

Meeting:	Traffic and Road Safety Advisory Panel
Date:	26 February 2008
Subject:	Controlled Parking Zones/Parking Schemes – Annual Review
Key Decision: (Executive-side only)	No
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Marilyn Ashton
Exempt:	No
Enclosures:	Appendix A: Progress report on schemes since the last review. Appendix B: Borough-wide map of Controlled Parking Zones/Residents' Parking Schemes Appendix C: Proposed priority list for 2008/09 to 2011/12 and unprogrammed list. Appendix D: Estimated costs of Programme Appendix E: Stages involved in preparing a CPZ

## **Section 1 – Summary and Recommendations**

This report reviews progress during the previous 12 months and assesses and recommends priorities for the introduction and review of controlled parking zones and associated parking restrictions.

**Recommendation (for decision by the Planning, Development and Enterprise Portfolio Holder, in accordance with Cabinet delegation of 16 March 2006):**

- i) **Subject to funding, the adoption of the priority list as shown at Appendix C as the controlled parking zone programme and the authorisation of officers to carry out consultation and scheme design for formal approval.**

**REASON: To prioritise the Controlled Parking Zones programme.**

## **SECTION 2 - REPORT**

### **2.1 Background**

- 2.1.1 The annual review of Controlled Parking Zones (CPZs)/Resident Parking Schemes has been the means by which the priorities for existing and possible new CPZs are assessed and progress in consultations and implementation is reported.
- 2.1.2 This annual review for the whole borough 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 programme takes into account the council's financial position, staff resources and capital programme.
- 2.1.3 CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's local transport strategy, i.e. the Transport Local Implementation Plan (LIP). 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.
- 2.1.4 The council's programme of CPZ reviews, however, has traditionally been demand led. Progress on the CPZ programme priority list agreed by this Panel in February 2007 is at Appendix A.
- 2.1.5 A more recent development has been a programme of small scale double yellow line schemes, mainly at junctions and bends, where refuse vehicles have reported persistent access difficulties. It should be borne in mind that if the refuse vehicle encounters access difficulties, then similar problems would exist for emergency service vehicles and other large commercial vehicles. 23 such schemes were implemented in 2007 and further schemes are being assessed for consultation and implementation in 2008.

## **2.2 Options considered**

- 2.2.1 A CPZ is an area where parking is restricted during a period specified on signs on its boundary. Other parking restrictions, for instance on main roads, are separately signed. At its simplest a CPZ may just consist of single yellow lines, but they generally incorporate parking bays; in most cases these are permit bays. In shopping or commercial areas the pay and display bays allow for short term parking for customers during the working day. For flexibility some bays are designated for shared use, which allow for the display of either a permit or a pay and display ticket. Almost all permits are issued to residents whose addresses are within the zone. There are only a very few permits issued to businesses (for operational purposes), schools, health care workers etc and there are strict eligibility criteria in place.
- 2.2.2 CPZs therefore provide preferential parking rights for (resident) permit holders during the hours of the zone. Whilst the zone hours in some instances may be only one hour in the middle of the day, this effectively protects parking in residential areas from long stay parking by commuters or local workers. Disabled blue badge holders are allowed to park free of charge in all parking bays except those designated for a special purpose, such as doctor's parking bays.
- 2.2.3 Yellow line only CPZ 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.
- 2.2.4 Appendix B is a Borough map showing the existing zones. A review of existing and potential zones is set out in section 2.6 below, including petitions received in the last 12 months. Based on the review of areas set out below and petitions received, Appendix C shows the recommended programme and priority list for the next 3 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 programme, and available funding. The estimated cost of the programme is shown at Appendix D.

## **2.3 Programme review process and budget considerations**

- 2.3.1 In view of limited staff resources and increasingly stringent financial constraints, it is considered essential to look at the way in which the programme is reviewed and delivered. In particular, it has been necessary to review the estimated costs associated with CPZ schemes and to re-visit the actual costs of schemes in relation to the original estimates. This is to ensure that costs are realistic and that the programme is largely deliverable within the timescales indicated. Without this, there is the distinct likelihood that councillors and residents will be given expectations that are not matched by the ability to deliver schemes in time and on budget.
- 2.3.2 There are a number of factors that determine the costs and timescales within which schemes can be delivered. Also, there will often be circumstances that increase both cost and time and recent examples are Wealdstone and South Harrow CPZs, where eventual costs were significantly higher than original estimates. There are also significant cost increases in the Stanmore CPZ review in relation to Wembley event day parking, which is explained in detail later in this

report. The effect of increased costs on committed schemes reduces the ability to fund other programmed schemes, of course, which has a knock-on effect across the whole programme and pushes dates for other schemes further back.

