

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

Date of Meeting: 8 October 2013

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

1. Pinner Road – Speed camera, signing and carriageway condition
2. Green Lane – objection to elements of the 20 mph zone scheme
3. Rayners Lane - Concerns about new yellow lines affecting businesses
4. Surrey Road North Harrow- Petition to address parking in road
5. Harrow on The Hill - request for CPZ
6. Donnefield Avenue, Canons Park Zone DA - request to change parking controls
7. North Harrow - Cambridge Road Car Park / on-street parking - objection to removal of 1 hour free parking
8. Greenhill Way, Harrow Town Centre - objection to changes to parking layout

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

Exempt: No

Enclosures:

- Appendix A** - Green Lane Post consultation information letter
- Appendix B** - Rayners Lane Petition
- Appendix C** - North Harrow Public Consultation document
- Appendix D** - Statutory Notice for consultation on on-street and off-street parking charges
- Appendix E** - Greenhill Way plan of proposals

Section 1 – Summary and Recommendations

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

FOR INFORMATION

Section 2 – Report

Pinner Road – Request for visible speed limits and cameras.

- 2.1 A petition was presented at TARSAP on 5th June by Councillor Bond on behalf of the residents of Pinner Road (between George V Avenue to Marsh Road) containing 262 signatures. The petition states:

“We, the residents of Pinner Road, wish to bring to the attention of the council the massive volume of traffic on our road, with no visible 30 mph restriction signs and no cameras. Cars and commercial vehicles are frequently seen speeding along the road, and there have been many observed instances of dangerous overtaking, including cars going the wrong way around the bollards at the junction with the Woodlands to gain speed advantage.

Recently one of our residents was nearly knocked down by a car travelling at high speed.

We would remind the council that this is a road frequented by hundreds of school children, on weekdays, as they walk home from Nower Hill School.

In addition, the vibrations resulting from the high volume of regularly speeding traffic is causing our houses to shake and shudder, thus threatening the long term stability of our homes. The vibrations

problem is compounded by a dip left in the road following water mains repair outside Pinner Cemetery some time ago.

We are requesting that the council implement the following as a matter of urgency:

- *30 mph signs clearly displayed along this stretch of Pinner Road*
- *Speed cameras introduced*
- *Plans and timetable agreed to repair road*

- 2.2 It is standard practice in the UK that 30mph signs are only erected at the entrance to a section of road which has a 30mph limit. This is in accordance with the Department of Transport's Traffic Signs Regulations and General Directions (TSRGD). The principle is that once traffic has entered a 30mph limit, which is usually in an urban or built up environment, traffic should expect the speed limit to be 30mph unless signed otherwise. Repeater signs are therefore not required. Only higher speed limits require repeater signs such as in 40mph and 50 mph limits on dual carriageway roads in urban areas for example. The TSRGD does not permit any flexibility in this approach and it will not be possible to erect repeater signs in a 30mph limit.
- 2.3 All speed cameras installed by the London Safety Camera Partnership since April 2002 have been required to meet strict Department for Transport guidelines. Fixed camera sites are located where three or more fatal or serious speed related personal injury collisions have occurred over a previous three year period.
- 2.4 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. The most up to date personal injury accident data for this section of Pinner Road (between George V Avenue and Marsh Road) has been reviewed and there have been no killed or seriously speed related personal accident injuries recorded over the most recent 36 months of data available. Therefore the provision of a speed camera in this location does not meet the criteria and cannot be considered.
- 2.5 The petitioners speeding concerns were raised with the Traffic Police on 20th June 2013 at a regular Traffic Liaison meeting and they agreed to investigate this matter further. The Council will also give consideration to the introduction of a vehicle actuated speed message sign to remind drivers that this road has a speed limit of 30 mph.
- 2.6 In respect of the alleged noise and vibration highlighted by the petitioners. The Council is sympathetic to these concerns, however, an extensive review by the Transport Research Laboratory on this matter has concluded that whilst traffic vibration can cause severe nuisance to occupants there is no evidence that vibration generated by heavy goods vehicles has caused significant damage to buildings.

- 2.7 On some occasions airborne vibration may be generated as a result of carriageway defects which can cause windows to rattle, etc. This may lead to an increase in traffic noise and a subjective impression that structural damage could be caused, however, airborne vibration does not cause damage or cracking to buildings. Carriageway defects on carriageways in the borough are inspected on a periodic basis and additionally when residents bring specific concerns to the Council's attention. As a result of these inspections localised repairs are implemented where defects fall within the Council's intervention levels and are considered to be a potential hazard to either pedestrians or vehicular users. This can also help to reduce noise and airborne vibration.

