

Meeting:	Traffic and Road Safety Advisory Panel
Date	30 November 2005
Subject:	Hatch End Waiting and Loading Restrictions – Objections
Responsible Officer:	Steve Swain, Head of Public Realm Infrastructure, Urban Living
Contact Officer:	Mohsen Nekouzad, Principal Engineer, Traffic Management (East Area)
Portfolio Holder:	Councillor Phillip O'Dell, Environment and Transport
Key Decision:	No
Status:	Part I

Section 1: Summary

Decision Required

Recommendations (for decision by the Environment and Transport Portfolio Holder)

- i) that the objections to the traffic orders be set aside for reasons given in the report;**
- ii) that the advertised waiting and loading restrictions on the east side in Grimsdyke Road except for the first 10 metres be dropped in favour of road widening and implementation of the advertised waiting and loading restrictions on the west side as shown at Appendix F;**
- iii) that officers be authorised to implement the yellow line waiting and loading restrictions and a speed table in the service road as shown at Appendices F and G under the Road Traffic Regulation Act 1984 and The Highways (Road Humps) Regulations 1996;**

- iv) that the statement of reasons be “to control parking and to improve traffic flow and safety”; and
- v) that officers be authorised to inform the objectors and head petitioners accordingly.

Reason for report

To set aside the objections and gain approval to implement the proposed waiting and loading restrictions associated with the Local Public Service Agreement (LPSA) road safety scheme. The yellow line waiting and loading restrictions would reduce congestion in Uxbridge Road and complement the proposed road safety scheme.

Benefits

- Road safety improvements
- Traffic flow improvement
- Residential amenity

Cost of Proposals

The estimated cost of the yellow line waiting restrictions including Grimsdyke Road kerb realignment is £10,000. This will be funded from the agreed LPSA Road Safety Capital Budget under a Local Public Service Agreement between Harrow Council and the Government. The total funding agreed for the LPSA road safety schemes is £380,000 which will be used to implement three further road safety schemes.

Risks

Insufficient staff time has resulted in slippage. This coupled with the Transport for London’s recently introduced Traffic Management Act Notification requirements could prejudice implementing the scheme this financial year when the LPSA funding arrangement is available.

Implications if recommendations rejected

- Dissatisfaction with the outcome of the consultation
- Possible loss of LPSA funding facility
- Congestion at a number of locations in Hatch End

Section 2: Report

2.1 Brief History

2.1.1 Following the decision (PHD 013/05) authorising officers to take all necessary steps to implement the proposed Local Safety Scheme shown at Appendix A including advertising the traffic orders and consulting the frontages where a speed table and yellow line waiting restrictions are proposed between Milne Feild and Rowlands Avenue and at Grimsdyke Road, Cornwall Road, Woodriding Close, Westfield Park and Dove Park in parallel with advertising the traffic orders and to implement the scheme subject to consideration of objections (if any), the traffic orders were advertised. Consultation with frontages has also been carried out in accordance with the above.

2.2 Consultation

2.2.1 Consultation was carried out in parallel with statutory consultation in August for a period of 3 weeks. The consultation documents are shown at Appendix B.

2.2.2 Response rates to the consultation for the Grimsdyke Road's yellow line waiting and loading restrictions is 22% and the response rate for the proposed speed table in the service road is 15%. The frontages here are mainly businesses. The response rate elsewhere is around 31% which is considered good. A detailed analysis of the results on a street by street basis is shown at Appendix C. The comments/objections received are shown at Appendix D. The responses have been placed in the Members' Library.

2.2.3 The respondents' support for the yellow line proposals range from 2 to 1 in favour, increasing to 11 to 1 for Dove Park proposals. The proposed speed table in the service road is also supported by the frontages responding. None of the respondents are against.

2.2.4 Appendix E contains a summary of the objections and comments made by the respondents together with officers' response. No letters of objection have been received.

2.2.5 The emergency services have been consulted and support the proposals.

2.3 Financial Implications

2.3.1 The estimated cost of the yellow line waiting restrictions including Grimsdyke Road kerb realignment is £10,000. This will be funded from the agreed LPSA Road Safety Capital Budget under a Local Public Service Agreement between Harrow Council and the Government. The total funding agreed for the LPSA road safety schemes is £380,000 which will be used to implement three further road safety schemes.

2.4 Legal Implications

2.4.1 The proposed parking controls can be introduced under the Road Traffic Regulation Act 1984. The proposed speed table can be introduced under The Highways (Road Humps) Regulations 1996.

2.5 Equalities Impact

2.5.1 Not applicable.

2.6 Section 17 Crime and Disorder Act 1998 Considerations

2.6.1 The proposals have neutral impact on crime and disorder.

Section 3: Supporting Information/ Background Documents

Appendices:

Appendix A: Plan of the proposed road safety scheme

Appendix B: Consultation documents

Appendix C: Consultation results

Appendix D: Comments/objections

Appendix E: Summary of comments/objections and officers comments

Appendix F: Details of proposed Grimsdyke Road widening and yellow line waiting restrictions

Appendix G: Plans of the proposed yellow line waiting restrictions

Supporting Information:

Background Documents: Local Safety Schemes Programme, road safety scheme, accident records, consultation, consultant's report, LPSA.