presented to the February 2013 meeting of the panel.

Dudley Gardens – Request for road widening and parking review

- 2.11 A petition was presented at Council on 5th July 2012 from residents of Dudley Gardens and Fielders Close which is accessed off Lower Road
- 2.12 The petition was signed by 76 signatures representing 39 households in Dudley Gardens and 4 signatures representing 3 households in Fielders Close
- 2.13 The focus of the petition is that the carriageway of Dudley Gardens is too narrow and larger vehicles such as refuse vehicles or Fire Engines find it extremely difficult to get through. Parking in the road, especially overnight is at its peak when residents are generally at home.
- 2.14 The petitioners have asked for a parking review to take place and have suggested that the road be widened by either narrowing the existing footway or by taking away part or all of the adjacent grass area.
- 2.15 By way of back ground the road was the subject of a review in 2005 when residents were consulted on whether they wished to be included in the South Harrow CPZ extension area. It was reported at that time that there was a history of on-going obstructive parking in Dudley Gardens and that larger vehicles; including refuse vehicles were unable to access the road. At the time many residents reported that they considered parking problems were caused by people who did not live in the road.
- 2.16 A 49 signature petition from the residents of Lower Road, not included in the CPZ proposals and who would not be eligible for parking permit and would be prevented from parking in Dudley Gardens if it was in a CPZ , was submitted. As a result members agreed to defer Dudley Gardens and Fielders Close from the CPZ noting that there was no clear consensus on parking controls and that some residents wanted parking laybys constructed.
- 2.17 The carriageway of Dudley Gardens is only just over 6m in width. Consequently if vehicles park on both sides of the road there can be 2.4m or less for traffic and an emergency vehicle requires around 2.8m minimum.
- 2.18 In an effort to assist the refuse collection service and discourage non resident parking whilst minimising the impact on residents parking restrictions were introduced mainly on one side of the road operating from 8am to 10am Mon-Fri. In addition the existing double yellow lines at the junction with Lower Road were extended.

- 2.19 From the information currently available it would appear that the problems are caused by the demand for parking from residents themselves and a CPZ would not help the situation. This could only be ascertained by surveys and consultation. There is no budget for widening roads or creating parking lay-bys as the focus is on managing parking demand. The Highway Maintenance section does not have any proposals to make amendments to the road that would assist vehicle parking.
- 2.20 Contained within the annual parking report that was presented to the February 2012 panel meeting was a “wish” list of parking reviews that had been requested but not contained within the funded programme. Item 13 in the prioritised list included a review along the Northolt Road north of South Harrow Station but this forms part of a £1.8m list which would take around 8-10 years to progress at current funding levels.
- 2.21 It is recommended that the request for a parking review for Dudley Gardens and Fielders Close be reconsidered in the Feb 2013 panel report.

Whitchurch Gardens Canons Park - objection to double yellow lines

- 2.22 A petition has been received containing 58 signatures from 30 households in Whitchurch gardens, Whitchurch Close and Woodstead Grove which states:
- “We strongly object to the proposed double yellow lines at the end of of Whitchurch Gardens as this will cut the number of places available to park and make life difficult for residents, family and friends”*
- 2.23 The background is that following public consultation and consideration by this Panel in February 2012 a number of parking proposals around Canons Park were subject to statutory consultation in July/August 2012. It had been hoped to be able to report the results to this panel meeting. However the quantity and complexity of responses and subsequent correspondence and communication from residents and businesses has precluded this. It is intended to report the results of statutory consultation which will include Whitchurch Gardens to the November 2012 panel meeting.
- 2.24 The parking proposals in Whitchurch Gardens can be seen on the plan at **Appendix B**. Proposals include double yellow lines at various locations to support the well established rules contained in The Highway Code.
- 2.25 When the analysis of all the objections and comments is complete officers will as normal practice on parking reviews, discuss the detailed responses with ward councillors so they are aware of the individual details which the data protection act prevents being published in a public report.

- 2.26 Officers recommend that the Panel consider the objection along with other comments when the results are presented to the November panel meeting

Devonshire Road off Pinner Road - Objection to statutory consultation for exclusion from CPZ in western section of road

- 2.27 Officers have received a petition from residents on the western side of Devonshire Road, one of the County Roads off Pinner Road. The petition contains 33 signatures from 24 households and states:

*“ We, the undersigned residents of properties on western side of Devonshire Road HA1, between Nos 37 and 61 object to the proposal to exclude us from the extension to the Pinner Road CPZ permit parking. The original consultation only gave the option to comment **“No, but Yes if an adjoining street is included”** and did not give the option to comment if the **other side of your street** is included. Residents on western side of Devonshire Road should be give an option to be included in the extension as terms of original consultation have changed”*

- 2.28 The background is that statutory consultation was carried out in July/August 2012 on parking proposals that had already been subject to public consultation and the results reported to this panel in September 2011.

- 2.29 At the time of drafting the consultation material it could not have been envisaged that a situation would arise where there were opposing views from the opposite side of the street.

- 2.30 The results from public consultation of each property in the area who responded were discussed in detail at a meeting with ward councillors who were satisfied that the proposal best reflected the views of residents in Devonshire Road

- 2.31 To allow the residents on the eastern side that supported a CPZ to benefit whilst respecting the views of residents on the western side that did not and meeting legislation a CPZ with free bays on the western side was taken forward to statutory consultation.

- 2.32 The results of statutory consultation will be presented to the November meeting of the Panel when the petition will be considered.

- 2.33 It should be noted that it is not possible to include the western properties in the CPZ at this stage as it was not included in the statutory notices which have been advertised

Devonshire Road off Pinner Road - Objection to statutory consultation for introducing passing places in CPZ

- 2.34 A separate petition has been received from residents of Devonshire Road which states:

“We the undersigned, residents of Devonshire Road, HA1 object to the proposal to introduce 5 passing places in Devonshire Road in the proposed extension of Pinner Road CPZ. We deem that this is an unnecessary loss of parking places for residents. If necessary good practice of giving way at Dorset Road and Sussex Road junction prevails in Devonshire Road”

- 2.35 The petition was signed by 52 residents representing 37 households in Devonshire Road. The background to the proposals is the same statutory consultation that is referred to in 2.28 above.
- 2.36 An analysis of all the responses including this petition is still being carried out and the results will be presented to the November meeting on the Panel.
- 2.37 The detailed responses from each household will be discussed with ward councillors, as has taken place with previous consultations, so that they are fully aware and, if appropriate, make their own comments to this panel.

Section 3 – Further Information

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

Section 4 – Financial Implications

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

Section 5 - Equalities implications

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

Section 6 – Corporate Priorities

- 6.1. Any suggested measures in the report accord with our corporate priorities:
- Keeping neighbourhoods clean, green and safe

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

Section 7 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 14/09/12		

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips, Team Leader - Traffic and Road Safety
Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Paul Newman - Team Leader - Parking and Sustainable Transport
Tel: 020 8424 1065, Fax: 020 8424 7622,
E-mail: paul.newman@harrow.gov.uk

Hanif Islam – Senior Professional - Transport Planning
Tel: 020 8424 1548, Fax: 020 8424 7662,
E-mail: hanif.islam@harrow.gov.uk

Background Papers:

Previous TARSAP reports