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| Meeting:             | Traffic and Road Safety Advisory Panel   |
| Date:                | 26 November 2008   |
| Subject:             | Headstone Lane Free Bay Parking & Double Yellow Lines - Objections to Traffic Orders and request for additional Parking Controls |
| Key Decision:        | No   |
| Responsible Officer: | John Edwards – Divisional Director Environmental Services  |
| Portfolio Holder:    | Councillor Susan Hall- Environment and Community Safety Portfolio Holder   |
| Exempt:              | No   |
| Enclosures:          | Appendix A – Proposal plan<br>Appendix B – Petition Coversheets  |

## SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report considers objections to the traffic orders for the proposed Free Bay Parking and Double Yellow Lines in the vicinity of Headstone Lane station on Headstone Lane. In addition, it seeks authority to introduce controlled parking within the service road in front of 193 to 207 Headstone Lane.

**Recommendations (for decision by the Environment and Community Safety Portfolio Holder): that the Panel recommends:**

1. That the formal objections to the advertised traffic orders for the double yellow lines adjacent and opposite the pedestrian refuge island be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.
2. That the formal objections to the advertised traffic orders for the double yellow lines at the junction of Headstone Lane and Broadfields be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.
3. That the formal objections to the introduction of 4 parallel parking bays in the lay by in

Headstone Lane be set aside for the reasons given in the report , the objectors be informed and officers proceed with the order making and implementation

4.(a) That officers be given delegated powers to consult and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, and to implement controlled parking in the layby outside 193 to 207 Headstone Lane as detailed in the report, subject to consideration of objections.

(b) That the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received as a result of the statutory consultation or otherwise in consultation with the Portfolio Holder.

**REASON:** For information and to allow the implementation of the double yellow lines and parallel parking bays..

## **SECTION 2 - REPORT**

### **2.1.1 Background**

- 2.1.2 Headstone Lane, in the vicinity of Headstone Lane Station, is recognised as a difficult road to cross due to a bend in the road and hence poor driver and pedestrian visibility. A pedestrian refuge island and associated signage was installed in 2007 to allow the road to be crossed in two parts. This has been welcomed by local residents and there have been numerous positive telephone calls and one letter has been received.
- 2.1.3 To maintain good visibility for crossing pedestrians and easy access for buses serving the bus stops, the Council proposed the installation of double yellow lines as shown on the plan at Appendix A making it illegal to park at any time. These restrictions would also ensure that inconsiderate and dangerous parking close to the refuge island doesn't take place.
- 2.1.4 The impact of these proposals on residents in the area is likely to be minimal as parking rarely takes place within the proposed yellow line extent. This is likely to be because of narrow carriageway widths making it unsafe to park.
- 2.1.5 Further double yellow lines were proposed for the junction of Headstone Lane with Broadfields. These were proposed as a direct response to residents complaining about obstructive parking at the junction.
- 2.1.6 In addition, the Council proposed to formally mark out parallel parking bays in the nearby layby as also shown on the plan at Appendix A. Due to the shallow width of the layby, the current echelon parking (45 degrees) leads to cars overhanging the carriageway. This, together with the maneuvering of vehicles in and out of the bays, is detrimental to the free flow of traffic and poses a risk to cyclist using the cycle lane and to pedestrians crossing the road.
- 2.1.7 The police have also advised that such parking enables criminals to hide in between vehicles and then break into them to steal contents. Since it is not possible to increase the depth of the lay by for the echelon parking within the current highway and in view of the possible crime, the Council proposed to install

parallel parking instead. The implication would be a reduction from the 7/8 informal echelon parking spaces to 4 safer parallel parking spaces.

- 2.1.8 A Road Safety Audit carried out in November 2006 recommended the parallel parking within the layby.
- 2.1.9 This report describes the results of statutory consultation, including the advertisement of the draft traffic orders. It consists of formal objections received together with officer comments and recommendations as to how these objections should be addressed.
- 2.1.10 In addition but separate to the above proposals the Council has received a request to install controlled parking in the lay-by in front of No 193 to 207 Headstone Lane
- 2.1.11 Traffic orders were advertised for the Free Parking Bays and Double Yellow Lines as shown on the plan at Appendix A
- 2.1.12 The grounds for objection are summarized together with officer comments in Appendix B.

