

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

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**Date of Meeting:** 28<sup>th</sup> November 2017

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

- 1) West Street / Nelson Road - request for a Controlled Parking Zone (CPZ).
- 2) St John Fisher School – Objection to 20 mph zone.
- 3) Peters Close – Driveway obstruction
- 4) Whitchurch Gardens – Request for double yellow lines
- 5) White House Drive , Stanmore – Request to change CPZ hours
- 6) Lorne Road- Objection to not being included within zone J
- 7) Radcliffe Road – objection to CPZ
- 8) Howberry Road – objection to double yellow lines
- 9) Byron Road, Warham Road and Locket Road – objection to CPZ proposals
- 10) St John Fisher School – 2<sup>nd</sup> Objection to 20 mph zone.

**Responsible  
Officer :**

Paul Walker – Corporate Director, Community

**Exempt:**

No

**Wards affected:** Harrow on the Hill, Headstone North, Canons, Wealdstone, Marlborough

**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. The status of some of the petitions may have changed since the report was drafted because of the timescale in obtaining necessary report approvals.

### **FOR INFORMATION**

## **Section 2 – Report**

### **Petition 1 – West Street / Nelson Road - Request for Controlled Parking Zone (CPZ)**

2.1 A petition containing 116 signatures was received by the council on 24<sup>th</sup> January 2017. The petition states:

*“Residents’ petition for residents’ permit holder parking (CPZ) in West Street (from nos. 42 & 67 West Street right to the bottom of West Street where it joins Bessborough Road), Nelson Road/Trafalgar Terrace & Wellington Terrace, Harrow on the Hill – Monday-Friday, 8am-11am.”*

2.2 The request will be added to the list of requests to be presented to the panel in February 2018 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP.

2.3 The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation in February 2018. The priority for a scheme in West Street / Nelson Road can then be considered.

### **Petition 2 – St John Fisher School - Woodlands, South Way, Thrush Green and Cambridge Road – opposed to 20 mph zone proposals**

2.4 A petition containing 151 signatures was received in July 2017 during the informal consultation stage regarding a proposed 20 mph zone in the above roads surrounding St John Fisher School. The petition states:

*“Residents of Woodlands, South Way, Thrush Green, and Cambridge Road are not in favour of the proposed 20 mph scheme.”*

*Proposals include:*

- *Multiple speed cushions/ bumps along Woodlands, Cambridge Road and South Way.*
  - *Raised entry speed bumps on Woodlands, Cambridge Road and South Way.*
- 2.5 Transport for London (TfL) has approved a programme of 20mph schemes in Harrow and the programme is based on the approved Harrow Transport Local Implementation Plan Delivery Plan for 2017/18.
- 2.6 The introduction of 20mph zones plays an important role in achieving the Mayor for London's road safety plan and casualty reduction targets. The purpose of a 20 mph zone is also to create a safer environment for all road users to encourage walking and cycling by limiting vehicle speeds through the use of self-enforcing measures.
- 2.7 The council is committed to creating a safer environment to encourage walking and cycling, improve air quality, and reduce the reliance on the car - which is a key objective of a 20 mph zone. We also work very closely with schools in the borough on these issues.
- 2.8 The council has embraced an incremental approach to traffic calming which has been adopted to ensure the most appropriate solution is reached. Surveys are conducted to establish vehicle speeds and parking patterns are observed so that when we design a scheme we can consider various options. For example, depending on the location we do not exclusively look at introducing road humps; we may well consider alternative solutions such as mini roundabouts, new surfacing, kerb build-outs, chicanes etc depending on the circumstances.
- 2.9 The council no longer installs full width round top road humps in the borough and hasn't done so for a number of years. Instead we use a combination of speed platforms or speed cushions both of which are designed in accordance with the Department of Transport guidelines. Speed cushions are designed to reduce vehicle speed, encourage less stop / start and aggressive driving and are supported by the emergency services because they have a less detrimental impact on ambulances and fire service vehicles. This type of measure has been used successfully across the borough in similar schemes. The scheme around St John Fisher School is designed utilising speed cushions and a combination of painted 20 mph roundels in accordance with these specifications and DfT guidelines.
- 2.10 As a result of the petition and other comments received during the informal consultation process the Portfolio Holder instructed officers to minimise the number of speed cushions required to deliver an effective scheme and as a consequence two sets of speed cushions have been removed one outside no 87 Woodlands and the other at the southern end of South Way.

