

Meeting:	Traffic and Road Safety Advisory Panel
Date:	28 February 2006
Subject:	South Harrow Controlled Parking Zone – Stage 2 review and Stage 3 extension including Northolt Road, South Harrow Congestion Relief Scheme.
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure, Urban Living
Contact Officer:	Paul Edwards, Principal Engineer - Transportation Department – Urban Living.
Portfolio Holder:	Environment and Transport
Key Decision:	No
Status:	Part 1

Section 1: Summary

Decisions Required

That the panel recommends that the portfolio holder for Environment and Transport authorise officers to:

1. Carry out all necessary operations to implement the amendment and extension of the existing South Harrow Controlled Parking Zone (CPZ) as described in this report and as shown on the plans at **Appendices A and C**. The operational hours to be Monday to Saturday 10-11am and 2-3pm. Subject to further localised consultation as described in the report, the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result.

2. Consult the residents and businesses of The Crescent, in parallel with the statutory consultation and implement waiting restrictions as shown on the plan at **Appendix B**, subject to the consideration of any formal objections that may be received as a result of the advertising of required traffic orders.
3. Consult the residents and businesses of Roxeth Green Avenue, between Abercorn Crescent and Shaftsbury Circle, in parallel with the statutory consultation and implement 'At any time' waiting restrictions as shown on the plan at **Appendix D**, subject to the consideration of any formal objections that may be received as a result of the advertising of required traffic orders.
4. Implement the Northolt Road Congestion Relief Scheme as described in the report and shown on the plan at **Appendix E**, and inform the residents and businesses of the area, in parallel with the advertising of the required traffic orders and subject to the consideration of any formal objections make the traffic orders,
5. Carryout investigations, as described in the report, of parking and loading matters in connection with Brember Road, Dudley Gardens, Fielder Close, Lower Road and Northolt Road (concerns of businesses in the vicinity of Roxeth Grove) and report the findings for consideration by the portfolio holder.
6. Carryout investigations, as described in the report, of areas near the new boundary of the CPZ which are known to be susceptible to parking congestion and report further.
7. Inform the head petitioners of each of the petitions accordingly.

Reason for report

To gain agreement for the way forward with a view to implementing parking controls and altering existing restrictions to address the council's stated priority of enhancing the environment and encouraging more sustainable transport activity, reduce accidents and improve bus services.

Benefits

- Responding to residents' requests
- Providing business with parking for their operational vehicles
- CPZ's can improve:
 - Safety
 - Access
 - Residential amenity
- CPZ's can assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available.

Cost of Proposals

The estimated cost of the alterations to the existing South Harrow CPZ and possible extension is £45k. Approximately £15k of which will be spent in the current financial year and the remainder in 2006-07. There are sufficient funds in this year's CPZ budget to cover this year's costs of the scheme. Next year's budget allocations are not known at this time, see paragraph 2.7.

The cost of the Northolt Road Congestion Relief Scheme is estimated at £134,000 and will be financed from Transport for London's (TfL) West London Transport Strategy's (WLTS) Streets for People (SfP) Budget for 2005-6.

Risks

The review of the South Harrow CPZ is on the Controlled Parking Zone programme for implementation in summer/autumn 2006. This implementation date can be achieved if funding is secured for 2006/07.

Notwithstanding that the proposals are designed to best reflect the results of the consultation, they are unlikely to be unanimously popular and in common with all controlled parking zone proposals some objections to the traffic orders are likely.

The Northolt Road Congestion Relief proposals, although considered necessary for the maintenance of the viability of this important shopping street, might disadvantage some residents and businesses.

Implications if recommendations rejected

Possible dissatisfaction with the outcome of the consultation from residents in some areas, under-expenditure of allocated funding, possible knock on effect on the Controlled Parking Zones programme and failure to achieve the above-mentioned benefits.

In the case of the Northolt Road Congestion Relief Scheme loss of TfL funding that may not be available in future years.