## **2.2 Options considered**

- 2.2.1 Do nothing - If no waiting restrictions are implemented, occasionally cars may park near the pedestrian refuge island increasing the danger associated with poor driver and pedestrian visibility. The junction of Headstone Lane with Broadfields will continue to have obstructive parking making it difficult to access Broadfields. Informal parking within the inset bay would continue to take place and remain a risk to vehicles on the road particularly when reverse manoeuvring out of the parking bays.
- 2.2.2 Do the minimum – Proceeding with the double yellow lines adjacent to the refuge island and abandoning the inset bay proposals may be seen as a minimum requirement. Personal Injury Accidents recorded in the three year period between Nov 2004 and Nov 2007 show 3 accidents in the vicinity these proposals. Of these, 2 were at the junction of Headstone Lane with Broadfield and one was at the junction of Headstone Lane with Parkfield Avenue. None have been recorded near the inset bay although damage only accidents may have gone unrecorded.
- 2.2.3 In response to the consultation, alternative options to maximise parking in the layby were investigated including narrowing the footway in an attempt to provide spaces. However, this resulted in a sub standard footway width of 1.5m and maintained a narrow traffic lane between 2.3m and 2.65m wide and therefore cannot be recommended. The current situation leads to cars overhanging the carriageway and the maneuvering of vehicles is detrimental to passing traffic, with the consequent risk to pedestrians crossing the road. A Road Safety Audit recommended parallel parking within the lay by. Whilst it is recognized that the reduction from 7 parking spaces to 4 will exacerbate the current shortage of parking in the area, it is considered that this is outweighed by the road safety implications.

## 2.3 Consultation

- 2.3.1 Ward councillors were advised of the statutory consultation and given copies of the proposals.
- 2.3.2 Statutory consultation was carried out on the proposals in January 2008.
- 2.3.3 A 12 signature petition was received before the statutory consultation and was presented to TARSAP on 28<sup>th</sup> November 2007 objecting to the proposed changes to the lay by (with no mention of the yellow lines).
- 2.3.4 The proposals and the petition were discussed at TARSAP where it was suggested that a Portfolio Holder decision be sought after the statutory consultation ended. However, a second petition was received with 20 signatures during the statutory consultation and because of the overall level of objection it was considered it appropriate to bring this report to the Panel. The second petition was against 'the proposed changes to the highway in Headstone Lane. In particular the installation of 4 designated free parking places...' Both petition front covers are given at Appendix B.
- 2.3.5 In addition to the petitions, a total of 37 objections against the proposed yellow lines including 2 that were specifically against the Broadfields junction were received in writing. A total of 39 objections were received in writing against the proposal to remove 4 parking spaces.. The key grounds of objection presented are:
- Loss of parking spaces
  - Echelon parking has been in place in this lay-by for many years
  - No significant incident as a result of the echelon parking
  - Loss of parking will make it even harder to find spaces.
  - Parking will have to be further away from resident's homes making it difficult for elderly people or those with heavy shopping.
  - Problem is more to do with commuter parking rather than resident parking.
  - Loss of parking will lead to increase in parking demand on Fernleigh Court and Barmore Close.
  - Parallel parking is not necessarily safer.
- 2.3.6 One letter of support for the yellow lines was received.
- 2.3.7 Separate to but following the public consultation a request has come for parking controls for the inset parking in front of the shops in the parade to the south east of the section of Headstone Lane under consideration.
- 2.3.8 It is reported that the lay by outside No 193 to 207 Headstone Lane, opposite the petrol station, is frequently substantially filled with vehicles that are parked all

day. This prevents shoppers from being able to park to use the shops. There are also residential premises above the shops.

2.3.9 The shops would ideally like a limited stay period to be imposed to address the problem but this is effectively unenforceable. Other options would be to introduce a one hour restriction or introduce pay and display during the working day. This would be likely to have a minimum effect on the residential premises above the shops. These options could form part of the consultation with traders and residential premises in the immediate area.

2.3.10 The parking problems in front of the shops might get slightly worse if there is any displacement of parking as a result of implementing the parking restrictions associated with Headstone Lane above. It is therefore considered expedient to carry out the consultation now.

## **2.4 Financial Implications**

2.4.1 The estimated overall cost including implementation of the waiting restrictions is approximately £4,000 and the Free bays is £2,000. These would be funded by Transport for London from the 2008/09 settlement received.

2.4.2 To install controlled parking within the service road in front of the shops would cost between £2,000 and £5,000 depending on the control method adopted

## **2.5 Legal Implications**

Waiting restrictions, Free bays and Pay and display bays can be installed under The Road Traffic Regulation Act 1984.

## **2.6 Performance Issues**

2.6.1 Local Area Agreement indicators that are most likely to improve as a result of this are:

Increase independent living for older people  
Increase environmental sustainability

2.6.2 This proposal supports the Harrow Vision and Corporate Priorities as follows:

Priority 1) Deliver cleaner streets, better environmental services and keep crime low  
Priority 5) Improve the way we work for our residents

## **2.7 Risk Management Implications**

2.7.1 This project is not included on the Directorate risk register.

2.7.2 Key risks include loss of funding from TfL if proposal if recommendations not agreed.

## 2.8 Equalities Impact

2.8.1 These proposals increases overall accessibility and social inclusion by the provision of safer pedestrian crossing point. These proposals restrict a limited part of the road adjacent to a highway junction and pedestrian refuge island.

