

Meeting:	Traffic and Road Safety Advisory Panel
Date:	27 February 2007
Subject:	Controlled Parking Zones/Resident Parking Schemes – Annual Review
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain - Interim Head of Public Realm Infrastructure
Portfolio Holder:	Urban Living - Community Safety and Public Realm
Exempt:	No
Enclosures:	<p>Appendix A: Current priority list and Programme</p> <p>Appendix B: Borough wide map of Controlled Parking Zones/Residents' Parking Schemes</p> <p>Appendix C: Proposed priority list for 2007/08, 5 year draft Local Implementation Plan programme and unprogrammed list</p> <p>Appendix D: Estimated costs of Programme</p> <p>Appendix E: Reference from the Sustainable Development and Enterprise Scrutiny Sub-Committee</p> <p>Appendix F: Stages in preparing a CPZ</p> <p>Appendix G: Streamlined consultation procedure</p>

SECTION 1 – SUMMARY AND RECOMMENDATIONS

RECOMMENDATIONS:

1.1 Recommendation 1. (for decision by the Portfolio Holder for Urban Living - Community Safety and Public Realm

- i) Subject to funding, adopt the priority list as shown at Appendix C as the controlled parking zone programme and to include it in the Local Implementation Plan submission to Transport for London.**

REASON: To prioritise the Controlled Parking Zones programme.

SECTION 2 - REPORT

Brief History

2.1.1 An annual review of Controlled Parking Zones/Resident Parking Schemes for the whole borough has been carried out. The review includes assessments of existing zones and requests for new ones including petitions received in the last 12 months. The previous programme of works has been updated and reviewed and a revised programme is recommended. The revised programme takes into account the council's financial position and the reduced capital programme resulting in deferral of a number of previously agreed schemes. It also takes into account the new priorities and in particular the increased emphasis on retail-friendly parking. The agreed programme will be included in the Local Implementation Plan to be submitted to Transport for London (TfL) this summer.

2.1.2 Controlled Parking Zones (CPZs) are a fundamental component of national, regional and local transport policies. CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's draft Local Transport Strategy. Further restraint based parking standards in new developments as required by national and regional policy cannot be effective unless on-street parking controls exist (otherwise parking can simply take place in local streets rather than lead to reduced car use). Hence there are strong strategic reasons for introducing CPZs as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs also allow the introduction of "resident permit restricted" developments which is in line with the strategy of reducing car parking provision at sites well served by public transport. CPZs incorporating residents parking schemes can improve safety, access and residential amenity and can assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available.

2.1.3 It should be noted that the council's programme of works has traditionally been demand led. The programme and priority list for CPZs is reviewed annually and the last agreed list is at Appendix A. Progress in the last year is also shown at Appendix A.

Options considered

- 2.1.4 CPZs are areas where parking areas are designated, all other areas having yellow lines. Some of these areas can be designated for residents and become residents parking schemes. CPZs do not need to incorporate a residents parking scheme. They can contain just yellow lines or can be combined with “pay and display” parking for example. In fact, the first CPZ in Harrow was in Harrow Town Centre and comprised yellow lines, parking meters and free bays only. This has been radically altered and extended over time and now includes yellow lines, pay and display, shared use and residents parking places.
- 2.1.5 Purely yellow line controlled parking zone schemes where there is no demand for on-street residents parking have the advantage of being cheaper and more environmentally friendly because the only signs normally needed are at the entry points. However such schemes should be used with great caution, as a minority of residents who need on-street parking may be severely disadvantaged.
- 2.1.6 Appendix B is a Borough map showing the existing zones and the current investigations for possible further zones. A review of existing and potential zones is set out below. All the petitions received in the last 12 months have already been considered by the Panel and or Portfolio Holder for Urban Living - Community Safety and Public Realm. Based on the review of areas set out below and petitions received, Appendix C shows the recommended programme and priority list for the next 5 years and the unprogrammed list. The list is based on the previous agreed priority list, allowing for schemes that have been completed and other events during the year that might have affected the 5 year programme. The estimated cost of the programme is shown at Appendix D.
- 2.1.7 A recent new development has been a programme of small scale yellow line schemes, mainly at junctions and bends, where refuse vehicles have reported persistent access difficulties. Importantly these proposals will also improve emergency vehicle access. A total of 32 small schemes have been identified, designed and consulted upon and the consultation results will be reported to the portfolio holder shortly.
- 2.1.8 Central Harrow Review and Extension
- 2.1.9 The Town Centre CPZ was last extended to cover 7 roads bounded by Manor and Francis Roads largely to join the eastern (1 hour) Zone S in April 2004. Limited progress has been made on a new review into four further areas on the periphery of the zone as part of the Town Centre CPZ review which began in April 2005. The four areas identified were Pinner Road area, Bessborough Road area, Kenton Road area and Harrow View area. There are also a number of issues within the current zones which will be picked as part of the review.
- 2.1.10 On Pinner Road, as reported in the last review, only one of the parking lay-bys appears feasible. Due to required dedication of private forecourts and cost this will only be achievable, if at all, in the long term. Proposals are likely to include a new one-hour permit parking scheme and pay and display on the first section of the side roads.

There has been a steady flow of letters and telephone calls during 2006 requesting implementation. However consultation has been deferred due to the lack of funding.