Section 2: Report

2.1 Brief History

2.1.1 Stage 2 of the South Harrow Controlled Parking Zone (CPZ) was implemented on 1 March 2004. The council's programme requires that the zone be reviewed and that the need for further extensions be investigated for implementation during 2006.

2.1.2 A meeting of officers and key stakeholders was held on 16 March 2005. Those invited to attend included ward and other nominated councillors, representatives of local residents and businesses, emergency services and other highway user groups. The meeting established the boundary of a possible extension of the existing zone and identified some possible amendments of the existing zone to be considered as part of the review.

2.2 Options considered

Refer Section 2.3 below.

2.3 Consultation

2.3.1 The initial consultation was with key stakeholders as outlined in Paragraph 2.1.2 above.

2.3.2 Ward councillors and other nominated councillors were sent copies of draft consultation documents before finalisation. Ward councillors have also been consulted on the results of the consultation and the various options for the way forward.

- 2.3.3 Formal consultation of the residents and businesses was undertaken in November / December 2005, with approximately 2800 leaflets (including questionnaires) being hand delivered to residents / businesses within the consultation area agreed by the stakeholders and shown at **Appendix A**.
- 2.3.4 Approximately 1500 letters were hand delivered to the residents and businesses in nearby roads, outside the possible extension area, informing them of the consultation, library and civic centre display and staffed exhibition. The letter included a plan showing the area being considered for parking controls.
- 2.3.5 A staffed exhibition was held at the Northolt Road Communal Hall on 30 November 2005 between 11am-2pm and 5pm-8pm. 77 visitors signed the visitor's book.
- 2.3.6 The consultation literature, detailed road plans and an interactive questionnaire was available on the council's website for the duration of the consultation.
- 2.3.7 Plans and consultation documents were on display at the Roxeth Library and the Urban Living reception in Civic 1 throughout the consultation period.
- 2.3.8 A few days before the consultation period ended businesses were hand delivered reminder leaflets in an attempt to increase the response rate from businesses.
- 2.3.9 446 questionnaires / letters have been received in response to the consultation, representing a 16% return from the whole area consulted (existing and possible extension). Of the 446 questionnaires returned 320 were from the possible extension area representing a 21% return.
- 2.3.10 Analysis of the results, as a whole, show that 45% of all respondents support either the continuation or the introduction of the controlled parking scheme in their streets whilst 39% are opposed.
- 2.3.11 When the results were analysed on an individual property basis in each road no clear pattern emerged and no specific 'pockets' in favour or against parking controls were identified.
- 2.3.12 The table below illustrates the responses from all returned questionnaires to the questions asked (note: not all respondents answered all the questions, so the figures may not total 100%).

Question	Yes	No	Don't know/ no opinion		
Do you experience difficulty in finding a parking space in your road?	33.0%	52.5%	2.9%		
Do you support the introduction of a residents' parking scheme in your road?	44.6%	39.0%	4.3%		
If 'no' to the above question - If parking controls were introduced in the road next to yours, would you then want your road to be included?	7.3%	80.8%	10.4%		
Do you support the layout of parking bays in your road as shown on the plans?	36.5%	42.8%	9.0%		
Number of cars normally parked on street during the day.	0	1	2	3	Other
	37.9%	36.1%	8.7%	2.0%	4.7%
	Yes		No		
Do you have off street parking facilities?	63.2%		24.7%		
Do you think residents' bays should be extended across driveways?	24.7%		60.3%		
Is this address your:-	Home	Retail	Offices	Other	
	79.4%	5.6%	2.0%	1.1%	

2.4 Review of the Existing Zone

Brooke Avenue and South Hill Avenue

- 2.4.1 Prior to the consultation, requests had been received for long-term pay and display parking near the station (similar to that existing near Harrow on the Hill and Harrow & Wealdstone stations). It had been suggested that this could be provided in South Hill Avenue and Brooke Avenue in the surplus permit parking bays.
- 2.4.2 Also requests had been received for additional permit bays in Brooke Avenue as the existing bays are unable to accommodate the evening demand and residents need to remember to move their cars before the restrictions start the following morning.