- 2.3.3 Estimating the cost of CPZ schemes and reviews can be particularly difficult as the scale of the scheme eventually implemented is heavily dependent on the outcome of consultation. In the case of Wealdstone, for example, the scope of the review was widened to deal with a variety of parking issues that necessitated additional consultation and a partial re-consultation on CPZ hours, additional pay and display facilities, parking restriction changes, junction double yellow lines, footway parking etc.
- 2.3.4 Also, CPZs require a substantially higher level of staff resource than many other traffic management schemes because of the more extensive and intensive consultation processes involved. By and large, residents' expectations in relation to consultation have increased and their responses require increasingly full and careful consideration. The subsequent statutory traffic order advertising provides a further opportunity to make formal objections. Not surprisingly, this is generally resulting in an increasing amount of officer time being spent on these schemes and it is essential these costs are reflected accurately in the programme.
- 2.3.5 Although the estimated costs of schemes shown later in this report have been reviewed and generally increased to more accurately reflect likely costs of both consultation and implementation, work is in hand to develop a more robust estimating process. This will be done by an on-going review of the actual costs of most recent schemes, against which the cost of proposed new schemes can be benchmarked. The cost estimate will be based initially on the outline extent of the CPZ scheme or review, and then refined when the results of consultation determine the final extent. Although that may result in the final costs being more or less than the original estimate, the differences are unlikely to be significant and it will, in either event, enable the programme to be adjusted. In future, progress on the CPZ programme will be included in the information report that is now a standing item on the Panel's agenda, and members will be advised of any adjustments to the programme.
- 2.3.6 It is considered that this will enable the programme to be managed more effectively and flexibly and enable the Panel and the Portfolio Holder to make more informed decisions about workload and priorities. It should also be recognised, however, that in view of the factors outlined above and the continuing increase in costs, costs and available budget in future years are indicative only at this stage. In particular, the programme for 2011/12 shown in Appendix D is not fully developed at this stage, but it will be as the programme in years 2008/09 and 2009/10 is delivered and there is more certainty about costs and timescales.

## **2.4 Policy Issues and Review of Scheme Design Principles**

- 2.4.1 As referred to above, the size of some of the CPZ areas and the wide variety of parking issues that are considered within these reviews has led to completion of these reviews taking longer and costing more. The problems exemplified by the Wealdstone CPZ review suggest that similar or greater problems are likely to be encountered in a review of the central Harrow CPZ, which already comprises 7 zones. There is demand for extensions, or more probably new zones, in four separate areas in addition to parking issues within the existing zone. In the past central Harrow has been treated as one overall review, probably to deal with potential displaced parking issues. The nature of the parking pressures in the

separate review areas are not the same, however, and therefore the various peripheral areas are considered separately in the proposed programme.

- 2.4.2 Consideration of smaller reviews elsewhere and particularly possible new CPZs, would in some respects address the issues raised by the Sustainable Development and Enterprise Scrutiny Sub-Committee that were considered in the last annual review. This should lead to a focussed, more responsive approach. Consideration of very small or single street schemes, however, is not supported as this would tend to just move problems by displacing parking.