- 2.1.11 In the Kenton Road area there are previous requests to join Zone S by residents of Woodway Crescent and Rufford Close. These roads were excluded from the original Zone S but they will be re-consulted. Measures to deal with the problems in the section of Woodway Crescent and possibly Rufford Close could be taken forward in isolation. This is unlikely to produce a knock-on effect since surrounding roads are already within the CPZ.
- 2.1.12 There have been further requests to deal with parking congestion in Carlton Road, the only other road close to Kenton Station without parking controls (apart from a short section at Kenton Road end). Here parking congestion has worsened considerably this year. The study area is also expected to include Mayfield Avenue and adjacent roads. These have existing yellow line only restrictions where requests for residents' parking have been received.
- 2.1.13 There have been quite a number of telephone contacts and three further letters requesting progress on a permit parking scheme for the Bessborough Road area. Most of these requests have come from Vaughan Road. This was to be the third area for review.
- 2.1.14 The Harrow View area has yet to be fully defined by stakeholders but is expected to also include Salisbury Road, Buckingham Road, Balfour Road and part of Cunningham Park. Feedback from the previous consultation and considering the proximity to the Town Centre a one-hour residents parking scheme is envisaged here.
- 2.1.15 Within the existing Town Centre CPZ area there are previous requests for parking facilities from a dentist on the corner of Harrow View/Radnor Road and a medical practice in Bethacar Road. The traders in Headstone Road and Lowlands Road have requested more short term parking to be made available for their customers. In each of these instances consideration will be given to converting some residents' bays to shared use "pay and display"/residents' spaces. Some or all such requests will be dealt with as part of the 'retail friendly' parking review ahead of the CPZ review.
- 2.1.16 Some residents of Whitehall Road have expressed concern that since the introduction of Sunday charging in the car parks, shoppers are parking in the residents bays and particularly on yellow lines (where it can be obstructive) which do not apply on Sunday. A similar problem has been reported in Bonnersfield Lane particularly between Courtfield Avenue and Station Road. Double yellow line waiting restrictions will be considered on the inside of the bend to ensure that there is sufficient space for two way traffic and to maintain visibility around the bend. Some of these isolated problems could be taken forward ahead of the general CPZ review where resources permit.
- 2.1.17 Wealdstone Review and Extension (Zones C and CA)

- 2.1.18 The Wealdstone CPZ was last extended and split into 2 zones "C" and "CA" in June 2003. Residents and businesses were consulted in July 2006 on the extension of zone CA to include roads peripheral to the existing zone. Traffic orders are being processed and implementation is programmed for the latter part of 2007-08.
- 2.1.19 Further consultation on possible further extension and other localised issues is due in March/April 2007 and is likely to be taken forward with review changes to zone C.
- 2.1.20 Consultation on the zone C review will also proceed in March/April 2007. The review will look at possible extension of the permit parking scheme and zone C to the uncontrolled section of Marlborough Hill, Walton Road and Walton Drive.
- 2.1.21 Rayners Lane Review and Extension
- 2.1.22 The last review and extension of the zone was completed in April 2002. A lay-by containing "pay and display" parking was provided in Warden Avenue in February 2004.
- 2.1.23 Following complaints about obstructive parking yellow line waiting restrictions were implemented in Village Way in January 2006.
- 2.1.24 There is a previous petition containing 45 signatures from some residents of Alfriston Avenue. The petitioners request implementation of a CPZ in Alfriston Avenue. The road will be included in the review of the Rayners Lane CPZ in 2008-09.
- 2.1.25 A previous petition containing 63 signatures from some residents of West Avenue, Pinner reported parking problems in West Avenue caused by parking displacement following the extension of the Rayners Lane CPZ. The petition requested that the existing Rayners Lane CPZ be further extended to include West Avenue.
- 2.1.26 Reports of parking problems and requests for parking controls from residents of roads outside the existing zone continue to be received. These reports include the "Avenue" roads north of Village Way, Imperial Drive, Kings Road, Priest Park Avenue, Warden Avenue, The Glen, Southbourne Close and Ovesdon Avenue.
- 2.1.27 Investigation and survey work for the review and possible extension of the existing Rayners Lane CPZ has been carried out. All the roads mentioned above will be included in the consultation area.
- 2.1.28 Edgware Review and Extension
- 2.1.27 A review, which was carried out in 2004 resulted in the inclusion of part of the Canons Park Estate and High Street Edgware in the CPZ which came into operation on 31 January 2005. There is a previous petition in the form of 21 similar letters requesting the extension of the zone to encompass the rest of Lake View and similarly Canons Drive as well as Dukes Avenue and Chestnut Avenue. These are from properties just outside the CPZ. The requests have arisen as a result of displaced

parking immediately outside the zone. Further requests from local residents and Canons Park Estate Resident's Association continue to be received. The Canons Park Estate scheme review was programmed to commence in 2006-07 with implementation envisaged in 2007-08. A stakeholder meeting was held in 28 June 2006 but in view of the uncertainties about funding of the 2007-08 CPZ programme consultation has not been carried out. It is therefore recommended that the scheme be deferred until 2008-09 (see Appendix C). The existing zone itself is working well with little or no recent complaints.

2.1.29 South Harrow Stage 2 Review and Extension

2.1.30 The stage 2 review and extension became operational on 1 March 2004.

2.1.31 The stage 3 review of the zone includes Scarsdale Road, Wyvenhoe Road and roads in the Beechwood Area, Thornley Drive, part of Roxeth Green Avenue and Dudley Gardens. Following consultation a number of outstanding matters related to Brember Road, Dudley Gardens, Fielders Close, Lower Road, Brooke Avenue and South Hill Avenue were investigated. The results including proposals to provide yellow line waiting restrictions in several streets in the area to improve traffic circulation are due to be advertised in March. Subject to consideration of objections (if any) and funding the scheme will be implemented in the summer of 2007.

2.1.32 Contribution of £30,000 towards funding parking controls has been secured from the developer of Biro House, in Northolt Road. Funding would be available within 3 years of completion of the development.

2.1.33 Sudbury Hill Station Area

2.1.34 This scheme was implemented in partnership with Brent Council and became operational on 22 December 2003. There are no reports of significant displacement or operational problems.

2.1.35 North and West Harrow

2.1.36 The on-site car parking for the agreed supermarket re-development in North Harrow is limited. The Section 106 agreement thus includes a £30,000 contribution towards consultation and implementation of a CPZ. Funding would be available within 3 years of completion of the development.

2.1.37 There have been some calls for a residents' parking scheme to be introduced in parts of North Harrow close to the underground station but these are few and widely dispersed. The area is on the unprogrammed list but in light of the supermarket re-development this will be reviewed once the impact of the development is known.

2.1.38 There is demand for a residents' parking scheme from the eastern section of Vaughan Road and Butler Avenue due to their proximity to the Town Centre. This area will be considered as part of the Town Centre review. Whilst requests from other roads in the West Harrow

area such as The Gardens and Butler Road are also received, by comparison they are more widely dispersed.