2.4.3 As a result of the above requests the existing arrangements were reviewed and additional shared use (long term pay & display and permit holder) bays were proposed in Brooke Avenue and South Hill Avenue. Also it was proposed that some of the existing permit bays that were not heavily used would be converted to shared use (long term pay & display and permit holders) bays.

2.4.4 The existing pay and display bays in these roads are short term with a maximum stay of 4 hours.

2.4.5 These revisions were incorporated into the proposals consulted upon and a petition containing 109 signatures has been received from the residents of Brooke Avenue and South Hill Avenue objecting to the proposed changes on the following grounds:

Creating shared use bays will:

- Create difficulty for residents to park outside or near their homes
- Encourage commuters to use their cars
- Create difficulty for residents who are elderly or who have mobility problems to carry out every day activities, by not being able to park near their property
- Increase the likelihood of vehicle crime because residents will be forced to park further away from their homes in less overlooked parts of Brooke Avenue.

Opposed to issuing of business permits:

- For the reasons above
- Residents may find it impossible to park outside their homes during the day
- Preferential treatment to businesses rather than give the residents the parking they need.

New permit bays on the bend in Brooke Avenue (o/s No. 3) will:

- Cause difficulty for large vehicles to pass parked cars
- Increase risk of damage to parked vehicles due to restricted road width
- Increase risk of accidents due to the restricted line of vision of the road ahead
- Inconvenience drivers who will need to reverse when meeting oncoming traffic.

- 2.4.6 It was decided to review the parking proposals for the two roads with the benefit of the comments of the local residents. It is accepted that a reduction in the amount of long- term parking would not be as detrimental to the scheme as a shortage of permit holder parking. Also it was agreed that the three extra spaces provided outside 3, Brooke Avenue were not essential to the proposals. It was decided therefore to amend the proposals by the removal of the extra spaces outside No. 3, Brooke Avenue and by the reduction of the total number of shared permit holder bays and long term pay and display bays from the 65 consulted upon to 27. The revised proposals are shown at **Appendix C**.
- 2.4.7 The objection to the issue of permits to businesses has been noted but it is pointed out that this is existing council policy, albeit relatively new policy, and therefore not a subject of the consultation. However, it is expected that any take up of business permits will be low and that in residential streets priority will always rest with resident permit holders. That is, in the event that business parking disadvantaged residents then measures would be implemented to re-establish the correct priority.

Parkfield Road

- 2.4.8 The council received requests that more parking bays be provided in Parkfield Road. It was only possible to consult the residents on one additional bay. A response was received from the frontager directly affected by the proposal who objected to the bay as cars currently park where the bay is proposed and it obstructs access to his off-street parking and they do not want parking in this area formalised.
- 2.4.9 After due consideration it was decided to delete the additional bay from the proposals.

Roxeth Grove

- 2.4.10 The length of the existing bay outside number 3 will be amended to allow easier access and use.

2.5 Extension of the Existing Zone

2.5.1 The responses of those within the possible extension area to the question “do you support in principle the introduction of a residents’ parking scheme in your road?” are tabulated below:

Road name	Yes	(%)	No	(%)	Don't know / no opinion	(%)
Beechwood Avenue	11	52%	10	48%	0	0%
Beechwood Circle	0	0%	2	100%	0	0%
Beechwood Gardens	7	64%	4	36%	0	0%
Brember Road	2	40%	2	40%	1	20%
Brendon Gardens	4	80%	1	20%	0	0%
Cadogan Close	5	56%	3	33%	1	11%
Corbin's Lane	5	50%	5	50%	0	0%
Dudley Gardens	11	58%	7	37%	1	5%
Eastcote Lane	8	89%	1	11%	0	0%
Fielders Close	5	71%	2	29%	0	0%
Kingsley Road	4	50%	4	50%	0	0%
Leathsail Road	1	100%	0	0%	0	0%
Northolt Road	16	47%	16	47%	2	6%
Paddocks Close	4	80%	1	20%	0	0%
Park Lane	1	8%	12	92%	0	0%
Park Mead	5	38%	8	62%	0	0%
Raglan Terrace	0	0%	2	100%	0	0%
Roxeth Green Avenue	13	62%	8	38%	0	0%
Scarsdale Road	21	95%	1	5%	0	0%
Stroud Gate	4	44%	5	56%	0	0%
Thornley Drive	2	67%	0	0%	1	33%
Torrington Drive	10	33%	18	60%	2	7%
Valentine Road	1	33%	2	67%	0	0%
Westwood Avenue	8	44%	10	56%	0	0%
Wood End Avenue	13	42%	17	55%	1	3%
Wyvenhoe Road	3	33%	6	67%	0	0%