## **2.5 Consultation Stages Involved in Preparing a CPZ**

- 2.5.1 The length of the process 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 E.
- 2.5.2 The logic to this approach is explained in previous annual review reports. A consequence of this approach is that reviews of the larger CPZs in particular can take 18 to 24 months, or even longer, from start to implementation. Concern has been expressed for some years that it takes so long to implement measures and that the programme is slow to respond to specific needs. As reported in the 2007 annual review, the Sustainable Development and Enterprise Scrutiny Sub-Committee asked that this Panel be made aware of the Sub-Committee's wish to encourage positive use of small scale parking restriction and CPZ areas and this is referred to in para 2.4.2 above. The process (shown in Appendix E) necessarily includes local consultation on detailed proposals and statutory consultation to ensure any scheme properly reflects the needs of the community as a whole and is defensible against minority objections. Stages 1 and 2 are often combined if the area for consultation upon detailed proposals can be identified without an "in principle" consultation.
- 2.5.3 The process of reviewing the larger CPZs, including an holistic approach to traffic issues, has led to increasing complexity, resulting in multiple consultations of residents and businesses. These reviews have taken longer to complete and have absorbed a large proportion of reduced CPZ resources to the detriment of smaller area schemes. The time period between successive reviews has been lengthened and it has proved impractical to carry out the 12-month review (subject to demand) as laid out in Appendix E. Addressing any issue resulting from a review or especially extension, for instance due to displaced parking, may take quite a number of years. People just outside the consultation area can feel particularly aggrieved if parking problems developed in their road.
- 2.5.4 To address this in the case of the Wealdstone reviews, consultation on whether further consultation was wanted was carried out in a buffer area around the main area being considered for an extension. Occupiers in most roads within the buffer area requested further consultation, which resulted in more extensive proposals than the original consultation. The further consultation went ahead in advance of implementing the already agreed scheme in order to reduce the period when peripheral roads suffered displaced parking. Despite the extent of the agreed scheme being made clear in this re-consultation, there was still insufficient support for any significant further extension. It appeared that people were considering the current parking situation rather than potential problems when the agreed scheme was implemented. Although it can be argued people have been given an opportunity to join the scheme, it is anticipated that there may be calls

for immediate further consultation in areas just outside the extended CPZ, whilst the first opportunity to revisit the area at the next review will be several years away.

2.5.5 When the Panel considered the Wealdstone report in September 2007 it accepted a revised approach whereby there was automatic consultation in roads just beyond an extension or new CPZ between 6 to 12 months after its implementation subject to availability of funding and evidence of displaced parking. This may well lengthen the overall period for a review but it should simplify the process thus allowing more reviews to take place simultaneously. The other benefits are:-

- (i) it will be less critical determining the first detailed consultation area as, providing there is an extension, further consultation can be matched to new parking patterns;
- (ii) occupiers in the second consultation will be able to see the effects on parking caused by the extension rather than having to anticipate parking problems, which may or may not materialise;
- (iii) roads where there was insufficient support in the first consultation would have a second opportunity without waiting for the next full review.

2.5.6 Co-ordination with other traffic management initiatives, such as customer parking, reviewing main road restrictions, or junction restrictions to address access or visibility problems within the study area might also influence programmes.

## **2.6 CPZ areas and reviews**

### **2.6.1 Harrow Town Centre Review and Extension**

2.6.1.1 The Harrow CPZ was last extended to cover 7 roads bounded by Manor Road and Francis Road largely to join the eastern (1 hour) Zone S in April 2004. Since then some initial work in preparation for local public consultation was carried out, focused on four further areas on the periphery of the zones which comprise Central Harrow CPZ. 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 that will be picked up as part of the review. No further progress has been made in 2007/08 due to resources being focussed on the Wealdstone and South Harrow CPZ reviews.

2.6.1.2 There is an outstanding petition for shopper parking from the businesses in Pinner Road. There has been continued demand for a permit parking scheme via letters and telephone calls from residents of the "county roads", which are off Pinner Road. Scheme proposals were most advanced in this Pinner Road area and it is recommended this be taken as the first area within the central Harrow review.

2.6.1.3 In the Kenton Road area there are previous requests to join Zone S by residents of Woodway Crescent and Rufford Close. There have been frequent complaints, mainly via telephone calls, about difficulty in finding parking in both roads and over access issues in Rufford Close. Measures to deal with the problems in the section of Woodway Crescent and 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. It is recommended consultation in these small scale areas be taken forward as a priority.