2.1.39 Stanmore Review

2.1.40 The zones were extended in March 2006 and generally the extension has been operating well but there have been a few exceptions. Some residents of Dennis Gardens have requested that the scheme be converted to an all day operation. A resident of Laburnum Court is seeking an additional morning hour of operation. A number of complaints have been received from the residents of Culverlands Close and Ben Hale Close about obstructive commuter parking. One resident of The Spinney also complains similarly. Complaints have also been received from the newly adopted Rees Drive (off London Road) and a section of Westbere Drive although the residents of the latter voted against a CPZ in the 2004 consultation.

2.1.41 Despite the results of the December 2004 consultation showing no majority support for parking controls in Green Lane, requests for parking controls continue to be received. Traffic, safety and parking conditions in Green Lane were recently investigated and the findings were reported to the Traffic and Road Safety Advisory Panel and the Portfolio Holder for Urban Living - Community Safety and Public Realm in September 2006. The residents have been consulted on a yellow line waiting restrictions scheme as well as road safety measures and the results will be reported to the Panel and or Portfolio Holder in due course.

2.1.42 Complaints also continue to be received from one resident above the shops at Canons Corner. A scheme comprising mainly "pay and display" in front of the shops and a limited number of shared use "pay and display" and residents spaces has been designed. The frontages were consulted in parallel with the advertising of the traffic orders in January/February 2007 and objections (if any) will be the subject of a Portfolio Holder report in due course.

2.1.43 A trader from The Broadway requests a change to the maximum period of stay from the existing 2 hours to 3 hours. This would be inconsistent with other similar areas in the borough but could be investigated as part of the retail friendly parking review.

2.1.44 The Sainsbury's store off Elm Park opened on 20th March 2001 and the council has secured contributory funding of £20,000 to review the parking controls in the immediate vicinity within 5 years of opening. The funding is a contribution towards the cost of the recent review.

2.1.45 The surface car park at the site of the multi-storey car park was completed in May and has been operational since 21 May 2006.

2.1.46 Contributory funds of £100,000 has been secured from the developers of Wembley Stadium through Brent Council for on-street parking controls in Harrow "which is/are necessary due to the impact of events held at the New Stadium on Event Days" upon evidence that the council has approved "the Scheme(s)". The new Stadium is expected

to open in the spring of 2007 and it is proposed to start the consultation process also in the spring (see Appendix C). The funding is available for 10 years from September 2002, the commencement of the development and demolition works.

2.1.47 Kenton Road/Honeypot Lane near Kingsbury Circle

2.1.48 There are previously reported petitions from residents of 41-48 Honeypot Lane requesting a residents' parking scheme for the service road in front of these properties. There is also a previously reported petition from some residents of 704A to 736A Kenton Road for residents parking in front of the shops because of shoppers cars and conversely a request from the shopkeepers for "pay and display" in front of the shops because of residents cars. Parking controls in the service roads in front of the shops are currently under investigation as part of the retail friendly parking review.

2.1.49 Harrow Weald Review (Fontwell Close)

2.1.50 Parking restrictions were introduced in Uxbridge Road between High Road and Bellfield Avenue in early 2005 to assist buses and general traffic flow. This has addressed parking problems associated with Harrow College (Harrow Weald Campus) along this section of Uxbridge Road. Parking has been displaced to the service road in High Road where there were already complaints about parking associated with Harrow College. A few complaints have also been received from The Coppins and the adjacent service road in Uxbridge Road. Otherwise demand for more parking controls in the wider area remains low.

2.1.51 Restrictions on High Road south of Elms Road were reviewed as part of the Wealdstone (CA) review but the northern end would form part of the Harrow Weald review. Two petitions calling for residents' parking to address parking attributed to the businesses in High Road have been received. These were reported to the Panel and the Portfolio Holder on 20 September 2006.

2.1.52 Pinner Review

2.1.53 Requests for an extension of the scheme continue to be received from some residents who live on the periphery of the zone.

2.1.54 There is a previously reported petition from some residents of West End Lane near High View just outside the zone. These include Hereford Gardens, Rayners Lane and Marsh Road.

2.1.55 There are also a number of previous miscellaneous requests for internal alterations from occupiers of Barrow Point Avenue (including a doctors' surgery), Waxwell Lane, High View and Holwell Place (verge parking). Requests for parking controls have also been received from Nower Hill and The Chase. The request from the Doctors' surgery will be considered as part of the 'retail friendly' investigation.

2.1.56 There is also a previous request from the Pinn Medical Centre in Eastcote Road and a deputation from a Marsh Road shopkeeper

opposite Cecil Park requesting 'pay and display' in the service road and a review of the use of the Marsh Road car park which is currently allocated to business permit holders only. It is proposed that subject to funding implementation of "pay and display" parking be considered in 2007-08 in the service road as proposed at Appendix C. This would be consistent with the council's priority of a comprehensive review of 'retail friendly' parking. The Pinn Medical Centre is close to the service road and their visitors could use the proposed "pay and display" spaces. Additionally, their request will also be considered as part of the retail friendly parking review.

2.1.57 There is a previously reported petition from 1999 and a deputation in 2001 from the residents of Pinner Green for an extension of the scheme. Some Pinner Green residents continue to request a residents parking scheme.

2.1.58 There is a previously reported request from some residents of Albury Drive near Latimer Gardens for a residents' parking scheme. The residents were concerned that displaced parking will result because of the Pinner Wood Safe Routes to Schools proposals.

2.1.59 There is a previously reported petition signed by six residents of Albury Drive for parking controls between 8 am and 4.30 pm which was considered by the Panel on 1 December 2004. A petitioner explained that there is a problem particularly at the beginning and end of the school day. The head petitioner is requesting a residents' parking scheme. This is some distance from the existing zone and there is no demand from the roads in the vicinity for a scheme. The request will be considered as part of the review.

2.1.60 A petition was received, in November 2005, detailing the concerns of four residents of Grange Gardens, Pinner. The concerns are that the current CPZ control period of 11am to noon on weekdays does not protect them sufficiently against evening and weekend parking.

2.1.61 The review of the Pinner CPZ is programmed to commence in spring 2009.

2.1.62 Kenton Review

2.1.63 This area is adjacent to the Central Harrow CPZ (Zone S) and will be dealt with as part of that review (see 2.1.11). Complaints have also been received about obstructive parking at the junctions of Willowcourt Avenue with Hillbury Avenue and Kenton Road. It is proposed to deal with these complaints by upgrading the yellow line waiting restrictions locally.

