

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

Date of Meeting: 19th October 2021

Subject: **INFORMATION REPORT**
Petitions

1. Whitefriars Avenue – Graham Road area – Request for review of zone C1 Wealdstone
2. Dennis Lane – Opposition to experimental traffic scheme
3. Spencer Road – Petition for change in CPZ hours

Key Decision: No

Responsible Officer: Dipti Patel – Corporate Director,
Community

Portfolio Holder: Varsha Parmar – Portfolio Holder for
Environment and Climate Change

Exempt: No

**Decision subject to
Call-in:** No, the report is for information

Wards affected: Stanmore Park, Wealdstone

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

- 2.4 **Petition 1 – Whitefriars Avenue – Graham Road area – Request for review of zone C1 Wealdstone**
- 2.5 A petition containing 450 signatures was received in July 2021. The petition states:

“We the undersigned call on Harrow Council and the TARSAP committee to review the draconian controlled parking zone which is operating from 8am to midnight seven days a week in Whitefriars Avenue and Wolseley Road and side roads”.

- 2.6 The C1 controlled parking zone (CPZ) extension scheme included Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way, Cecil Road, Whitefriars Avenue and Graham Road within the zone. The operational hours in these roads increased to 8 am to midnight which are the same as the streets that were already included within the C1 zone CPZ.
- 2.7 The proposed changes were subject to both public consultation and then statutory consultation. The results were collated in a Portfolio Holder (PH) report which was approved by the PH for Environment and climate change who agreed the scheme should proceed to implementation with some minor amendments to parking bays to support parking for religious venues. The report was published on the Council's website last year and the scheme went live in June 2020.
- 2.8 During the zone C1 extension statutory consultation objections were received from attendees of a number of religious organisations. This included the Sri Lanka Muslim Cultural Centre located in Whitefriars Avenue who also submitted a petition opposing the hours of operation.
- 2.9 It should be noted that the scheme was developed to address long standing issues concerning obstructive parking and congestion in the area, especially in the evenings, that have been the subject of extensive correspondence between residents and the Council over a number of years and also concerns raised by local councilors.
- 2.10 Following a review of the statutory consultation comments and objections it was recognised that religious establishments in the C1 zone form an important part of the local community. In recognition of this fact changes to the proposals were made to introduce shared use (resident and pay and display) parking bays in the roads near places of worship to provide more on street parking facilities for those members of the congregations who wanted to drive to services.
- 2.11 It should also be noted that there are also alternative parking options available nearby which include the nearby multi storey car park and surface level car park between Palmerston Road and Canning Road. The area is also well served by public transport routes and the Council is improving bus reliability in the area currently by investing in the Wealdstone Town centre improvement scheme in conjunction with Transport for London (TfL). In light of the above and given the scheme has only been in operation for a short period of time there are no plans to review the CPZ currently.

Petition 2 – Dennis Lane – Opposition to experimental traffic scheme

- 2.12 An online petition regarding the proposed Dennis Lane traffic management scheme was sent to officers on 21st July signed by 429 people. The petition states:

“Last year Harrow attempted to introduce a scheme that would have prevented traffic from entering or leaving the top end of Dennis Lane and Green Lane. The proposal proved deeply unpopular. A petition against the proposal got over 2,000 signatures, while 94% of those who responded on Harrow’s website made it clear that they did not want the scheme.

Despite the clear message not to tamper with local traffic flow, Harrow is now proposing a new scheme that would stop traffic entering Dennis Lane from Wood Lane. As well as causing significant inconvenience to residents of Dennis Lane, Stanmore Hall and Little Common and the organizations in Wood Lane it will also drive more traffic through The Broadway, which is already badly congested and where the nitrous oxide level is above EU safety limits.

If you are concerned about this proposal please sign this petition, and also complete the questionnaire on www.harrow.gov.uk/trafficconsultations by 11 July, which is the very short deadline that Harrow has given for making feelings known.”

- 2.13 The results of the informal consultation and the details of the petition were discussed in August with the local ward councillors and the PH for Environment and Climate Change. The unanimous decision was not to proceed with the scheme.

Petition 3 – Spencer Road- Request to be included in Wealdstone controlled parking zone

- 2.14 A petition containing 14 signatures was received in September from residents in Spencer Road. The petition states:

“Petition to Review the Parking Zone restrictions in Spencer Road, HA3 7AP. (for houses 1-45; 2-40) and to extend from CA to J or C1.

Restricted parking is in operation in Byron Rd, Locket Rd, Grant Rd, Canning Rd, Thomson Rd, Aberdeen Rd, Stirling Rd, and Lorne Rd. all of which are classified as J – Mon-Sun, 7am – Midnight. In addition, Claremont Rd, Ladysmith Rd, Graham Rd and Whitefriars Ave. are now designated as C1, Mon-Sun 8.00am – Midnight. Therefore, the only road for free parking is Spencer Road. The situation is now chronic. We cannot park our cars and we are paying a residents permit which does not guarantee a space. We are asking for the same restrictions for Spencer Road, to enable residents to park their cars.

We the undersigned request the council change the parking restrictions from part time (CA) to full time (J) or (C1) from 7.00 a.m. to Midnight for 7 days a week.

Residents are finding it increasingly difficult to park their cars for the following reasons: -

1. *There has been a significant increase in the number of car owners using this road for parking due to the opening of Woody's restaurant & Fish Bar, the 24/7 dentist and the Cake shop, other restaurants and Pizza Shops. Woody's and the café (due to open) has been allowed by the council to open until 3.00 a.m.*

2. *Drivers regularly sit in their cars during restricted times and wait for the parking wardens to leave so they will not get a ticket, and then leave their car parked. This has increased as parents collect children from Sacred Heart school now park in Spencer Rd.*

3. *Drivers block driveways and the council parking team can take 2 hours to respond and are only available for limited times.*

4. *A Community Transport bus regularly parks in the road displaying a blue badge, with no passengers. This was reported to the council in March, but no action has been taken.*

5. *Customers using the dentists and restaurants, as well as pizza delivery drivers park in the day and night blocking driveways which prevents householders using their cars. Some residents work nights or care for elderly people or are on-call for work and need access 24 hours a day.*

We ask you to give this petition serious consideration as our lives are becoming profoundly restricted."

2.15 As members will be aware all requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel.

2.16 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 programme report is usually provided in February / March each year to agree the parking programme priorities.

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

Staffing/workforce

2.18 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

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

Performance issues

- 2.20 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

- 2.21 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.
- 2.22 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

- 2.23 There are no data protection implications.

Risk Management Implications

- 2.24 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.25 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

- 2.26 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

- 2.27 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.28 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

- 2.29 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

- 2.30 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.
- 2.31 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

- 2.32 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: 29/09/21

Statutory Officer: Kevin Breslin

Signed on behalf of the Monitoring Officer

Date: 04/10/21

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 04/10/21

Section 3 – Corporate Director Clearance

Statutory Officer: Dipti Patel

Signed by the Corporate Director - Community

Date: 29/09/21

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