## 2.9 Community Safety (s17 Crime & Disorder Act 1998)

2.9.1 These recommended proposals will have a neutral impact on crime and disorder.

### SECTION 3 - STATUTORY OFFICER CLEARANCE

|                                     |                                     |                        |
|-------------------------------------|-------------------------------------|------------------------|
| Chief Finance Officer               | <input checked="" type="checkbox"/> | Name:...Sheela Thakrar |
|                                     |                                     | Date: ... 13/11/2008   |
| On behalf of the Monitoring Officer | <input checked="" type="checkbox"/> | Name: ...Rachel Jones  |
|                                     |                                     | Date: 14/11/2008       |

### SECTION 4 - PERFORMANCE OFFICER CLEARANCE

|                     |                                     |                    |
|---------------------|-------------------------------------|--------------------|
| Performance Officer | <input checked="" type="checkbox"/> | Name: ...Anu Singh |
|                     |                                     | Date: 13/11/2008   |

### SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

**Contact:** Hanif Islam,  
Transport Planner  
Tel. 020 8424 1548

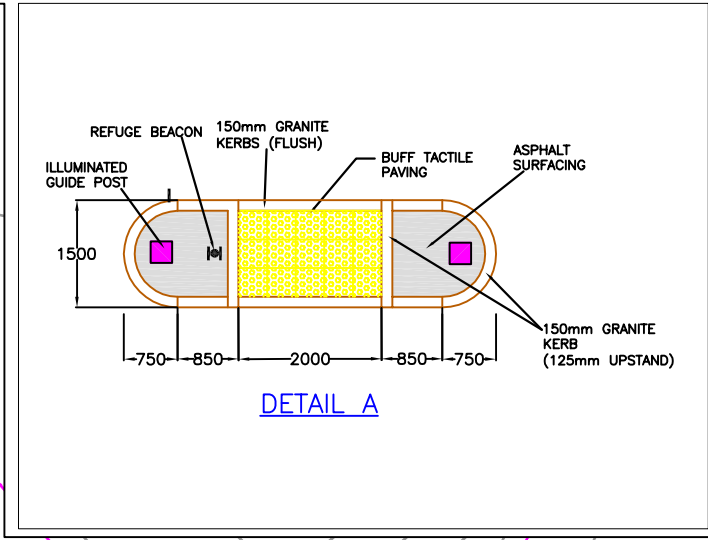
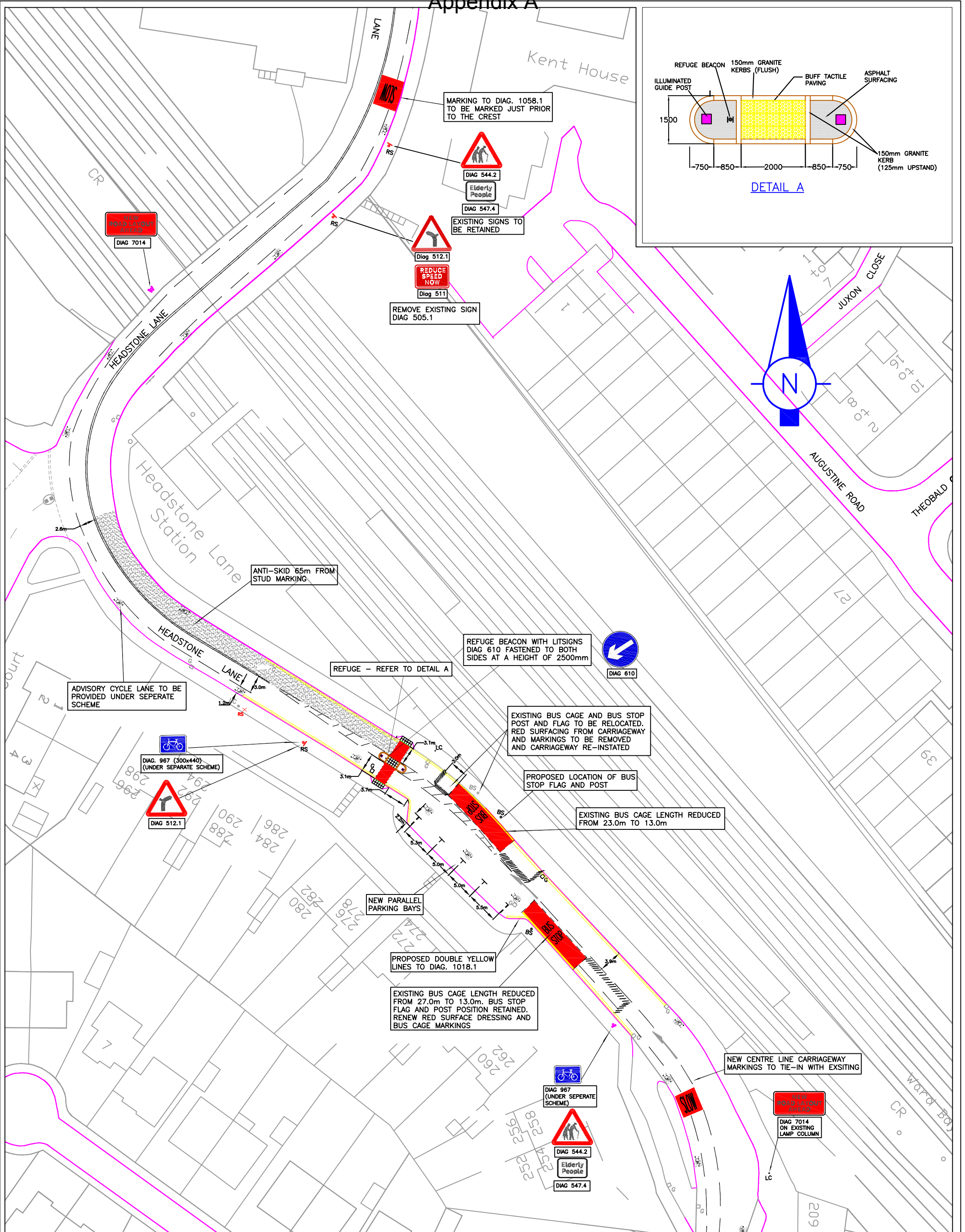
#### **Background Papers:**