- 2.6.1.4 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). Parking congestion now exists throughout the road. The study area is also expected to include Mayfield Avenue and adjacent roads. These have existing yellow line only restrictions and requests for residents' parking have been received. It is recommended that this area is taken third within the central Harrow review.
- 2.6.1.5 There have been a significant number of telephone contacts (probably the highest for the four areas) requesting progress on a permit parking scheme for the Bessborough Road area. Most of these requests have come from Vaughan Road. It is recommended this area be taken second in the central Harrow review. However, this may need to be considered in conjunction with the recent petition in relation to the West Harrow station area and this is discussed later in this report in paragraphs 2.6.7.5 and 2.6.7.6.
- 2.6.1.6 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.
- 2.6.1.7 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. Subject to funding, consideration will be given to whether these can be dealt with ahead of the CPZ review.
- 2.6.1.8 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.
- 2.6.2 Wealdstone Review and Extension (Zones C and CA)
- 2.6.2.1 The Wealdstone CPZ was last extended and split into 2 zones "C" and "CA" in June 2003. Work is underway to implement the main scheme in zone CA. The changes include extension of the CPZ to Lorne Road, Stirling Road, Ladysmith Road, Whitefriars Avenue, a further section of Locket Road and remaining sections of Aberdeen Road, Montrose Road, Spencer Road, Graham Road and High Street; more pay and display parking near the businesses in High Street, double yellow lines at junctions and revised main road parking restrictions.

- 2.6.2.2 Further consultation on possible further extension of zone CA and other localised issues in this zone took place in July 2007. There was support for only a small further extension to the CPZ which has been incorporated with the scheme now being implemented. This Panel in September 2007 agreed the other localised issues supported in the consultation should be taken forward with the extension to zone C once funding becomes available in 2008/09.
- 2.6.2.3 Responses from most of the roads consulted about extension of zone C were in support. Most responses supported keeping the morning hour of restriction so no change is planned. This Panel in September 2007 agreed that a scheme extending the zone to include the remainder of Marlborough Hill and adjacent roads, Walton Road, part of Walton Drive and sections of Harrow View and Headstone Drive be taken forward in 2008/09. The processing of traffic orders and implementing of works for the elements of the zone C and CA agreed by consultation and this Panel should be taken forward as a priority in 2009/09.
- 2.6.2.4 It was agreed that consultation regarding further extension of the zone to address any displaced parking be deferred until shortly after the agreed extension is introduced, in order that the effects of the extension can be assessed.
- 2.6.3 Stanmore Review
- 2.6.3.1 Stanmore has two CPZs comprising of Zones, 'B' and 'H', which were introduced in 1994 and reviewed in 1996 and 2004. Since the last review the new Wembley Stadium has been opened and as Stanmore Underground Station is a popular transport link to the stadium a review is currently being carried out to deal with the effects of event day parking. A stakeholder meeting was held in July 2007 to establish the overall extent of the review area and consultation regarding amendments to the existing controlled parking zones and the possible extension of zone boundaries was carried out from the 3 January to the 1 February 2008. A leaflet and questionnaire was distributed to over 4,000 premises, both within the existing zone's B and H, and around their fringes. The outcome of the consultation is currently being analysed and will be reported, together with scheme proposals, to the next meeting of the Panel on 18 June 2008. Subject to approval, statutory consultation and resolution of objections, implementation is currently scheduled for late summer 2008.
- 2.6.3.2 As reported previously, a contribution of £100,000 has been secured from the developers of Wembley Stadium, through a section 106 agreement with Brent Council. The funding is 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 funding is available for 10 years from September 2002, the commencement of the development and demolition works. However, it is now apparent that the £100,000 secured in 2002 through the section 106 agreement, which was not indexed linked, is insufficient to pay for the anticipated scheme. The estimated total cost of the scheme, based on the extended area consulted, is £200,000, of which £20,000 will be met from the Sainsbury's section 106 agreement. That leaves £80,000 to be met from the 2008/09 CPZ budget. Although the final scheme may well be less than the area that has been consulted on and therefore the cost will be reduced, it is considered that the



full provision needs to be made at this stage. Once the final scheme is agreed and costed, the CPZ programme can be adjusted accordingly.

- 2.6.3.3 In addition to the current review and consultation, although the existing zones have generally been operating well, 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 Malcolm Court, 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. These have all now been consulted as part of the current review and these issues will be taken into account in designing the proposed scheme to be reported to the Panel in June..
- 2.6.3.4 A scheme comprising mainly “pay and display” in front of the shops at Canons Corner attracted a petition against the scheme from more businesses than had supported the initial proposals. The scheme was withdrawn but this action triggered a new petition in favour if the scheme proceeding. In view of the previous consultation and outcome, it is not proposed to take any further action at this time.
- 2.6.3.5 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 and therefore it is not proposed to take action on the request at this time.