2.1.64 Canons Park Station Area

2.1.65 This area is substantially covered by a one hour waiting restriction scheme with the exception of Whitchurch Lane that has generally all day restrictions. This scheme pre-dates the introduction of residents' parking schemes in Harrow and can generally be considered as a

controlled parking zone without a residents parking scheme and without the entry/exit signs, but with signing in each road.

2.1.66 Extensions of waiting restrictions in Whitchurch Lane and in the Cloyster Wood area were introduced in 2002. The scheme was recently extended to include Howberry Close and Howberry Road, south of Wychwood Avenue. The Canons Park Residents' Association (CAPRA) and some residents have asked for this scheme to be reviewed/extended yet again.

2.1.67 Following a deputation for parking controls in Buckingham Road and surrounding area at the Panel meeting of 6 June 2006, it was agreed that the request be considered as part of the annual review of CPZs. Ghost capes (hatched road markings) were subsequently introduced at the junctions of Buckingham Road with Buckingham Gardens and Torbridge Close. The deputy continues to request parking controls. A further request from another resident in the vicinity has also been received complaining about obstructive parking. It is recommended that the area that is currently on the unprogrammed list be placed on the CPZs programme with the stakeholders' meeting to be held in spring 2009 (see Appendix C).

2.1.68 Complaints from shoppers and two shopkeepers about lack of parking at the service road in Honeypot Lane at its junction with Wemborough Road continue to be received. At the March 2005 review it was agreed to place the service road on the programme. A stakeholders' meeting is scheduled for spring 2007.

2.1.69 Hatch End

2.1.70 The Hatch End Association have requested a review of parking but remain neutral on the issue of a CPZ as it is not considered a priority by its members at present. The few letters of complaint received from the area refer to parking along the Broadway, in front of the shops. Some traders have indicated they would support "pay and display" in the service roads.

2.1.71 The Traffic and Road Safety Advisory Panel at its meeting on 30 November 2005 instructed officers to investigate and progress parking controls in the service roads. The scheme's consultation process has commenced and consultation is programmed for spring 2007 (see Appendix C).

2.1.72 Harrow Weald/Hatch End – Courtenay Avenue Area

2.1.73 There is a previously reported petition for a residents' parking scheme in this area, but the number of households signing the petition (14) is small compared to the size of the estate. The head petitioner continues to make representations.

2.1.74 Burnt Oak Broadway Area

2.1.75 Members will recall a recent consultation exercise which was carried out in the Highlands and associated roads to seek out the level of

support for parking controls and road safety measures. The result showed overwhelming support for parking controls. A resident continues to request and campaign for a scheme. Complaints from Bacon Lane, culs-de-sac off The Highlands, Vancouver Road and Columbia Avenue, Broomfield Gardens, in Burnt Oak have been received and appear to be on the rise. It is therefore recommended that the area that is currently on the unprogrammed list be placed on the programme with the consultation process commencing in spring 2010 (see Appendix C).

2.1.76 Other Areas

2.1.77 From time to time, residents from other areas on the uncommitted programme list ask for residents' parking schemes but the numbers are small and widely dispersed. Complaints from Camrose Avenue, Orchard Grove, Kenton, Honeyptot Close and Turner Road have been received.

2.1.78 Representations have been received from residents of Harrow on the Hill reporting dangerous and obstructive parking and insufficient parking for residents, businesses and customers.

2.1.79 Complaints about obstructive parking have also been received from The Crescent, Willowcourt Avenue, The Chase, Fallowfield and Woodlands Road.

2.2 Policy Issues and Review of Scheme Design Principles

2.2.1 Cabinet agreed a Parking and Enforcement Plan for the borough on 16 March 2006. It includes changes with respect to signing, business permits, health/care workers, amongst others.

2.2.2 The Sustainable Development and Enterprise Scrutiny Sub-Committee at its meeting on 28 November 2006 agreed that the Traffic and Road Safety Advisory Panel be made aware of the Sub-Committee's wish to encourage positive use of small scale parking restriction and CPZ areas. (See Appendix E).

2.2.3 The main advantage would be to be more responsive to community requests. However, it is advised that there are a number of disadvantages to dealing only with single streets (or parts). It often transfers rather than solves the problem. It can be divisive within a local community and can lead to representations to solve displacement problems. This would result in the loss of control of the workload, it is less efficient use of resources and worse value for money than dealing with problems in a comprehensive way via large CPZs. More resources (which are not currently available) would also be required. These disadvantages need to be balanced against the advantage of being more responsive. Therefore, they are not recommended. There are however, exceptions to this and short sections of yellow line waiting restrictions may be appropriate where obstructive parking hinders refuse and emergency access. Some 32 small schemes are currently being processed to assist refuse and emergency services. A number of others are to follow.

2.3 Consultation Stages Involved in Preparing a CPZ

The length of the programme for investigating and designing a CPZ is heavily influenced by the extent of consultation undertaken. A summary of the typical stages involved is shown in Appendix F. The current “streamlined” consultation procedure agreed by the Panel on 17th May 2000 [Res 36(7)] is as shown at Appendix G (updated to reflect the constitution).

- 2.3.1 The recently agreed policy of investigating the need for on-street business permits for all new and review schemes may lead to a further stage. This would involve a questionnaire at the start to businesses in the area to determine demand.
- 2.3.2 The above is a simplistic model of the process. It is common when developing CPZ schemes to encounter complications and local opposition (even if a minority view) and pressure to reconsider elements of the proposals. In order not to unduly delay progress on the scheme, it is anticipated that such “unplanned” decisions will be referred to the Portfolio Holder for Environment and Transport.
- 2.3.3 Even the “streamlined” procedure can take 18 to 24 months to implementation depending on circumstances.
- 2.3.4 Concern is frequently expressed about the length of time it takes to investigate, design and implement CPZs. A major factor is the amount of consultation undertaken. Experience has shown that parking control schemes are usually contentious – gains for some people represent losses for others. A fundamental and unavoidable stage of the process is the statutory advertising of the proposals (the traffic order) and consideration of objections (if any). Objections are almost always received. If sufficient consultation were not undertaken in advance of this stage, it would be difficult to set aside objections. There is unlikely to be confidence that the proposals represent the appropriate balance between competing interests and have majority support if proper consultation has not been carried out.
- 2.3.5 The council were unable to set aside objections the proposals and traffic order would have to be amended (or abandoned) and the statutory advertising process repeated, with the likelihood that objections will again be received. Apart from the cost implications of this, it is considered preferable to engage with the community during the investigation/design process and seek to reflect the community views in the proposals, rather than propose a ‘final’ scheme that will generate objections and disharmony.
- 2.3.6 In summary, it is possible to shorten the process by omitting or combining stages of consultation. However, the risk of being “knocked off track” by objections/counter petitions increases as consultation decreases. A key factor in deciding the amount of consultation should be the degree of confidence in the demand for a CPZ and the detail of the proposals.

