

Report for: **TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting: 14th July 2021

Subject: **INFORMATION REPORT**
Petitions

1. Royston Park Road – Request for traffic calming measures
2. Rainsford Close – Request for extension of hours and individual CPZ
3. Wynlie Gardens, Pinner - Request for controlled parking zone
4. Stanmore Hill – Request to change CPZ hours
5. Northumberland Road: Campaign for better Road Safety and Crime Reduction
6. Canons Drive – Request for CPZ

Key Decision: No

Responsible Officer: Mark Billington – Acting Corporate Director, Community

Portfolio Holder: Varsha Parmar – Portfolio Holder for Environment

Exempt: No

Decision subject to Call-in: No, the report is for information
Wards affected: Stanmore Park, Hatch End, Pinner
Enclosures: None

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.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken.
- 2.2 No updates on the progress made with previous petitions will be reported because officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any further updates.

Options considered

- 2.3 This report is provided only to update members on the status of petitions received by the Council that are within the terms of reference of TARSAP.

Background

Petition 1 – Royston Park Road - Request for traffic calming measures

- 2.4 A petition containing 63 signatures was received in November 2020. The petition states:

“We the undersigned residents of Royston Park Road request that Harrow Council takes urgent action to control excessive speeding on this road. The road is used as a “rat run “ by drivers going to / from Oxhey Lane to Hatch End , and this combined with the large number of learner drivers in the area has resulted in a number of significant accidents and damage to property. We would like this action taken immediately to avoid further incidents and a serious traffic accident”.

- 2.5 At the TARSAP meeting in March 2021 members considered the schemes to be taken forward as a part of the TfL externally funded Local Transport Fund programme in 2021/22. It was agreed that a traffic calming scheme for Royston Park Road be included. At that time the funding to be provided by TfL was uncertain and so the programme was provisional.

- 2.6 An initial allocation of funding has subsequently been released by TfL and has allowed this scheme to be developed. An initial scheme design is now ready for public consultation which is planned for July.

Petition 2 – Rainsford Close, Stanmore – Request for individual CPZ

- 2.7 A petition signed by 21 residents of Rainsford Close was presented at cabinet in December regarding the above. The petition states:

“We, the undersigned, are opposed to the current Controlled parking Zone B at Rainsford Close Stanmore. We call on Harrow Council to:

Provide a separate individual controlled zone for those who reside at Rainsford Close To extend operational hours”

- 2.8 As members will be aware all of the requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation in the forthcoming financial year ahead. An annual parking report is provided in February / March each year to agree the programme of work.

- 2.9 This request will be assessed and included in the next annual parking report.

Petition 3 – Wynlie Gardens- Request for controlled parking zone

- 2.10 A petition containing 14 signatures was received from residents in Wynlie Gardens. The petition states:

“Nonresidents are increasingly using Wynlie Gardens, a cul de sac, as a car park both in the day and at night. Security and overcrowding are

concerns. Often, no spaces remain in which residents may park. Is it possible for you to enforce parking restrictions to limit nonresidents.”

- 2.11 The resident’s property is not situated within an existing CPZ therefore currently it is not possible to apply for a residents parking permit. This is because this address is not included in the Traffic Management Order which defines the eligible properties for the CPZ. This address can only be included if a statutory consultation is undertaken on a proposal to amend the boundary and list of eligible addresses for the CPZ.
- 2.12 As members will be aware all of the requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the forthcoming financial year ahead. An annual parking report is provided in February / March each year to agree the programme of work.
- 2.13 This request will be assessed and included in the next annual parking report.

Petition 4 – Stanmore Hill- Request to change CPZ hours

- 2.14 An online petition signed by 11 residents was submitted in May. The petition states:

“We the undersigned petition the council to change the conditions of existing residents parking on Stanmore Hill, Hill Close and Halsbury Close. Currently the residents permit parking bays on Stanmore Hill run from 8am - 6.30pm Monday to Saturday. However, they are shared with pay and display customers. Outside of these times anyone can park. Side roads have restrictions that allow only permit holding residents to park between 3-4pm Mon-Sat in order to prevent non residents parking all day.

In the past few years traffic and parking issues have substantially increased on Stanmore Hill. School drop of and pick up, increased development of commercial and residential sites with no off street parking, the Abercorn restaurant all create a huge demand for parking. A second restaurant at 101 Stanmore Hill is opening in July 2021 (with no onsite parking), and the development of the synagogue and flats at 65 Stanmore Hill will significantly increase visitors to the area who need to park. Due to the very nature of the age and listed status of many properties in the conservation area, many do not have driveways. Although paying Harrow Council for parking many residents are finding it increasingly difficult to park anywhere near to our homes.