#### 2.6.4 Burnt Oak Broadway Area

- 2.6.4.1 The Panel will recall a consultation exercise in 2006 that 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 and a resident continues to 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.
- 2.6.4.2 At the last review the area was moved from the unprogrammed list onto the programme with the consultation process commencing in spring 2010. However, we have very recently been informed of Barnet Council's intention to introduce a large CPZ on their boundaries with Brent and Harrow abutting the area to the south of Canons Lane. Some consultation was undertaken by Barnet in Summer 2007 and their current programme is to implement the scheme in Summer 2008.
- 2.6.4.3 The effect of such a scheme will be to displace the parking associated with the businesses in and around Burnt Oak Broadway, which is currently distributed on both sides of the road, into the unrestricted street within Harrow. This will exacerbate the current parking problems and therefore it is recommended that this scheme should be given a higher priority. Subject to approval to include it in the 2008/09 programme, it is proposed to arrange a stakeholder meeting in the summer of this year when the position on the Barnet scheme should be clearer.

## 2.6.5 Edgware Review and Extension

- 2.6.5.1 A review carried out in 2004 resulted in the inclusion of part of the Canons Park Estate and High Street Edgware in the CPZ that 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 and representations have also been received from properties in Stonegrove. 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.
- 2.6.5.2 Some work, including a stakeholders meeting, was carried out for the Canons Park Estate scheme review during 2006-07. No consultation or other progress on this review took place in 2007/08 due to the reduced CPZ budget. It is recommended that the scheme be taken forward in the latter part of 2008-09. The existing zone itself is working well with little or no recent complaints, other than a request for the yellow lines at the junction to be extended further into the narrow Cavendish Drive.

## 2.6.6 Hatch End

- 2.6.6.1 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.
- 2.6.6.2 Consultation on parking controls and pay and display parking in the service road and car park was delayed due to limited staff resources and also because a congestion study that was originally scheduled to be carried out in 2007/08 was delayed. The congestion study is to be commissioned in 2008/09 and the outcome, together with the findings of a recent freight and servicing study, will be relevant to the formulation of any parking proposals. In view of that, it is recommended that the scheme is programmed for consultation in 2009/10, with provision for implementation in 2010/11.

## 2.6.7 North and West Harrow

- 2.6.7.1 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, which is currently believed to be Spring/Summer 2008.
- 2.6.7.2 There have been rather more calls for a residents' parking scheme to be introduced in parts of North Harrow close to the underground station but no clear pattern for a CPZ exists. It is recommended the area remain on the unprogrammed list until the supermarket re-development is completed when a clearer view of the impact of the development becomes apparent.
- 2.6.7.3 As referred to in paragraph 2.6.1.5, 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. There have been a significant number of telephone contacts (probably the highest for the four areas) requesting progress on a permit parking scheme for the Bessborough Road area. Most of these requests have come from Vaughan Road. It is recommended this area be taken second in the central Harrow review. However, this may need to be considered in conjunction with the recent petition in relation to the West Harrow station area and this is discussed later in this report.

- 2.6.7.4 A petition with 115 signatures from residents calling for controlled parking in The Gardens and other roads near West Harrow station was noted by this Panel in November 2007 and passed to this review for consideration. Almost all the signatures appear to come from within about 250 metres of West Harrow station. Two consultations across North and West Harrow eight to ten years ago did not show overall support for a CPZ. The area as a whole does suffer from parking congestion but in most areas this is largely due the density of the terrace housing with very little off street parking. Parking around the station is even more under pressure and has probably worsened in the last few years as other stations further into London generally now have parking controls around them.
- 2.6.7.5 Getting the consultation area right needs very careful consideration. As referred to in paragraph 2.6.1.5 above, 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. However, if schemes are taken forward in relation to that area and an area around West Harrow station, it is likely to leave the streets in between particularly vulnerable to displaced parking. This danger may not be as apparent to the residents in those streets if the two schemes were consulted on separately.
- 2.6.7.6 It is suggested therefore, that the initial consultation could take place within the combined area and the Panel's views on this are sought. Whether taken forward in combination as suggested, or separately on a smaller area, it is recommended that it is programmed for consultation in 2008/09.
- 2.6.8 Rayners Lane Review and Extension
- 2.6.8.1 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. Waiting restrictions were introduced in Village Way in January 2006 to address the problems of obstructive parking.
- 2.6.8.2 There are outstanding petitions calling for extension of the Rayners Lane CPZ to Alfriston Avenue and West Avenue. 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.
- 2.6.8.3 These roads will be included in the review of the Rayners Lane CPZ. Based on proposed priorities this is scheduled for 2009/10.
- 2.6.9 Harrow Weald Review
- 2.6.9.1 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.