Green Lane, Stanmore, St John's Church of England School – 20 mph zone scheme

- 2.8 A petition was sent to the council by a local resident of Green Lane with regard to the above scheme during the public consultation period. The petition contained 64 signatures and states:

"We the undersigned residents of Green Lane refer to the recently issued public consultation document issued under the above heading and make our response as follows:

1. *We do not support the scheme as proposed but would support the scheme for the introduction of a 20mph zone with the following amendments:*
 - a. *No double yellow lines on West side of Green Lane North of Culverlands Close*
 - b. *No build out of pavement on East side of Green Lane north of Pinnacle Place*
 - c. *Instead of one way zone north of Culverlands Close make Green Lane 'no entry' from Stanmore Hill and extend curb and pavement on Stanmore Hill across south bound carriageway of Green Lane to stop illegal left turn.*
2. *We believe that, if adopted, these changes will achieve the same results as those proposed in the consultation paper without penalising residents.*

- 2.9 This area is subject to the development of a 20mph zone in the current financial year which includes Green Lane and the surrounding streets close to St Johns Church of England School.
- 2.10 Public consultation took place in June 2013 for a three week period and approximately 153 leaflets were delivered with 64 returns (42% response rate) and overall support for the scheme was demonstrated as seen below. The results of the public consultation were as follows:

Are you in favour of a 20 mph zone in your street?				
Road	Yes	No	Don't know/No opinion	Total
Ben Hale Close	3 (50%)	3 (50%)	0 (0%)	6
Culverlands Close	10 (91%)	1 (9%)	0 (0%)	11
Woodside Close	0 (0%)	0 (0%)	0 (0%)	0
Green Lane	33 (70%)	14 (30%)	0 (0%)	47
TOTAL	46	18	0	64
Percentage	72%	28%	0%	100%

- 2.11 A number of residents expressed concerns regarding the proposed one-way section and the loss of parking at the top of Green Lane due to the proposed double yellow line waiting restrictions. Results for the one-way proposals overall were mixed with the majority of residents in the northern section of Green Lane against the proposals with some support in other parts of Green Lane and the surrounding streets.
- 2.12 Officers appreciate that some residents would be inconvenienced by the introduction of the proposed one-way section on Green Lane and the proposed double yellow lines.
- 2.13 Details of the consultation results were sent to the local ward councillors, the chair of TARSAP and the Portfolio Holder for Environment and Community Safety (PH) in early July.
- 2.14 A meeting was held on 16th July 2013 between officers and the PH. After considering the results of the informal consultation it was agreed that the scheme proceed to statutory consultation with the following amendments:
- The removal of the proposed one-way section in the northern section of Green Lane,
 - The removal of the proposed double yellow lines in the northern section of Green Lane ,
 - The removal of the kerb build outs (Because the one way is not being progress),
 - Implemnt a banned left turn into Green Lane from Stanmore Hill.
- 2.15 It was also agreed that we would write to local residents to inform them of the decision, a copy of the letter and the revised proposals is shown in **Appendix A**.
- 2.16 Before the scheme can be implemented, statutory consultation will be required on the amended proposal and any comments, objections or representations considered before implementation.
- 2.17 The scheme is scheduled to be completed in mid September.

Rayners Lane - Concerns about new yellow lines affecting businesses

- 2.18 A petition containing 80 signatures was presented to Cabinet on 18th July 2013 which has been referred to the panel. The petition states:
- “We the undersigned residents and businesses object to the following: The Harrow Council is to impose more yellow line parking restrictions, without loading restrictions, on the shops, services, businesses and customers of Rayners Lane and its environs. This is at a time of economic uncertainty and reduced takings, borders on collective municipal insanity. . The Council should be making life easier, not harder”*
- 2.19 The petition then makes a number of other related comments and the redacted copy is shown in **Appendix B**.
- 2.20 Officers have been unable to identify any of the changes to parking in Rayners Lane highlighted in the petition. The only recent change has been the introduction of a trial of 20 minutes free parking on-street which was agreed by Cabinet in June 2013. This trial commenced on 12th August 2013 and the results of monitoring are due to be considered by Cabinet in October 2013.
- 2.21 The lead petitioner has been contacted by email and letter to ascertain the background to the petition but at the time of writing this report no response has been received. Officers will give a verbal update at the Panel meeting.