In light of continuing development on Stanmore Hill residents would like the following:

- *Parking bays to be made 'Residents Only' between 6.30pm - 8am and all-day Sunday*
- *Additional 'residents only' parking bays*
- *3-4pm restrictions on side roads to have additional similar restrictions added in the morning*

2.15 As members will be aware all of the requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the forthcoming financial year ahead. An annual parking report is provided in February / March each year to agree the programme of work.

2.16 This request will be assessed and included in the next annual parking report.

Petition 5 - Northumberland Road: Campaign for better Road Safety and Crime Reduction

2.17 The council received a petition report from Gareth Thomas MP in April. This report presented the findings of a campaign to improve the road safety and reduce crime on Grove Road and Northumberland Road. The campaign was based on a petition and the petition leaflet. This gives background information on the issues affecting residents and asked them to support the campaign aims and to provide information and comments if they wished to do so. The aims as set out in the petition leaflet were:

- *Reduce speed: The speed limit to be reduced immediately to 20mph and speed bumps to be installed at regular intervals*
- *Reduce crime: End the 'rat run' by installing traffic calming bollards at the Lincoln/Suffolk Road end.*
- *Improve pedestrian safety: Make pavements safe for walking. These are un-even and dangerous at the North Harrow end of Northumberland Road.*
- *Improve the road: Improve the road surface and repair the potholes. Northumberland Road has not been resurfaced for at least 23 years.*

2.18 With regard to road maintenance, that does not fall within the terms of reference of TARSAP and so the petition will be referred to the Council's Highways team to review the road maintenance issues and a response will be sent to the petitioners directly regarding this matter.

2.19 Road Safety Improvements are generally carried out at locations where the number of accidents involving personal injury is higher than expected and where an analysis of the accident patterns indicates that changes to the road layout could improve the situation. The Metropolitan Police provides the council with details of all reported personal injury accidents across the borough to help us monitor

accident levels and trends. This information is used to identify suitable sites that can benefit from the introduction of safety measures.

- 2.20 The priority of the schemes on these lists, is determined by an objective method of assessment, approved by TARSAP, which takes into account traffic and pedestrian flows, personal injury accidents and severity over three years, traffic speed and site layout.
- 2.21 Where investigations and analyses show that a scheme is justified it is added to the appropriate priority waiting list until finance is available for its implementation. Our road safety programme is therefore developed to target sites which satisfy this criteria and target killed and seriously injured accidents in line with the Mayor for London's Road Safety Plan and his Vision Zero ambition. Our road safety programme is therefore developed on a yearly basis and is funded entirely by Transport for London.
- 2.22 Following the concerns raised in the petition we have examined our most up to date personal injury accident data. The data revealed that there were no speed related personal injury accidents in Northumberland Road or Grove Road within the last three years.
- 2.23 A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.24 The current data provides no basis to prioritise this request at the present time.

Petition 6 – Canons Drive – Request for CPZ

- 2.25 A petition containing 12 signatures was received from residents in Canons Drive. The petition states:

“We, the undersigned, are residents and owners at the top end of Canons Drive. There are serious concerns among householders relating to the current parallel parking on both sides of Canons Drive especially outside 72/74 and 45/47 Canons Drive leading to numerous traffic jams and blockages affecting cars, school delivery vans and waste collection vehicles lasting not hours but days. Vehicles are then forced to drive on the footpaths (resulting in broken paving slabs), grass verges and private green landscaped areas.

We the undersigned urge Harrow Council to act now to:

- *Extend the existing parking restrictions of 11am -12 pm to outside houses 72 Canons Drive by placing a similar sign as that apply along most of Canon Drive.*
- *Apply a single yellow line outside 45/47 Canons Drive.*

- *Where appropriate, place additional wooden bollards on the grass verges matching the bollards at the top of Canons Drive.*

We the undersigned hereby request the London borough of Harrow consider this petition”.

2.26 As members will be aware all of the requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the forthcoming financial year ahead. An annual parking report is provided in February / March each year to agree the programme of work.

2.27 This request will be assessed and included in the next annual parking report.

Staffing/workforce

2.28 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors’ comments

2.29 Ward councillor’s comments have not been sought for this report because it is for information only.

Performance issues

2.30 The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow’s corporate priorities and in particular building a better Harrow.

Environmental Implications

2.31 The development of any schemes arising from petitions would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.

2.32 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

2.33 There are no data protection implications.

Risk Management Implications

- 2.34 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.35 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Procurement Implications

- 2.36 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.37 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.38 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.39 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.

Equalities Implications / Public Sector Equality Duty

- 2.40 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.41 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

2.42 Any findings or investigations in response to petitions detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities listed below:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality
- Thriving economy

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 25/06/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 30/06/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 28/06/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Mark Billington

Signed by the Corporate Director - Community

Date: 30/06/2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqlA carried out: **YES, as a part of LIP3**

EqlA cleared by: **Dave Corby, Community - Equality Task Group (DETG) Chair**

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Infrastructure Manager -Transportation
E-mail: barry.philips@harrow.gov.uk

Background Papers:

None