The location of these roads and a graphical indication of the majority view of the respondents of each road in the extension area is shown on the plan at **Appendix A**

Beechwood Avenue, Gardens and Circle

2.5.2 Aggregating the consultation results from these roads give 18 in favour of parking controls and 16 opposed, which is fairly inconclusive. It is appropriate to aggregate the results for the three roads because together they form a cul-de-sac area where it would not be sensible to introduce parking controls in individual parts only. The three roads have been included in the new extension area.

Brember Road

2.5.3 The consultation results are inconclusive and there are a number of options on how to amend the proposals. Therefore, it was decided to carry out further consultation, including direct engagement with businesses on the estate, to determine an optimum solution.

Dudley Gardens and Fielders Close

2.5.4 The proposals consulted on included Dudley Gardens within the possible extension area. Dudley Gardens, although remote from the main body of the CPZ, had been included in the possible extension area because of its history of on-going parking problems.

2.5.5 Lower Road however was not part of the possible extension area and as such residents of Lower Road would not be eligible for parking permits and would therefore be unable to park in Dudley Gardens, during the control period, should it become part of the CPZ.

2.5.6 A 49-signature petition from the residents of Lower Road was submitted to Cabinet listing concerns that they have on the proposals for Dudley Gardens.

2.5.7 The petitioners are concerned that:

- Reduced access to nearby parking will affect residents with young children or physical disabilities who need to park near their homes.
- Excluding them from parking in Dudley Gardens will devalue their properties
- They have been parking in Dudley Gardens for 40 years and would not be able to continue this practice during the control period
- No assessment of the impact the proposals will have on existing parking capacity on neighbouring roads has been done
- Would like provision of lay-by's or verge parking on Lower Road or Dudley Gardens to accommodate their parking needs
- There is no commuter parking in Dudley Gardens

- Access would only be improved in Dudley Gardens during the control period.
- They request cessation of the proposed CPZ extension in Dudley Gardens and that the council make an assessment of local parking requirements to take into account the needs of all local residents.

2.5.8 Officers are aware that Dudley Gardens has an on-going problem with access by larger vehicles caused by saturated and inconsiderate parking. The road is narrow at 6.2m wide and as such cannot accommodate parking of vehicles on both sides of the road opposite each other.

2.5.9 Dudley Gardens was included in the South Harrow CPZ to gain an opportunity to resolve the above problems. It was envisaged that the road would be an isolated pocket as part of the nearby South Harrow CPZ with permits being available only to the residents of Dudley Gardens. The residents of Lower Road would therefore not be eligible for permits.

2.5.10 A survey carried out in Lower Road in the proximity of Dudley Gardens has confirmed that 18 properties have off street parking and 20 do not.

2.5.11 In the light of the petitioners concerns it recommended that Dudley Gardens should not be included in the new extension of the zone until officers have carried out further investigations and meetings with the residents of Dudley Gardens and Lower Road with a view to identifying the optimum solution to the problems they all encounter and that any proposals for this area are progressed independently from the South Harrow CPZ.

Kingsley Road

2.5.12 Kingsley Road questionnaire returns (4 support, 4 oppose) show no clear majority, however, a 20-signature petition has been submitted requesting the road be included in the CPZ. Therefore Kingsley Road has been included within the CPZ extension.