- 2.11 Following these changes the PH has decided that the scheme will progress to the legal notification (statutory consultation) stage where further representations from local residents and the wider community can be made.

### **Petition 3 – Peters Close – Driveway Obstruction**

- 2.12 A petition containing 4 signatures was presented at the TARSAP meeting on 24<sup>th</sup> July 2017. The petition states:

*“We request Harrow Council to assist us in preventing our driveway from being blocked; we already have a white line, which is completely ignored. This blockage makes it hard for us if we have to get out in an emergency. I have a blue badge and one of my sons who has MS and who is unable to walk unaided also has a blue badge.*

*Whilst I`m doing this email someone has parked right over the whole of our drive playing on his phone for a good ten minutes making it difficult for other cars to drive by and blocking the way for my husband to get into the drive.*

*Many thanks for your help on this matter.*

- 2.13 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.

- 2.14 We have written to the resident to explain how to contact our parking operations team if a motorist obstructs the driveway in the future.

### **Petition 4 – Whitchurch Gardens – Request for double yellow lines**

- 2.15 A petition containing 9 signatures was presented at the TARSAP meeting on 24<sup>th</sup> July 2017. The petition states:

*“We the undersigned urge Harrow Council to review the yellow line arrangements around numbers 13 and 15 Whitchurch Gardens, with a strong desire to implement a double yellow line around the bend to control parking and increase safety and cleanliness for residents.”*

- 2.16 This request will be assessed under the local safety parking schemes programme (LSPP) previously agreed by the Panel. 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. If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed.

- 2.17 An assessment will be undertaken in the near future.

**Petition 5 – White House Drive, Stanmore – request for a change in the current CPZ zone hours of operation.**

- 2.18 A petition containing 28 signatures was presented at the TARSAP meeting on 24<sup>th</sup> July 2017. The petition states:

*“We the undersigned request Harrow Council to help us alleviate the adverse effect of the new parking restrictions on Kerry Court/ Avenue on White House Drive. We are suffering from mass displaced public parking from Kerry Court /Avenue, which has led to residents of White House Drive – many of whom have parking permits - with nowhere to park outside their homes, let alone the surrounding area. To alleviate this we request Harrow Council to change our parking restrictions to **Monday – Sunday, 10-11am and 3pm -4pm.**”*

*To further ease the pressure on parking, we request Harrow Council to provide **two additional permit bays, one to each existing end (outside nos 1 and nos 15 maisonettes) and remaining single yellow lines (outside nos 1 and 15 maisonettes), to be converted to double yellow lines).**”*

- 2.19 The request will be added to the list of requests to be presented to the panel in February 2018 when the annual parking management report is considered. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in White House Drive can then be reviewed.

**Petition 6 – Lorne Road, Wealdstone – request to be included in CPZ zone J**

- 2.20 A petition containing 73 signatures was received by the council in October 2017. The petition states:

*“**Objection to proposed cut off point of new proposed resident parking J zone at the junction of Grant Road / Lorne Road and objection to the strict J zone times due to the implementations it will cause for parking in Lorne Road”.**”*

*As residents of Lorne Road (south of Lockett Road) numbers 2-44 and 1-41, we agree to appeal the proposed parking zone changes.*

**Current (CA) Zone**

*We had lobbied for years for Lorne Road to be included in parking zone (CA) to par with our adjacent roads (Aberdeen Rd, Sterling Road, Grant Road and Lockett Road). Finally, the council realised our difficulties and included us in the CA parking zone.*

*Even now we do not have adequate parking space for our residence in the southern part of Lorne Road. Due to this, residents have to look for parking spaces in the surrounding area not to mention the argument that the residents suffer from. Due to the new time restrictions in the J zone, neither CA zone residents nor those visiting the whole of Harrow can park there. This change would make Lorne Road a dumping ground for visitors and residents of the adjacent roads.*

**Our Request:**

***Considering the issues mentioned above could you please also include Lorne Road in the zone J. If this is not achievable, please extend the CA zone time restrictions to par with the J zone.***

- 2.21 This scheme is a part of the approved 2017/18 parking management schemes programme and was recently subject to statutory consultation..
- 2.22 All comments/ representations/ objections / petitions will be considered along with all other representations regarding the CPZ proposals. These will be discussed with local Councillors and the Portfolio Holder for Environment before a final decision is made on which parking controls will be taken forward and implemented.

