

## **DEPUTATION 5**

### **School Streets ANPR camera proposal for Grimsdyke School, Hatch End.**

#### **Scheme SS-01 25 June 2020**

The proposed School Street timings are from 8.15am for 1 hour and 2.45pm for 1 hour, Monday to Friday. Entry by Permit Holders will be free in these time periods but those without a permit will incur a penalty.

<https://harrowstreetspacesproposals.commonplace.is/schemes/proposals/school-streets/details>

[https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/harrowstreetspacesproposals/SS-01\\_GA%20GIMSDYKE%20SCHOOL\\_B.pdf](https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/harrowstreetspacesproposals/SS-01_GA%20GIMSDYKE%20SCHOOL_B.pdf)

## Deputation to TARSAP 10 August 2020

**Good evening and thank you Chair** for accepting this deputation.

My name is DS, a resident of Hillview Road, Hatch End. I am representing over 75 residents in the Hillview Community all of whom feel strongly that the Grimsdyke School Streets scheme SS-01 is badly conceived and instead of achieving its aims, it will promote greater congestion and pollution, increased traffic flows and lead to issues of road safety.

### **Critique**

1. This scheme with all its caveats of being experimental, subject to amendment, of limited or indefinite duration, is being imposed on residents however laudable and well intentioned it may be. Explanations that there was little time (despite being conceived in May) and speed was of the essence, do not explain why until recently there has been no proactive publicity by Harrow Council and still no communication with residents either in Sylvia Avenue or the wider affected area. Just as incomprehensible is the fact that considering that the scheme drwg. Is dated 19 & 25 June, this scheme was not mentioned in the Grimsdyke Road Parking Review documentation which was being officially consulted at the same time (12 June to 2 July). This disconnect is incomprehensible. It is highly probable that consultees would have given a significantly different response if they had been aware of this scheme. Whilst the 2 projects are different, and contrary to the implied position of Officers, these 2 schemes do and should interact. A holistic approach is required which would evolve into an integrated scheme for a healthier and safer environment for walking, scooting and cycling and substantially resolve traffic problems in the area.  
As of now, residents are astonished, resentful, distrustful and angry that it is being imposed in this way.
2. Pre & post Covid, the yellow school entrance markings at *both* Sylvia Avenue entrances to Grimsdyke School, other yellow lining and the periodic presence of the mobile CCTV vehicle, appeared to discourage parents vehicles from this stretch of road. Instead they are using Shaftesbury Playing Fields car park, other adjacent roads such as Hillview, Colburn, Lyndon, and across the main railway line, The Avenue. What vehicle count measurement do Officers have for Sylvia Avenue and for what date / time period and by how much do Officers think that this will reduce?
3. Vehicles which do not have valid entry permits will either enter the zone (and pay the penalty) or wait until end of the period. As there is no surplus space in the Shaftesbury Playing Fields car park or on-street in the feeder roads or adjoining roads, where will they wait? This will add to congestion and environmental noise and air pollution and potentially adversely impact on safety.
4. The scheme as proposed will require children /parents going from/to/through Shaftesbury Playing Fields to cross the uncontrolled 2 way traffic flow in Colburn Avenue at the "dog leg" to access Sylvia Avenue which will now be closed off. This area is already congested as there is insufficient access road width for 2 way vehicle flow into/out of the carpark, and insufficient pavement capacity to this carpark for the children and parents, some with buggies, scooters and bikes. How can this be safer or healthier as there will now be increased manoeuvrings of vehicles which are not permit holders looking to find a set-down place or park until entry permitted?
5. Regrettably this scheme does not improve the environment or enhance safety for the children / parents who already walk/cycle / scoot along upper Hillview Road and into Colburn Avenue. These are the feeder roads to the Playing Fields car park, Sylvia Avenue and adjoining roads.

- Overall, except for those living in Sylvia Avenue, residents and pedestrians in adjoining and feeder roads, are likely to be adversely affected with increased air and noise pollution, reduced safety, inconvenience, arrogant driving behaviour and potential damage.

### Questions

In the absence of information about this scheme either on the council website or in the Report for this evening's mtg., we have a number of questions

- What criteria are being used to measure the success of this scheme and what are the base line metrics?
- The intention is to implement this scheme by way of an Experimental Traffic Order valid for 6 months. The Report on the table for this evening refers to scheme amendments. How will they be implemented during the 6 month period or any extension thereof?
- There are many questions regarding eligibility for a virtual permit:-  
How many vehicles per address in Sylvia Avenue can be registered free of charge?  
Do they all have to be registered with the DVLA to that address?  
How will teachers and others with legitimate purpose at Grimsdyke School have access during these restricted times?  
Will relatives of residents within the Scheme area be able to have a permit?  
How will taxis, blue badge holders and similar have penalty free access?  
How will visitors, nurses, carers, tradesmen, deliveries etc. be permitted?  
How will any of the above be able to register in advance – will system be open 24/7?  
How will their legitimacy to enter be determined?  
Will access by local authority vehicles be exempt? If so why? They are a major contributor to congestion etc. Why cannot they be rescheduled?

If all of the above are allowed to enter, what is the environmental and safety benefit?

- Where will vehicles without entry permits park?
- Will vehicles without entry permits e.g. they may have entered before the restricted time period, be able to leave the Zone without penalty?
- Will this scheme operate during school holidays?
- Whilst the permit is currently free, what guarantees are there that a charge will not be made in the future if the scheme is extended or made permanent?
- What is the penalty cost for entry with no permit? Where is that displayed?
- Who is the beneficiary of the penalties?
- What access will law enforcement and other agencies have to camera images & data? For how long will these records be kept?

### Requests

- To further encourage walking, scooting and cycle riding and safer road crossing and irrespective of the Parking Review, please use an Experimental Traffic Order to expand the local 20mph zone to include the section of Grimsdyke Rd from Uxbridge Rd to Hallam Gardens and all of Hillview Road.
- Currently in the absence of a marked layout, car parking in the Shaftesbury Playing Fields car park is not optimised. The Environment Portfolio Holder is requested to authorise the relevant Council department to promptly mark out this space so that it is available from the commencement of this scheme SS-01 to minimise on-street carparking at peak school traffic times.

3. The responses to the SS-01 Consultation in the coming months will be materially influenced by the imminent Parking review outcome. When will this be in the public domain?
4. Many residents are of the view that the consultation on the Parking Review is now compromised and invalid if SS-01 is going to be continued after 6 months. A classic Catch 22 situation. It would be helpful if the Officer's report on the parking review and the SS-01 consultation took into account both schemes and gave the implications if SS-01 was terminated or it continued (if necessary in an amended form) indefinitely.
5. Residents request that a leaflet plus a website link, explaining the proposed scheme with Q&A's and the registration process is distributed to all houses who were invited to participate in the recent Grimsdyke Road parking review. The leaflet should also explain the interaction of this scheme with the Parking Review, the time table for taking this review forward to Stage 2 and a proposal from Officers to engage with residents, suitably socially distanced.

In conclusion, and in the spirit of constructive engagement, I can make this presentation available to TARSAP and / or Officers if this would be helpful and also offer to meet Officers with relevant Councillors to assist in going forward.

Thank you.