Northolt Road

2.5.13 The consultation results for the area within the possible zone extension indicate no clear majority for or against a CPZ. Therefore the existing zone has not been extended further south along Northolt Road.

Valentine Road and Wyvenhoe Road

2.5.14 Valentine Road is a single road at the south boundary of the existing CPZ and Wyvenhoe Road is the last 'ladder' road without parking controls. The consultation responses show a majority against the introduction of a CPZ in these roads. Additionally consultation results show neither road would want to be included in the zone if the road next to theirs is included in the CPZ.

2.5.15 In the light of these consultation results the two roads were excluded from the new extension area. However, it should be noted that Wyvenhoe Road might suffer additional parking as a result of adjacent roads being included in the new extension area.

Summarising the Proposed Extension Area

2.5.16 The roads recommended for inclusion in the new extension of the zone are tabulated as follows:

Road name	Yes	(%)	No	(%)	Don't know	(%)
Beechwood Avenue	11	52%	10	48%	0	0%
Beechwood Circle	0	0%	2	100%	0	0%
Beechwood Gardens	7	64%	4	36%	0	0%
Eastcote Lane	8	89%	1	11%	0	0%
Kingsley Road	4	50%	4	50%	0	0%
Roxeth Green Avenue	13	62%	8	38%	0	0%
Scarsdale Road	21	95%	1	5%	0	0%
Thornley Drive	2	67%	0	0%	1	33%
TOTAL	66	68%	30	31%	1	

2.6 Additional matters arising from the consultation and/or to be considered in conjunction with the CPZ.

The Crescent

2.6.1 The Crescent residents association has requested a single or double yellow line along one side of the road to prevent obstructive parking. The Crescent is not within the area of the possible extension, however, it is recommended that their request be progressed as part of this scheme, as proposals shown at **Appendix B**, with consultation in parallel with statutory consultation.

Businesses in Northolt Road

2.6.2 A 14-signature petition has been received from businesses situated in Northolt Road near the junctions of Torrington Drive and Roxeth Grove. The petition requested:

- Introduction of shared use (permit holder and pay & display) bays within new parking lay-bys on the west side of Northolt Road between Park Lane and Corbins Lane.
- Extension of these bays across existing vehicle crossings to maximize available parking and loading facilities.
- Object to the proposal to introduce waiting restrictions on Northolt Road between Park Lane and Corbins Lane.

Parking and Loading lay-bys

2.6.3 It is recommended that the above request for parking lay-bys be given further consideration following investigations, feasibility studies and consultations as might be necessary and if appropriate the sourcing of funding and authorisation. The initial investigation would concern itself with possible land ownership problems and/or need for service diversions either of which could make the proposals financially unviable.

2.6.4 In the meantime it should be noted that as part of the Northolt Road Congestion Relief Scheme, discussed later in this report at Paragraph 2.7, it is proposed that a loading bay be provided in the proposed 2-space lay-by between Roxeth Grove and Wood End Avenue. The loading bay would operate from 7-10am Monday to Saturday and would provide some of the loading needs of the local businesses, including those of the petitioners, whilst providing pay and display customer-parking bays outside the loading period.

2.7 Northolt Road Congestion Relief Scheme

Brief History

2.7.1 A Mori Poll commissioned by the New Harrow Project identified traffic congestion on Northolt Road as one of the major concerns of residents in the South Harrow Pilot Area. As a result, consultants were appointed to carry out a study and recommend proposals that would relieve the traffic congestion.

2.7.2 It should be noted that at the time that the consultants commenced the study, works were being carried out on Northolt Road as follows:

- a) Congestion relief measures, specifically for the benefit of the 140 bus route, which included new waiting and loading restrictions widening and relocation of existing kerbside parking to new lay-bys. This work was financed by Transport for London (TfL) from their London Bus Initiative (LBI) budget.
- b) Various improvements under the TfL's West London Transport Strategy (WLTS) Streets for People (SfP) programme. These improvements are directed towards improving the walking environment around the station, with a view to encouraging walking to the shops and the South Harrow bus/underground transport interchange. These measures included the provision of raised-tables at road junctions with Northolt Road, footway surface upgrades and reductions in footway "clutter".

