

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

Date of Meeting: 23 November 2015

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

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

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

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

Exempt: No

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

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

Section 1 – Summary and Recommendations

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

FOR INFORMATION

Section 2 – Report

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

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

- 2.2 The petition states:

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

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

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

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

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

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

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

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

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

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

- (b) reducing the extent of the waiting restrictions in Kenmore Avenue,
- (c) Introducing “pay and display” parking in the two public car parks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 2.34 At TARSAP in February 2015 localised parking reviews within the Canons Park area parking scheme were agreed for Dalkeith Grove, Buckingham Gardens and Dovercourt Gardens. Pangbourne Drive was not included.
- 2.35 At the TARSAP meeting in June 2015 officers were asked by the panel to advise the chair of the cost of including Pangbourne Drive in the localised reviews of the Canons Park area parking scheme. Officers subsequently clarified that the additional cost would be £12,525 and as a consequence it was not considered possible to accommodate this within the programme within the existing budget.
- 2.36 This request, therefore, needs to be assessed and prioritised by TARSAP in February 2016 when the scheme priorities for a proposed programme of work for 2016/17 are considered.

Petition 6 – Hutton Lane – objection to LSPP proposals

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

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

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

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

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

Petition 7- Wood End Road objection to LSPP proposals

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

“Objection to double yellow lines in Wood End Road”

- 2.41 The petition was accompanied by a letter of objection which can be seen at **Appendix A**.
- 2.42 Resident have expressed concerns about parking on the corners of the Wood End Road / South hill Grove junction and requested parking controls to prevent this. A scheme was proposed to introduce “at any time” waiting restrictions (double yellow lines) as part of the council’s on going Local Safety Parking Programme (LSPP) programme in 2015.
- 2.43 The assessment criteria for all schemes included in the LSPP includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request. The double yellow lines proposed in Wood End Road meet the councils agreed criteria for intervention.
- 2.44 The petition was discussed with the PH and it was agreed that these lines were necessary to improve access and visibility at the junction and will be implemented.

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

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

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

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

Petition 9 - Chantry Road – Objection to double yellow lines

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

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

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

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

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

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

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

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

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

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

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

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

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

Petition 11- Whitmore Road – Objection to proposed CPZ

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

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

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

The main concerns are as follows:

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

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

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

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

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

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

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

- 2.57 Bruce House in Sovereign Place is a private development and is permit restricted and as such if the council were to introduce a CPZ in the area the residents of Bruce House would not be eligible for a permit. Therefore their request is unfortunately unable to be taken forward due to the restriction in place.
- 2.58 This fact they are permit restricted is stipulated in the lease agreement between the developers and tenants and should have been communicated to the residents in their tenancy agreement.

Petition 13 – Broadfields / Randon Close – Request for CPZ

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 3 – Further Information

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

Section 4 – Financial Implications

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

Section 5 - Equalities implications

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

Section 6 – Council Priorities

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

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 10/11/15

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

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

Background Papers:

Previous TARSAP reports

Decision Notices

Public and statutory consultation documents highlighted in the report