2.3.7 The above is necessarily general. The methodology for preparing each scheme should be considered on its merits rather than slavishly sticking to one model process. Co-ordination with other initiatives for an area might also influence programmes.

2.4 Financial Implications

2.4.1 Transport for London has not provided funding for CPZs in 2007-08 but has allocated £25,000 for disabled persons' parking spaces only.

2.4.2 The provisional capital programme for the next 3 years, subject to approval, is £235,000 for 2007/08 and £300,000 for each of the following three years to 2010/11. The estimated cost of the proposed programme is shown in Appendix D. It should be noted that the estimated costs have been prepared before consultation and design and are therefore very provisional.

2.4.3 The total contribution provisionally secured from developers for parking controls under Section 106 agreements is £190,000 (excluding Sainsbury's contribution) which will be utilised as the relevant schemes are progressed.

2.5 Legal Implications

2.5.1 Controlled Parking Zones can be introduced under powers given in the Road Traffic Regulation Act 1984.

2.5.2 There are minimum requirements for consultation and publication before making an order which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.6 Section 17 Crime and Disorder Act 1998 Considerations

Not Applicable.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Barry Evans Date: 15 February 2007
Monitoring Officer	<input checked="" type="checkbox"/>	Name: David Galpin Date: 14 February 2007

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Mohsen Nekouzad, Principal Engineer, Traffic and Road Safety (East Area), Tel: 020 8424 1888, Fax: 020 8424 7662
E-mail: mohsen.nekouzad@harrow.gov.uk

Background Papers:

Previous annual reports, petitions.

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	YES
3.	Manifesto Pledge Reference Number	B3, B4

mn/r- cpzs annual report - 2007

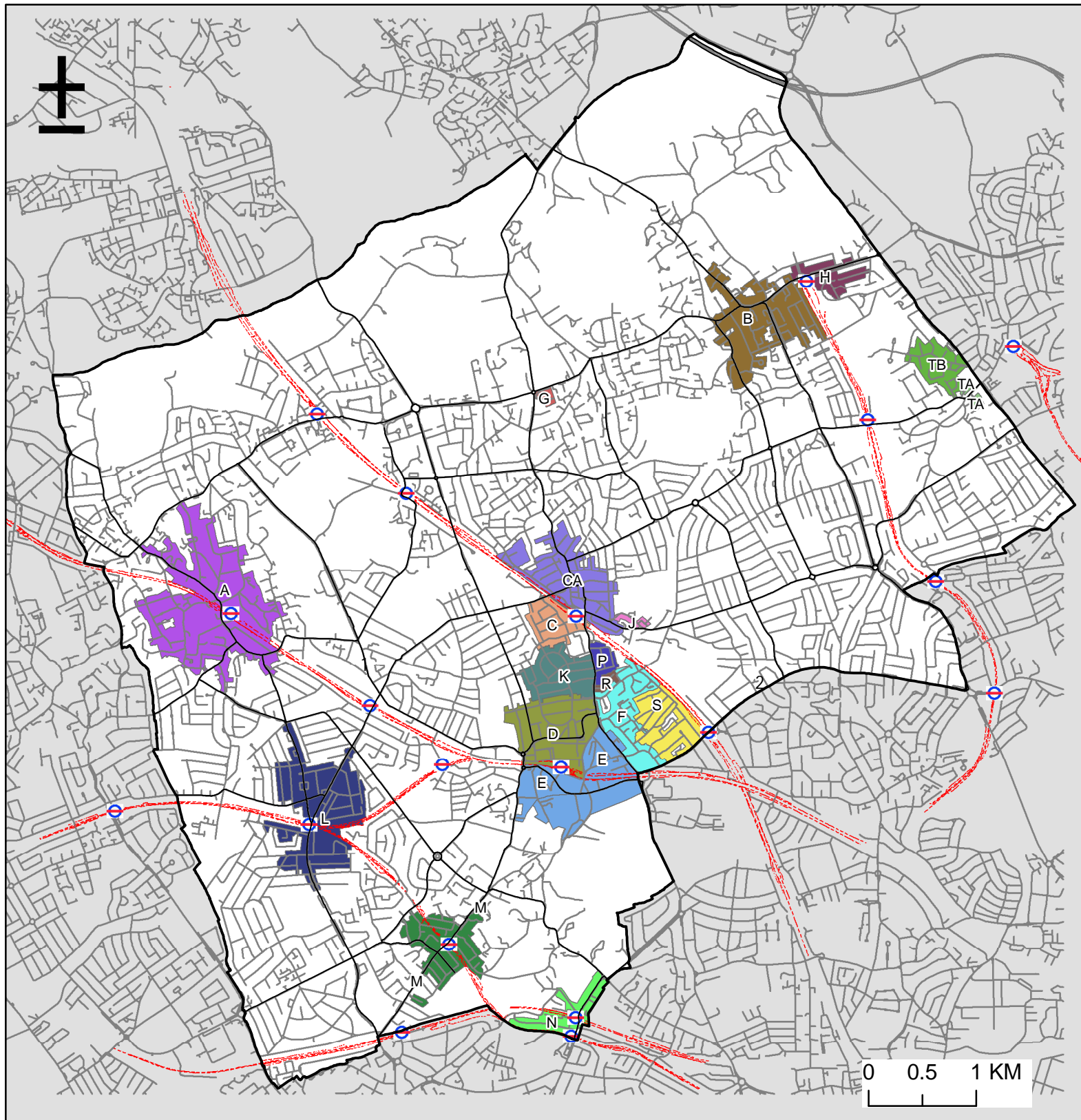
APPENDIX A
PREVIOUS CPZ/RPS PRIORITY LIST

