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Meeting:	Traffic and Road Safety Advisory Panel
Date:	18 th June 2008
Subject:	INFORMATION REPORT-Petitions Relating to: <ul style="list-style-type: none">a. Hooking Green, North Harrow - objections to installation of double yellow linesb. Buckingham Road, Edgware-request for parking controlsc. Corbins Lane, South Harrow-request for parking controlsd. High Road, Harrow Weald-request to alter parking restrictions
Responsible Officer	Eddie Collier
Portfolio Holder	Councillor Susan Hall
Exempt	No
Enclosures	None

Section 1: Summary

This report sets out details of 4 petitions which have been received.
The petitions relate to:-

- a) Hooking Green North Harrow which is in response to the statutory notice to implement double yellow lines around Hooking Green.
- b) Buckingham Road Edgware requesting parking controls to stop commuter parking

- c) Corbins Lane South Harrow requesting parking controls to deal with displaced parking from a recently installed extension to the CPZ zone
- d) High Road Harrow Weald requesting a relaxation in the timing of parking controls outside parade of shops including 2 restaurants

FOR INFORMATION

Section 2: Report

2.1 Hooking Green, North Harrow

- 2.1.1 A petition has been received in response to the publication of the statutory orders to implement double yellow lines around Hooking Green North Harrow.
- 2.1.2 The background to the proposals for implementing double yellow lines originated from another petition that was presented by Councillor Suresh to the Council meeting on 18th October 2007. This petition was reported to the panel meeting on 28th November 2007 and contained 65 signatures of residents. The petition drew attention to the inconsiderate and obstructive parking in Hooking Green and requested the introduction of double yellow lines around the edge of the green.
- 2.1.3 It was agreed at the panel meeting in November 2007 that proposals to introduce controlled parking on Hooking Green should be referred to the Portfolio Holder for Environment Services for consideration. A scheme incorporating double yellow lines was subsequently approved by the Portfolio Holder on 2nd April 2008.
- 2.1.4 The current petition consists of 38 Signatures representing 22 households requesting:
 - Opposition to having double yellow lines around Hooking Green
 - Proposing Double Yellow Lines only in four corners and no other parking restrictions OR
 - Single yellow lines on one side of the road next to the green and no other restrictions
- 2.1.5 The objections that were received, including those contained in the petition, were considered and a draft response to objectors/petitioners was circulated to the Portfolio Holder, Chairman of TARSAP and Ward Members to which no comments were received. The lead petitioner has been informed in writing that the petition has been considered but both the two requested alternative proposals are unworkable. They have also been informed that the original scheme for the installation of double yellow lines will therefore proceed. The final legal notice and installation of the double yellow lines will take place in the next 2 months.

2.2 Buckingham Road, Edgware

- 2.2.1 A petition has been received from residents in the lower section of Buckingham Road, between Merlin Crescent and Whitchurch Lane
- 2.2.2 The petition consists of 42 signatures representing 41 households which request restricted parking between the hours of 11am-12 noon and 2pm-3pm.
- 2.2.3 The petition states that *"the above restrictions are required to stop commuters and people working in the area using the road to park instead of car parks which they have to pay for, therefore causing disruption and congestion for residents. There is also a problem in the evening because residents from roads around the area park their vehicles in Buckingham Road due to the fact that they have parking permits and road lining where they live, one person even parks a removal lorry in the road"*
- 2.2.4 The lead petitioner has been informed that the petition will be reported to this meeting of TARSAP.
- 2.2.5 At the February 2008 meeting of the panel members considered the annual review of Controlled Parking Zones and Parking Schemes. It was noted in the report that a deputation requesting parking controls in Buckingham Road and the surrounding areas was received at the Panel meeting in June 2006.
- 2.2.6 The area is currently included in the CPZ review programme commencing with the Stakeholders meeting in Winter 2010/11.
- 2.2.7 It is proposed that the petitioners be informed of the programme timescales that were agreed at the February 2008 panel meeting and the points raised in the petition are dealt with at that time.

2.3 Corbins Lane South Harrow

- 2.3.1 A petition has been received from residents in Corbins Lane South Harrow who are looking for parking controls to be introduced.
- 2.3.2 The petition consists of 23 signatures from 17 households requesting *"that urgent consideration be given by Harrow Council for a restricted parking Zone to both sides of Corbins Lane South Harrow. The reason being that since yellow lines were introduced in Eastcote Lane motorists are now parking all day long, which is causing regular inconvenience to local residents and often impeding traffic flow in both directions along the road"*
- 2.3.3 Corbins Lane lies just outside the recently extended South Harrow Controlled Parking Zone which came into operation in February 2008.
- 2.3.4 The northern half of Corbins Lane adjacent to Eastcote Lane was not included in the consultation. The southern half of Corbins Lane was included in the public consultation carried out in November/December 2005. The consultation results showed 50% of respondents supported a CPZ in Corbis Lane and 50% were against. Accordingly with no overall

- majority support amongst respondents the road was not included in the extension of the CPZ .
- 2.3.5 The households represented in the petition lie in both the northern and southern sections of Corbins Lane.
 - 2.3.6 The programme of CPZ reviews agreed at the February 2008 panel meeting includes a review of the South Harrow scheme commencing in Winter 2009/10
 - 2.3.7 It is proposed that the petitioners be informed that the whole length of Corbins Lane be considered in the review at that time.

2.4 High Road, Harrow Weald

- 2.4.1 A petition has been received from traders and customers of 2 restaurants located between No 207 and 225 High Road Harrow Weald. The petition contains 86 signatures.
- 2.4.2 The petition calls upon the council *“to urgently amend the waiting times in High Road Harrow Weald covering properties 207 to 225 to finish at 6.30pm in order to assist the traders to continue to run their businesses and help boost the economic vitality and vibrancy of Harrow. We note a similar amendment and scheme implemented in Pinner some years ago has proved to be successful and we urge the council to help us to continue to run our businesses and let the traders and customers in Harrow Weald benefit in the way Pinner has benefited.”*
- 2.4.3 The existing parking restrictions outside numbers 207 to 225 were introduced in 1996 and have not been directly affected by the Wealdstone Zone CA CPZ extension which came into operation in May 2008.
- 2.4.4 The current parking restrictions apply from 8am to 8pm Monday to Saturday with no loading permitted from 8am to 9.30am and 4.30pm to 6.30pm.
- 2.4.5 Officers have in the past reviewed the restrictions in this area but any changes which relax the current restrictions have been opposed by Transport for London (TfL) .This is because the High Road forms part of the London Strategic Route Network and TfL has concerns about the effect of parked vehicles on the bus routes. These concerns are not only about the presence of any parked vehicles but also the possible delays whilst vehicles would be manoeuvring in and out of any on street parking. These concerns cover the period beyond 6.30pm Monday to Friday, hence the current restrictions which extend to 8pm Mon-Sat.
- 2.4.6 TfL have indicated that they would not object in principle to any form of inset parking bays. These would require dedication of some of the private forecourt land belonging to the shop and restaurant premises and likely be prohibitively expensive to construct because of the need to divert underground services.
- 2.4.7 In the case of reducing the time of the waiting restrictions in Pinner that is referred to in the petition this was in the High Street which is neither a bus

- route nor a heavily trafficked road and therefore is not considered to be a valid comparison
- 2.4.8 The only solution that seems possible would be the construction of an inset parking bay but there are no known sources of funding currently available. As explained such a scheme would be expensive. Should the funding situation change then officers will look at the location again.

Section 3- Further Information

None

Section 4- Contact Details and Background Papers

Contact:

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Background Papers:

Petitions and Replies to lead petitioners