Surrey Road, North Harrow - Petition to address parking and related issues

- 2.22 A petition containing 8 signatures was received in July 2013 from residents living in Surrey Road off Pinner Road. The petition states that the petitioners wish for measures to:
- “Address concerns about the parking situation in Surrey Road”*
- 2.23 The petition also highlights issues about “Anti Social behaviour” on Surrey Road caused by:-
- a) Continual food and drink litter dropped on the road and outside with people returning to their car*
 - b) Cigarette butts dropped on the road from persons returning to their car*
 - c) Cars occasionally driving at excessive speed to grab an available car parking spot”*
- 2.24 The background is that the parking issue raised are well know to officers and have been included in reports to the panel over a number of years when the panel have considered the annual programme of parking reviews each February.

- 2.25 In February 2013 the panel agreed to carry out a parking review of North Harrow in 2013/14 which includes Surrey Road. The review process commenced with a Stakeholders meeting with key interested parties on 17th July 2013. Using this information and other data collected over recent years a public consultation exercise commenced on 12th September.
- 2.26 Approximately 4,000 leaflets have been distributed to business and residents in the area to capture their views. In the case of residential roads like Surrey Road residents are being asked if they would support a controlled parking zone or other form of control. A copy of the consultation leaflet is attached as **Appendix C**. The results of public consultation will be reported to a future TARSAP meeting.
- 2.27 The comments about litter have been raised by local residents in the past which they have attributed in the main to drivers from the nearby bus garage on Pinner Road who park their cars in the road. These issues have been raised with London Buses (TfL) on several occasions. The bus garage operator, contracted to London Buses, has reportedly raised the concerns with their staff. However many drivers arrive early at 5-6am and this makes any action by the council more difficult. The issues may be addressed by any future arrangements for parking controls.

Harrow on the Hill - Request for Controlled Parking Zone

- 2.28 A petition was presented to the June 2013 meeting of the panel which contained 94 signatures. The petition states:
- “We, the undersigned, strongly object to the traffic chaos caused by events at John Lyon School and demand the introduction of parking permits for local residents”*
- 2.29 The covering letter to the petition submitted by the lead petitioner also states:
- “It is our submission that it’s the cars belonging to the school’s pupils and their parents that continue to clog adjoining streets not only at the start of the school day, but also in the evenings and at weekends when other school activities take place. What was once akin to a leafy glade has become a rat run.”*
- 2.30 The petition makes the presumption that a review of parking in Harrow on the Hill is underway. However, the only parking initiatives undertaken are some isolated areas of double yellow lines implemented as part of the councils Local Safety Parking Programme (LSPP). This programme deals with issues of obstructive parking at junctions, bends and similar locations to improve road safety. The introduction of these proposals was difficult due to the sensitivity of the area, topography, road layout and aesthetics and there were many differing and opposing local views.

- 2.31 There have been requests for residents parking in Harrow on the Hill in the past and a petition was reported to the panel several years ago. A parking review of this area is included in the programme of potential schemes, currently unfunded, which was last considered by the panel in February 2013.
- 2.32 Providing residents parking around John Lyon School and other local roads is highly likely to displace parking into other roads in Harrow on the Hill which are already equally suffering from similar parking problems. Displacement parking would only exacerbate these problems with the obvious consequences. This is why parking reviews focus on areas rather than individual streets or sources of problems.
- 2.33 The report to the panel in February 2013 identified that any parking review of Harrow on the Hill would be contentious and challenging and this has been substantiated during the recent LSPP scheme highlighted above.
- 2.34 The parking review programme will next be considered in February 2014 when and a review of parking in Harrow on the Hill can then be considered.

Donnefield Avenue, Canons Park CPZ, Zone DA - request to change parking controls

- 2.35 A petition was reported to the June Panel containing 22 signatures from members of the Acorn Tennis Club. The petition states:
- “The following members of Acorn Tennis Club are strongly against the new car parking restrictions in Donnefield Avenue which prevents parking our vehicles on Monday to Saturday until 6.30pm. We play on Wednesday and Friday mornings from 9.30-12.30 and Saturday afternoons from 1pm-5pm. Furthermore we were not given any warning that these restrictions were coming into force. We notice the road is half empty during the week so feel some restrictions could be lifted”*
- 2.36 The background is that following public and statutory consultation on parking measures, as part of the Canons Park Area review, a controlled parking zone was introduced in Donnefield Avenue, operating Monday to Saturday 8am to 6.30pm. This came into operation in May 2013.
- 2.37 Situated to the east of the road are a large number of flats whose occupants have for some time been concerned about the difficulty in parking their vehicles. Although there are off-street garages available in the area these are generally not associated with the flats but are available to rent/purchase on the open market. Located on the west side of the road is a large public car park, operated by NCP on behalf of London Underground, which has 156 spaces. Located at the northern end of the road, which is a cul de sac, is Canons Park

recreation ground which has a number of associated recreation facilities within it or immediately adjacent.