PRIORITY	SCHEME	TARGET DATE	CURRENT STATUS
1.	Stanmore Review	March 2006	Implemented on 3 April 2006
2.	South Harrow Stage 2 Extension Review and Stage 3 (Dudley Gardens to Northolt Park Station, in principle stage)	Autumn 06	Operational target date: Autumn 07
3.	Howberry Road Area	Winter 06-07	March 2007
4.	Canons Corner 'pay and display'	Winter 06-07	Summer 07
5.	Whitchurch Lane Lay-bys 'pay and display'	Winter 06-07	March 2007
6.	Wealdstone Review and Possible Extension	Winter 06-07	Operational target date: Winter 07-08
7.	Harrow Town Centre Review and Possible Extension	Winter 06-07 to Summer 07	Operational target date: Summer 09 to Summer 11
8.	Rayners Lane Review and Extension	Spring 07	Operational target date: Spring 09
9.	Edgware (Canons Park Estate only)	Summer 07	Operational target date: Spring 09
10.	Stanmore (Wembley Stadium Event Days)	Winter 07-08	Operational target date: Autumn 08
11.	Hatch End Shopping Centre Service Roads 'pay and display'	Winter 07-08	Operational target date: Winter 07-08
12.	Harrow Weald (Fontwell Close Area) Review	Summer 08	Operational target date: Summer 10
13.	Pinner Review and Extension	Summer 08	Operational target date: Summer 10
14.	Honeypot Lane Service Road Area (Wemborough Road Junction)	Autumn 08	Operational target date: Autumn 08
15.	Sudbury Hill Stations Area Review and Possible Extension	Autumn 09	Operational target date: Summer 11
16.	South Harrow Stage 3 Review	Autumn 09	Operational target date: Autumn 11
17.	Kingsbury Circle Area	Spring 10	Operational target date: Spring 13
18.	Kenton Station Area Stage 2 Review and Possible Extension	Spring 10	Operational target date: Spring 13
19.	Wealdstone Review and Possible Extension	Autumn 10	Operational target date: Autumn 12

20.	Edgware Stage 1 Review and Possible Extension	Autumn 11	Operational target date: Autumn 12
21.	Stanmore Review and Possible Extension	Autumn 11	Operational target date: Autumn 11

Controlled Parking Zones

APPENDIX B



Key

A, Mon - Fri 11:00 - 12:00	E, Mon - Sat 8:30 - 18:30	K, Mon - Sat 8:30 - 18:30	R, At any time
B, Mon - Fri 15:00 - 16:00	F, Mon - Sat 8:30 - 18:30	L, Mon - Fri 10:00 - 11:00	S, Mon - Fri 11:00 - 12:00
C, Mon - Fri 10:00 - 11:00	G, Mon - Fri 10:00 - 11:00 and 14:00 - 15:00	M, Mon - Sat 10:00 - 11:00 and 14:00 - 15:00	TA, Mon - Sat 8:30 - 20:30
CA, Mon - Fri 10:00 - 11:00 and 14:00 - 15:00	H, Mon - Sat 10:00 - 11:00 and 15:00 - 16:00	N, Mon - Fri 11:00 - 12:00	TB, Mon - Fri 11:00 - 12:00
D, Mon - Sat 8:30 - 18:30	J, Mon - Sun 7:00 - 00:00	P, Mon - Sun 8:30 - 20:30	



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1 Pay & Display - North Harrow

2 Pay & Display - Kenton

Borough boundary

Roads - major roads

Rail & Tube Stations

Rail

Minor Roads

Appendix C

Controlled Parking Zones and Resident Parking Schemes

Priority list for financial year 2007/08 and 5 year Local Implementation Plan from April 2007 to March 2012

Seven main factors govern the programme: Implementation date of last review for this area (if applicable), staff availability, current implementation programme, funding, council (Traffic and Road Safety Advisory Panel) meetings (4 per year), Portfolio Holder decisions and favourable consultation results. Where considered appropriate reports and objections will be dealt with directly by the Portfolio Holder for Urban Living - Community Safety and Public Realm in order to speed up decision making.

The programme is also subject to change depending on other council decisions, such as whether there is a Scrutiny Committee "call-in", referrals to Council Cabinet, other priorities, workload and available resources as they emerge during the year.

All reviews will consider the need for on street business permits with the exception of Harrow Town Centre.

Prioritised by Target Completion Date	Scheme	Indicative Timescales
1.	Canons Corner "Pay and Display"	Consider objections (if any): Spring 07 Target completion: Summer 07
2.	South Harrow Stage II Review and Extension	Advertise traffic orders: Spring 07 Consider objections (if any) Summer 07 Target completion: Autumn 07
3.	Wealdstone Review and Possible Extension	Advertise traffic orders: Summer 07 Consider objections (if any) Autumn 07 Target completion: Winter 07-08
4.	Hatch End Shopping Centre Service Roads "Pay and Display"	Stakeholders meeting: Winter 06-07 Consultation: Spring 07 Consultation results: June 07 Advertise traffic orders: Summer 07 Consider objections (if any): November 07 Target completion: Winter 07-08

5.	Event day parking for Wembley Stadium	Stakeholders meeting: Spring 07 Consultation: Summer 07 Consultation results: Autumn 07 Advertise traffic orders: Winter 07-08 Consider objections (if any): Spring 08 Target completion: Summer 08
6.	Honeypot Lane Service Road Area (Wemborough Road Junction)	Stakeholders meeting: Spring 07 Consultation: Summer 07. Consultation results: September 07 Advertise traffic orders: Autumn 07 Consider objections (if any): Winter 07-08 Target completion: Spring 08
7.	Marsh Road Service Road	Stakeholders meeting: Spring 07 Consultation: Summer 07. Consultation results: September 07 Advertise traffic orders: Autumn 07 Consider objections (if any): Winter 07-08 Target completion: Spring 08
8.	Rayners Lane Review and Extension	Stakeholders meeting: Spring 08 Consultation: Summer 08 Consultation results: September 08 Advertise traffic orders: Autumn 08 Consider objections (if any): Winter 08-09 Target completion date: Spring 09
9.	Edgware (Canons Park Estate only) Stage 1 Review	Consultation: Spring 08 Consultation results: June 08 Advertise traffic orders: Autumn 08 Consider objections (if any): Winter 08-09 Target completion: Spring 09
10.	Harrow Town Centre Review and Possible Extension (To include the Flambard Road area; Harrow View area (south of Cunningham Park); Pinner Road area (east of Pinner View); and Bessborough Road area. Pinner Road area to include investigation into HGV access and manoeuvring problems in Neptune Road industrial estate. Also	Further stakeholder meetings: Spring 08 – Summer 08 Consultation: Pinner Road Area in two stages, start : Autumn 08 Consultation (other areas, staged): Spring 09 to Autumn 09 Consultation results: Winter 09-10 to Autumn 10 Advertise traffic orders: Spring 09 to Winter 10-11