2.6.9.2 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 remain outstanding. Based on proposed priorities this review is scheduled to commence in 2009/10.

#### 2.6.10 Pinner Review

2.6.10.1 In light of a petition from Albury Drive residents and other residents concerns parking restrictions were introduced last year on the northern side of Albury Drive, Pinner. This enabled two unobstructed running lanes to be maintained to ease congestion in the area. There have been other requests from 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.

2.6.10.1 Requests for an extension of the scheme continue to be received from some residents who live on the periphery of the zone. Complaints continue to come in particular from Hereford Gardens, Rayners Lane and West End Lane near High View where there is a previously reported petition from residents requesting a CPZ.

2.6.10.2 A scheme to convert existing permit bays in Marsh Road service road to shared use (to also allow pay and display) operating throughout the day has recently been the subject of statutory consultation. Subject to consideration of any objections the scheme is programmed for implementation in March 2008. The pay and display facility here is sufficiently close to the Pinn Medical Centre in Eastcote Road for patients to use this facility.

2.6.10.3 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, The Chase and Oakhill Avenue.

2.6.10.4 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.

2.6.10.5 There is a previously reported petition from residents of Grange Gardens, Pinner which is within the current CPZ. 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.

2.6.10.6 Based on proposed priorities the review of the Pinner CPZ is programmed to commence in spring 2010. However, as in many areas there are some parking problems may be able to be that can be dealt with on an individual

basis, particularly where a review is some way off. In the case of West End Lane, between High View and Elm Park Road, the current obstructive parking will be dealt with early in 2008/09 as part of the "problem streets" programme outlined in paragraph 2.1.5.

#### 2.6.11 South Harrow Stage 3

2.6.11.1 The previous stage 2 extension became operational on 1 March 2004. The stage 2 review and stage 3 extension scheme has been implemented and became operational on 25 February 2008. The scheme mainly comprised an extension to the CPZ to cover roads in the Beechwood area, Kingley Road, Thornley Drive, part of Roxeth Green Avenue and a further section of Eastcote Lane, with pay and display in side road leading from Northolt Road and free bays in Brember Road. Although Dudley Gardens and Fielders Close were excluded from the CPZ scheme, waiting restrictions have been introduced in these roads to address problems of obstructive parking.

2.6.11.2 A contribution of £30,000 towards funding parking controls has been secured from the developer of Biro House, in Northolt Road, through a section 106 agreement. Funding will be available within 3 years of completion of the development.

#### 2.6.12 Kenton Road/Honeypot Lane near Kingsbury Circle

2.6.12.1 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 continue to be requests from Orchard Grove for parking controls due to parking problems also attributed to Kingsbury underground station. 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. Based on current priorities this is unprogrammed at present.

#### 2.6.13 Kenton Station Review

This area is adjacent to the Central Harrow CPZ (Zone S) and will be dealt with as part of that review (see 2.6.1.4). 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 incorporating permit bays within the current yellow line waiting restrictions.

#### 2.6.14 Sudbury Hill Station Area

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

#### 2.6.15 Canons Park Station Area

2.6.15.1 This area is substantially covered by a one hour waiting restriction scheme with the exception of Whitchurch Lane that generally has 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.

- 2.6.15.2 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.
- 2.6.15.3 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 depute continues to request parking controls. A 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 2010.
- 2.6.15.4 Local consultation to provide pay and display parking in the Honeypt Lane service road at its junction with Wemborough Road did not demonstrate majority support for the scheme which has been abandoned.