2.7.3 The consultants prepared a report that included a list of further measures that would reduce traffic congestion on Northolt Road.

2.7.4 Those of the consultant's recommendations considered appropriate and cost effective in respect of the objectives of the scheme are summarised as follows.

- a) The relocation, to new lay-bys, of all of the existing kerbside parking that remains, following works described under paragraph 2.7.1(a) above.
- b) The provision of 'no waiting or loading' restrictions "At any time" on much of Northolt Road where lay-bys have not been provided. The main exception being the east side between Petts Hill and Westwood Avenue where Northolt Road is fronted by residential properties. At this location parking would be permitted, outside the operation time of the bus lane. All of the new lay-by parking would be pay and display parking.

2.7.5 The above measures would provide one clear lane in each direction for traffic flow with additional carriageway width at key locations for the accommodation of right-turning vehicles. Other measures comprised:

- a) The revision of the existing pay and display parking in side roads to recover some of that lost (refer Paragraph 2.7.4 above) by the proposals on Northolt Road. That is the rearrangement and addition of parking places in Corbins Lane, Wyvenhoe Road, Scarsdale Road, Valentine Road, Wargrave Road and Whitby Road.
- b) New road-markings, utilising the carriageway width gained from the relocation of the kerbside parking, to provide better right turning facilities from Northolt Road to the side roads.

That is at the junctions with Northolt Road of Westwood Avenue, Valentine Road, Wargrave Road and the service road between 288 and 302 Northolt Road.

- c) Proposed one-way working in the service road between Valentine Road and 302, Northolt Road (access road to Iceland store remains two-way).
- d) The consultants also recommended that "At any time" waiting and loading restrictions be provided in the service road fronting Station Parade adjacent to the pelican crossing in Northolt Road. This is required to continue the pedestrian route from the east side of Northolt Road to the footway adjacent Station Parade.

2.7.6 The above measures are illustrated on the plan at **APPENDIX E**.

Consultations

2.7.7 The views of the emergency services, road user groups, public transport user group, TfL and bus operators were sought in the preparation of the Consultants report and their initial responses are detailed within the Consultants report.

2.7.8 An exhibition displaying the proposals was held at the Roxeth Library, Northolt Road, South Harrow from the 5th to 26th January 2004.

2.7.9 The exhibition was publicised in the 31 December 2003 edition of the Harrow Observer and street posters mounted on lamp columns in prominent sites along Northolt Road.

- 2.7.10 The exhibition was not staffed but forms with contact details were available at the exhibition for attendees who wished to discuss or seek further information
- 2.7.11 The numbers that attended the exhibition is not known but only six responses were received, none of which offered an opinion. No conclusions could be drawn from this response and consequently it was decided to carry out further consultation utilising the South & West Harrow News.
- 2.7.12 The South & West Harrow News is a quarterly newsletter, which is circulated to some 12,000 properties in the South & West Harrow area. The proposals were described in the March 2004 edition, which contained a pre-paid questionnaire for the return of comments on the proposals.
- 2.7.13 The questionnaire covered various issues within the circulation area together with a detailed description of the Northolt Road Congestion Study proposals.
- 2.7.14 Of the 52 responses received 30 commented on the congestion study proposals. Eleven respondents gave their addresses, 5 from side roads off Northolt Road and the remaining 6 from roads over 1 km from Northolt Road.
- 2.7.15 Twenty-nine of the 30 respondents who commented were generally in favour of the scheme, whilst the remaining respondent was undecided.
- 2.7.16 Notwithstanding the clear indication given by the MORI survey that parking congestion in Northolt Road was of high concern to local residents and businesses, the low response rate from the above two consultations, whilst not indicating any concern or rejection by those consulted, did not indicate a clear way forward.
- 2.7.17 The lack of response might be interpreted as an acceptance of the proposals or, alternatively, that the consultation message has not reached sufficient numbers of those that will be affected by the proposals. With this possibility in mind, together with the knowledge that it would be difficult to overrule any objections received following the Statutory Consultation, it was decided to carry out a further consultation as part of the programmed South Harrow CPZ consultation the subject of this report.
- 2.7.18 The congestion relief proposals for Northolt Road were described with the aid of plans and it can be reported here that no comments related to the proposals were returned.