	to include Pinner Road, West Harrow – Pay and Display and Vaughan Road and Butler Avenue areas as well as localised reviews within existing zone.	Consider objections (if any): Spring 09 to March 11 Target completion: Summer 09 to Summer 11
11.	Hatch End Shopping Centre Service Roads “Pay and Display Stage 1 Review	Stakeholders meeting: Winter 08-09 Consultation: Spring 09 Consultation results: September 09 Advertise traffic orders: Winter 09-10 Consider objections (if any): March 10 Target completion: Summer 10
12.	Harrow Weald (Fontwell Close area) Review	Stakeholders meeting: Spring 09 Consultation: Summer 09 Consultation results: September 09 Advertise traffic orders: Winter 09-10 Consider objections (if any): March 10 Target completion: Summer 10
13.	Pinner Review and Extension	Stakeholders meeting: Spring 09 Consultation: Summer 09 Consultation results: September 09 Advertise traffic orders: Winter 09-10 Consider objections (if any): March 10 Target completion: Summer 10
14.	Canons Park Station area	Stakeholders meeting: Spring 09 Consultation: Summer 09 Consultation results: September 09 Advertise traffic orders: Winter 09-10 Consider objections (if any): March 10 Target completion: Summer 10
15.	Event day parking for Wembley Stadium Stage 1 Review	Stakeholders meeting: Summer 09 Consultation: Autumn 09 Consultation results: December 09 Advertise traffic orders: Spring 10 Consider objections (if any): Summer 10 Target completion: Autumn 10
16.	Honeypot Lane Service Road Area (Wemborough Road Junction) Stage 1 Review	Stakeholders meeting: Spring 09 Consultation: Summer 09 Consultation results: September 09 Advertise traffic orders: Winter 09-10

		<p>Consider objections (if any): Spring 10</p> <p>Target completion: Summer 10</p>
17.	Marsh Road Service Road Stage 1 Review	<p>Stakeholders meeting: Spring 09 Consultation: Summer 09 Consultation results: September 09 Advertise traffic orders: Winter 09-10 Consider objections (if any): Spring 10</p> <p>Target completion: Summer 10</p>
18.	Burnt Oak Broadway area	<p>Stakeholders meeting: Spring 10 Consultation: Summer 10 Consultation results: September 10 Advertise traffic orders: Winter 10-11 Consider objections (if any): March 11</p> <p>Target completion: Summer 11</p>
19.	Sudbury Hill Stations Area Review and Possible Extension	<p>Stakeholders meeting: Spring 10 Consultation: Summer 10 Consultation results: September 10 Advertise traffic orders: Winter 10-11 Consider objections (if any): March 11</p> <p>Target completion: Summer 11</p>
20.	Stanmore Review and Possible Extension	<p>Stakeholders meeting: Spring 10. Consultation: Autumn 10 Consultation results: December 10 Advertise traffic orders: Winter 10-11 Consider objections (if any): June 11</p> <p>Target completion: Autumn 11</p>
21.	South Harrow Stage 3 Review	<p>Stakeholders meeting: Spring 10. Consultation: Autumn 10 Consultation results: December 10 Advertise traffic orders: Winter 10-11 Consider objections (if any): June 11</p> <p>Target completion: Autumn 11</p>
22.	Wealdstone Review and Possible Extension	<p>Stakeholders meeting: Spring 11 Consultation: Summer 11 Consultation results: December 11 Advertise traffic orders: Spring 12 Consider objections (if any): June 12</p> <p>Target completion: Autumn 12</p>

23.	Edgware Stage 2 Review and Extension	Stakeholders meeting: Spring 11 Consultation: Summer 11 Consultation results: December 11 Advertise traffic orders: Spring 12 Consider objections (if any): June 12 Target completion: Autumn 12
24.	Kingsbury Circle Area	In Principle Stakeholders meeting: Summer 11 Consultation: Autumn 11 Consultation results: December 11 Detailed Design Consultation on detailed design: Spring 12 Consultation results: June 12 Advertise traffic orders: Autumn 12. Consider objections (if any): December 12 Target completion: Spring 13
25.	Kenton Station Area Stage 1 Review and Possible Extension	In Principle Stakeholders meeting: Summer 11 Consultation: Autumn 11 Consultation results: December 11 Detailed Design Consultation on detailed design: Spring 12 Consultation results: June 12 Advertise traffic orders: Autumn 12. Consider objections (if any): December 12 Target completion: Spring 13
26.	Canons Park Station Area Stage 1 Review	Stakeholders meeting: Summer 11 Consultation: Autumn 11 Consultation results: Winter 11-12 Advertise traffic orders: Spring 12 Consider objections (if any): June 12 Target completion: Autumn 12
27.	Burnt Oak Broadway Area Stage 1 Review	Stakeholders meeting: Summer 11 Consultation: Autumn 11 Consultation results: Winter 11-12 Advertise traffic orders: Spring 12 Consider objections (if any): June 12 Target completion: Autumn 12

28.	Harrow Town Centre review	Stakeholders meeting: Spring 12- Winter 12-13 Consultation: Autumn12- Summer 13 Consultation results: Winter 12-13 – Winter 13-14 Advertise traffic orders: Spring 13- Spring 14 Consider objections (if any): June 13-September 14 Target completion: Autumn 13- Spring 15
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MN 8/2/07
mn/R-CPZ Appendix C 2007

APPENDIX C (cont'd)

CONTROLLED PARKING ZONES/RESIDENT PARKING SCHEMES

Unprogrammed Schemes (not in priority order)

Belmont Circle

Harrow on the Hill (including Roxeth Hill/Ashbourne Avenue Area)

Harrow Weald (Courtenay Avenue Area)