2.6.16 Harrow Weald/Hatch End – Courtenay Avenue Area

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.

2.6.17 Other Areas

- 2.6.17.1 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, Honeypt Close (off Honeypt Lane, Kenton East), Turner Road and Everton Drive (near Queensbury station), have been received.
- 2.6.17.2 Complaints from residents living close to Headstone Lane station have increased this year. This area has been placed on the list of priority schemes (for a possible new CPZ) for commencement in 2010/11.
- 2.6.17.3 Representations continue to be received from residents of Harrow on the Hill reporting dangerous and obstructive parking and insufficient parking for residents, businesses and customers. The narrowness of many of the roads on the Hill mean that only very limited numbers of bays would be possible. Indications are that a permit parking scheme would not be supported. There may be a need for further localised double yellow lines to address obstructive parking. This may be able to be addressed as part of the assessment referred to in paragraph 2.1.5 above.

- 2.6.17.4 Complaints about obstructive parking have also been received from The Crescent, Willowcourt Avenue, The Chase, Fallowfield and Woodlands Road. This may be able to be addressed as part of the assessment referred to in paragraph 2.1.5 above
- 2.6.17.5 Complaints about obstructive parking have also been received from Mollison Way (whole length) and Alicia Avenue (Kenton West). This may be able to be addressed as part of the assessment referred to in paragraph 2.1.5 above

## **2.7 Financial Implications**

- 2.7.1 Transport for London has not provided funding for CPZs in 2008/09 but has allocated £25,000 for disabled persons' parking spaces only.
- 2.7.2 The provisional total capital programme for Transportation for the next 3 years, subject to approval, is £500k for 2008/09, £450k for 2009/10 and £500k for 2010/11. Based on previous years, up to £150k per annum of this is required for other ad hoc traffic management schemes and measures during the course of the year and in 2008/09 an additional £50k has been allowed for dealing with the "problem streets" where access problems have been identified. These allocations are subject to actual demand and will be monitored carefully during the course of the year so that the CPZ funding can be increased if demand is less than allowed for, as occurred in 2007/08.
- 2.7.3 The allocation for CPZs and 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 provisional. As referred to in paragraph 2.3.6, the programme for 2011/12 is not fully developed at this stage, but it will be as the programme in years 2008/09 and 2009/10 is delivered and there is more certainty about costs and timescales.
- 2.7.4 The total contribution provisionally secured from developers for parking controls under Section 106 agreements is £180,000 (excluding Sainsbury's contribution), which will be utilised as the relevant schemes are progressed.

## **2.8 Legal Implications**

- 2.8.1 Controlled Parking Zones can be introduced under powers given in the Road Traffic Regulation Act 1984.
- 2.8.2 There are minimum requirements for consultation and publication before making an order which is set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **2.9 Performance issues**

- 2.9.1 There are no Best Value performance indicators in relation to CPZs.
- 2.9.2 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's LIP.

- 2.9.3 The provision of CPZs meets the following priorities in Mayor of London's LIP:
- Priority IV Improving the working of parking and loading arrangements
  - Priority V Improving accessibility and social inclusion on the transport network

- 2.9.4 This proposal supports the following Harrow Vision and Corporate Priorities:
1. Increase our level of customer satisfaction.
  2. Improve the performance of our environmental services.
  4. Promote policies that retain Harrow's suburban character.
  9. Regenerate the town centre, improve district centres and promote new businesses.
  11. Improve the way we work and provide value for money

**2.10 Equalities Impact**

The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.

**2.11 Community Safety (s17 Crime & Disorder Act 1998)**

The proposals will have a neutral impact on crime and disorder.

**SECTION 3 - Statutory Officer Clearance**

Signature: .....		
Name: Barry Evans	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 13/2/08		
Signature: .....		
Name: Jessica Farmer	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 13/2/08		

**SECTION 4 – Performance Officer Clearance**

Signature: .....		
Name: Tom Whiting	<input checked="" type="checkbox"/>	Interim Divisional Director (Strategy and Improvement)
Date: 13/2/08		

**SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS**

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**Background Papers:** Previous annual reports, petitions.