Conclusion

2.7.19 As reported in Paragraph 2.3.9 above, some 446 responses were received from the South Harrow CPZ consultation and once again no adverse comment has been received in respect of the Northolt Road congestion relief proposals . It is therefore recommended that the proposals be implemented.

2.8 Roxeth Green Avenue

2.8.1 The congestion relief proposals for Roxeth Green Avenue, currently under construction, require the provision of “At any time” waiting restrictions along the parts of the carriageway where lay-by parking has not been provided. The proposals the subject of this report include waiting restrictions between Rayners Lane and Abercorn Crescent and as indicated earlier in the report, the majority of the residents of Roxeth Green Avenue that responded to the consultation have indicated support of the proposals. However, to ensure that the maximum benefits are gained from the Roxeth Green Avenue congestion relief scheme it is essential that the “At any time” waiting restrictions are also provided between Abercorn Crescent and Shaftsbury Circle.

2.8.2 The details of the required waiting restrictions are indicated on the drawing at **Appendix D**.

2.9 Roads Outside the Zone Susceptible To Parking Congestion.

2.9.1 The proposed CPZ does not include certain road junctions and culs-de-sac in South Harrow where parking congestion is known to occur to sufficient extent to cause highway safety and traffic circulation problems.

2.9.2 It is recommended therefore that officers be directed to identify and investigate these roads and report further.

2.10 Financial Implications

2.10.1 **South Harrow CPZ** – These works are funded from the Councils Capital Budget. Consultation and preliminary design so far has cost approximately £15k. A capital bid has been made for the funding of the CPZ programme in the next financial year. If this funding were approved £30k of it would be used to complete the implementation of this scheme. This figure includes that required to provide waiting restrictions found to be necessary in roads near the proposed zone extension boundary.

2.10.2 **Northolt Road Congestion Relief Scheme** - The cost of the Northolt Road Congestion Relief Scheme is estimated at £134,000, including staff time, and will be financed from Transport for London's (TfL) West London Transport Strategy's (WLTS) Streets for People (SfP) Budget for 2005-6.

2.11 Legal Implications

2.11.1 Waiting and loading restrictions and on-street parking places associated with all of the proposals the subject of this report can be implemented under the Road Traffic Regulation Act 1984.

2.12 Equalities Impact

2.12.1 The proposals have been prepared having regard to the council's corporate equality plan.

2.12.2 Blue badge holders, as well as having standard statutory rights to park on waiting restrictions, are, in Harrow, able to park free of charge in any designated parking place.

2.13 Section 17 Crime and Disorder Act 1998 Considerations

2.13.1 These proposals have no effect on Crime and Disorder.

Section 3: Supporting Information/ Background Documents

3.1 Appendices:

- Appendix A Plan showing area proposed to be included in the South Harrow CPZ
- Appendix B Plan showing proposals for The Crescent
- Appendix C Brooke Avenue and South Hill Avenue bay layout
- Appendix D Additional waiting restrictions in Roxeth Green Avenue.
- Appendix E Proposed waiting restrictions in Northolt Road outside of the area of the proposed parking zone.
- Appendix F Copy of first page of each petition referred to.

3.2 List of other background papers that are available on request:

- Copies of all consultation documents.
- Controlled Parking Zones and Residents' Parking Schemes 2005-6 programme
- Returned consultation questionnaires
- Petitions
- Minutes of key stakeholder meeting
- MVA (Consultants) Northolt Road – congestion study
- MVA (Consultants) freight study report