Kenton Road near Kenton Park Road/Avenue

Letchford Terrace

North Harrow (to be reviewed following the occupation of the supermarket re-development)

Queensbury Circle/Honeypot Lane Area

Queensbury Station area

Westfield Lane, Kenton

Appendix D						
	Total Cost (£000)					
Scheme	06/07	07/08	08/09	09/10	10/11	11/12
South Harrow Stage 2	40	20				
Howberry Road Area	20					
Canons Corner	12	8				
Whitchurch Lane Lay-bys	30					
Wealdstone Stage 2	75	95				
Hatch End shopping centre service roads		30				
Honeypot Lane (service road, Wemborough Road junction)	5	20				
Marsh Road service road		20				
Central Harrow	10		50	60	45	
Rayners Lane	20		20	25		
Edgware Stage 2	15		25			
Stanmore (Wembley Stadium event days)	30	40	30*	25*	45*	
Harrow Weald				25	25	
Pinner				25	30	
Hatch End shopping centre service roads Stage I				25	25	
Canons Park Station Area				25	35	
Honeypot Lane (service road, Wemborough Road junction) Stage I			20	20	35	
Burnt Oak Broadway Area					30	40
Sudbury Hill Stations Area					20	30
South Harrow Stage 3				5*	20*	30 (5*)
Kingsbury Circle Area						20
Kenton Station Area Stage 1						20
Wealdstone Stage 3					5	45
Edgware Stage 3					5	25
Stanmore stage 3				5	30	40
Canons Park Station Area Stage 2						20
Burnt Oak Broadway Area Stage2						20
Harrow Town Centre						5
Sign upgrades	75		155	60		65
Total	332	233	300 (30*)	300 (30*)	350 (65*)	350 (5*)

* - Section 106 funding

Appendix E

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 27 FEBRUARY 2007

Congestion and Parking

Reference from the Sustainable Development and Enterprise Scrutiny Sub-Committee meeting held 28 November 2006

1. At the meeting of the Sustainable Development and Enterprise Scrutiny Sub-Committee held on 28 November 2006, the Sub-Committee considered a report of the Executive Director (Urban Living) which set out an overview on congestion and parking issues and considered the areas of Stanmore, Wealdstone and Harrow town centres in particular.
2. During the discussion on the report, Members indicated that they were in favour of officers devoting time to small scale parking restriction and Controlled Parking Zone (CPZ) areas and provided anecdotal evidence that residents wanted more attention paid to small local issues. Officers advised that additional resources would be required to fund the extra staff needed to manage a large number of small schemes as opposed to fewer large ones.
3. Members also discussed the tension between traffic and pedestrians and expressed the view that 'desire lines' should be satisfied in any scheme.
4. The Committee RESOLVED (inter alia):

That the Traffic and Road Safety Advisory Panel be made aware:

(1) of the Sub-Committee's wish to encourage positive use of small scale parking restriction and CPZ areas;

(2) of the Sub-Committee's view that future schemes should take into consideration desire lines to balance the potential conflicts between vehicles and pedestrians and maximisation of traffic flow.

FOR CONSIDERATION

Background documents:

1. Report of the Executive Director (Urban Living) submitted to the Sustainable Development and Enterprise Scrutiny Sub-Committee held on 28 November 2006.
2. Minutes of the Sustainable Development and Enterprise Scrutiny Sub-Committee held on 28 November 2006.

Contact: Kate Boulter, Room 139, Committee Section. Direct Dial: 020 8424 1269
E-mail: kate.boulter@harrow.gov.uk

APPENDIX F

STAGES INVOLVED IN PREPARING A CPZ

NB - *This is a simplified model approach, for illustrative purposes, assuming no complications.*

There is an annual review of priorities and agreement of work programme. All petitions and requests received during the year are considered at this meeting. Once the principle of investigating a CPZ is agreed, the following stages are typically involved:

- a) Define study area - including consideration of area(s) that are likely to receive displaced parking.
- b) Stage 1 Consultation - stakeholder meeting to discuss study area and clarify issues, problems and policy framework.
- c) Agree boundary and scheme principles with the Traffic and Road Safety Advisory Panel (TARSAP)/Portfolio Holder(PH).
- d) Stage 2 Consultation - do people want a CPZ/resident permit scheme or not? Only proceed with majority support.
- e) Analyse results and determine area to go forward to detail design - agreement by TARSAP/PH if necessary ie. if contentious or uncertain.
- f) Detail design of selected area.
- g) Stage 3 Consultation - on detail design.
- h) Amend design in light of consultation and agree “final” design (via TARSAP/PH if contentious or uncertain).
- i) Draft Traffic Regulation Order (TRO).
- j) Consult Police on TRO (statutory).
- k) Stage 4 Consultation - Advertise TRO (statutory).
- l) Consider objections to TRO (statutory) - TARSAP/PH.
- m) Agree final scheme (can be concurrent with previous stage).
- n) Prepare detailed drawings for manufacturers and contractors and arrange procurement.
- o) Implement and “make” TRO.
- p) Review within 12 months, subject to demand.
- q) Further reviews subject to workload prioritisation.

Notes

Where there is a high degree of confidence about the design of a scheme for a particular area, one or more of the first three stages of consultation can be omitted. However, this is often not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community. The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus about the design of CPZs. It is therefore almost inevitable that people will object to proposals. It would be very difficult for the Council to deal with these objections if it were not able to demonstrate knowledge of the wider community's views.

If objections are upheld it can mean redesign, and possibly re-consultation, which of course increases costs and the length of the programme. In other words, taking short-cuts can be counter-productive and should therefore only be considered where there is confidence about the design being in harmony with the wishes of the local community.

Appendix G

TO ACTION

- | | | |
|------|--|--|
| i) | Agreement of study area, methods of consultation, concept, design, methods of control and parking charges | Portfolio Holder/
TARSAP |
| ii) | Authority for approval of first consultation documents | Officers |
| iii) | Detailed design | Officers |
| iv) | Authority to approve the detailed design (including interpretation of first consultation results) and second consultation document | Officers but with 48 hours notice to Portfolio Holder and Ward Members |
| v) | Consideration of second consultation results and authority to approve the scheme to be advertised | Officers |
| vi) | Considerations of objections to traffic order | Portfolio Holder/
TARSAP |