- 2.38 Primarily the original problem in the road for residents was that commuters preferred to find free parking in the road instead of paying the £5 per day to park in the station car park. The operational hours of the restrictions implemented was the option chosen by residents in the road and which this panel recommended to the Portfolio Holder for Environment and Community Safety.
- 2.39 At the time of agreeing the current scheme there was no way of accurately ascertaining exactly how many residents' permits and other permits might be taken up. For this reason officers recommended to the Panel that they consider requests for changes after the scheme had been operating for 6 months and had settled down.
- 2.40 The requests for changes, which include Donnefield Avenue, are the subject of a separate report to this panel meeting for members to consider and make a decision.
- 2.41 Removing the restrictions for even some of the road, as requested, would result in commuters who use the adjacent station parking in the road who arrive early and park all day. One amendment to the scheme that could deal with residents, help facilitate members of the tennis club and also prevent long stay commuting would be to make the parking bays dual use. Residents could continue to park with their permits but others could pay and display with a maximum time period of say 4 hours. The charge, would be 10p per 20mins (equivalent to 30p per hour) as set out in the current parking charges strategy.
- 2.42 Whilst the tennis club claim that they were not consulted an extensive public consultation was carried out and lists of stakeholders were agreed with local members. Each household or business was hand delivered a leaflet but if there is no identifiable building for organisations like clubs it can prove difficult to contact them. However the statutory consultation process involved street notices highlighting the proposed changes which anyone, resident or not, could respond to or find out further information through the councils website.

North Harrow - removal of 1 hour parking in Cambridge Road car park / on-street parking

- 2.43 A petition was received in August 2013 containing 25 signatures. The petition states:

"We, the undersigned object to Harrow Council's intentions to withdraw the one hour free parking concession in the Cambridge Road car park. We also object to the plans to withdraw the one hour free concession for on-street parking and replace it with 20 minutes-only free parking"

- 2.44 The petition was not accompanied by any other documentation indicating the source of the petition or lead petitioner. At the time of writing the report the origin of the petition had not been determined.
- 2.45 The background is that Cabinet in June 2013 agreed to proceed to statutory consultation on a system of parking charges based upon four tiers of charges which equated to the type of retail area defined in the planning local development framework. The existing and proposed parking charges that were advertised are set out in **Appendix D**.
- 2.46 Two of the key principles of making the changes, which have been under consideration for over 2 years, are to make charges in an area simpler, consistent and easier to understand and that charging intervals are made consistent. Off-street parking would be charged by the hour and on-street parking per 20 minutes. The latter is a prerequisite if any form of 20 minutes free parking scheme currently under consideration borough wide was to be implemented. A trial of 20 minutes on-street parking commenced in Rayners Lane on the 12th August 2013 and is currently being monitored. A report on the effects and future of the trial is scheduled to be considered by Cabinet at their October meeting.
- 2.47 Consideration of any formal objections to the parking changes was delegated by Cabinet to the Portfolio Holder of Environment and Community Safety. At the time of writing this report no decision had been reached and a verbal update will be given at the meeting.

Greenhill Way, Harrow Town Centre - objection to changes to parking layout

- 2.48 A petition was sent to the council from local residents and businesses of Greenhill Way via a local councillor with regard to the revised parking layout in Greenhill Way. The petition contained 48 signatures and states:

“St Anns Rd, Service road east

We the undersigned object to the following.

- 1. Removal of trees and other greenery*
- 2. Prohibiting loading and unloading in the Service road*
- 3. Creation of car parking bays (restricted)”*

- 2.49 Since the petition has been received the Town centre Board has been working hard to develop proposals that will deal with the issues raised. A number of proposals have been drafted for further consideration and consultation with local residents and businesses. **Appendix E1** and **E2** gives details of the proposals.

Section 3 – Further Information

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

Section 4 – Financial Implications

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

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? No.
- 5.2 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out 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: Jessie Man



on behalf of the
Chief Financial Officer

Date: 16/09/13

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

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Background Papers:

Previous TARSAP reports

Public and Statutory Consultation Results