**Petition 7 – Radcliffe Road, Wealdstone – objection to CPZ**

- 2.23 A petition containing 15 signatures from the northern section of Radcliffe Road was received by the council in October 2017. The petition states:
- “We the undersigned object to the introduction of controlled parking in our street.”*
- 2.24 This scheme is a part of the approved 2017/18 parking management schemes programme and was recently subject to statutory consultation.
- 2.25 All comments/ representations/ objections / petitions will be considered along with all other representations regarding the scheme proposals. These will be discussed with local Councillors and the Portfolio Holder for Environment before a final decision is made on which parking controls will be taken forward and implemented.

**Petition 8 – Howberry Road, Canons Park – objection to double yellow lines**

- 2.26 A petition containing 102 signatures was received by the council in October 2017. The petition states:
- “Further to your notice of the proposed double yellow lines on one side of Howberry Road we the below signed object to these changes in our part of Howberry Road”*

- 2.27 It is proposed to upgrade the existing single yellow line (Mon - Fri, 2pm - 3pm) to double yellow lines (“at any time”) across one side of Howberry Road. This is to allow emergency service and large vehicles to pass unobstructed and to address congestion issues particularly when there are events at Wembley Stadium as visitors using the nearby Canons Park train station use this road to park. The measures are proposed following a petition received earlier this year by concerned residents of Howberry Road.
- 2.28 All comments/ representations/ objections / petitions will be considered along with all other representations regarding the double yellow line proposals for Howberry Road. These and the reasons for proposing the lines will be discussed with local councillors and the Portfolio Holder for Environment before a final decision is made as to whether the scheme proposals are implemented, amended or abandoned.

**Petition 9 Byron Road, Warham Road and Locket Road – objection to CPZ proposals**

- 2.29 A petition containing 55 signatures from 45 addresses in Byron Road, Locket Road and Warham Road was received by the council in October 2017. The petition states:

*“We the undersigned hereby formally object to the proposed implementation of the parking bays at the ‘flanks’ of Byron Road (north of Locket Road) opposite numbers 235, 237, 239, 241, 243, 245 and similarly at the ‘flanks’ of Warham Road (north of Locket Road) on the basis that these areas currently function adequately, being used by family friends and community caregivers.*

*We consider that the proposed alterations shall be materially detrimental to our way of life.*

*“The residents of Locket Road also object to the creation of further restricted parking bays in their locale.*

*“We were not part of the public consultation in January 2017 and yet will be directly affected.”*

- 2.30 This scheme is a part of the approved 2017/18 parking management schemes programme and was recently subject to statutory consultation.
- 2.31 All comments/ representations/ objections / petitions will be considered along with all other representations regarding the scheme proposals. These will be discussed with local Councillors and the Portfolio Holder for Environment before a final decision is made on which parking controls will be taken forward and implemented.

**Petition 10 - St John Fisher School - 20 mph zone proposals Woodlands, South Way, Thrush Green and Cambridge Road – opposed to statutory legal notification**

- 2.32 A petition containing 227 signatures was received by hand on 8<sup>th</sup> November 2017 during the legal notification (Statutory consultation) period regarding a proposed 20 mph zone in the above roads surrounding St John Fisher School. The petition states:

*“We hereby signed below object to the statutory legal notification DP 2017/12. Residents of Woodlands, South Way, Thrush Green and Cambridge Road. OBJECT to the St John Fisher Catholic Primary School 20 mph scheme in the current format. We, the residents, object to all speed cushions / humps. We, the residents accept 20 mph speed zone without speed cushions/ humps.*

- 2.33 The objection will be considered along with all other representations received regarding the scheme proposals. These will be discussed with the Portfolio Holder for Environment before a final decision is made as to whether the scheme in its current format will be implemented.

### **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	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 15/11/17		

<b>Ward Councillors notified:</b>	<b>YES</b>
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## **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