1 Traffic and Road Safety Advisory Panel 28 November 2007

**IF APPROPRIATE, does the report include the following considerations?**

|    |                      |                     |
|----|----------------------|---------------------|
| 1. | Consultation         | YES/ <del>NO</del>  |
| 2. | Corporate Priorities | YES / <del>NO</del> |

# Appendix A



| LEGEND  |  |  |
|---|--|--|
|   | GREY ANTI-SKID SURFACING                               |  |
|   | RED ANTI-SKID SURFACING                                |  |
|   | BUFF TACTILE PAVING                                    |  |
|   | DROPPED KERB IN GRANITE 150mmx300mm. LAID FLUSH        |  |
|   | SIGNS UNDER SEPERATE SCHEME                            |  |
|   | PROPOSED SIGNS & POST                                  |  |
|   | EXISTING ITEM TO BE REMOVED (INITIALS AS PER EXISTING) |  |
|   | EXISTING LAMP COLUMN                                   |  |
|   | EXISTING ROAD SIGN AND POST                            |  |
|   | EXISTING BUS STOP                                      |  |
|   | EXISTING GULLY   |  |
|   | ROAD MARKING TO BE REMOVED                             |  |
|   | PROPOSED DOUBLE YELLOW LINES TO DIAG. 1018.1           |  |
| NOTE:<br>ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE |  |  |

| REVISION | AMENDMENT                                 | DRAWN BY AND DATE | DESIGNED BY AND DATE | CHECKED BY AND DATE | APPROVED BY AND DATE |
|----------|---|-------------------|----------------------|---------------------|----------------------|
| B        | REVISED POSITIONS OF BUS STOPS AND ISLAND | RM 20/02/07       | MR 20/02/07          | AKK 20/02/07        | AKK 20/02/07         |
| A        | INITIAL ISSUE                             | RM 01/11/06       | RM 31/10/06          | AKK 02/11/06        | AKK 02/11/06         |

|                  |  |                |                              |
|------------------|--|----------------|------------------------------|
| CLIENT           | HARROW COUNCIL                         |                |                              |
| PROJECT          | HEADSTONE LANE- PEDESTRIAN IMPROVEMENT |                |                              |
| PURPOSE          | FEASIBILITY                            |                |                              |
| DRAFT            | SCALE (AT A1 SIZE)                     | ISSUING OFFICE | DRAWING NUMBER               |
| ISSUE            | 1:250                                  | HARROW         | OPTION 1 (PEDESTRIAN REFUGE) |
| TELEPHONE NUMBER | 020-84209650                           |                | REVISION                     |
|                  |  |                | B                            |

# Appendix B

Address:

Date: 04-02-2008

Dear Mr Thompson

**RE: OBJECTION TO PROPOSED WAITING  
RESTRICTIONS AND FREE PARKING PLACES REF:  
DP/2007-05**

We wish to object to the proposed changes to the highway in Headstone Lane. In particular the installation of 4 designated free parking places in the lay-by on the west side of Headstone Lane fronting Nos. 268-278 Headstone Lane and enclose a petition to this affect

Please would you take this petition into account when making a decision on these proposals?

**Yours Sincerely,**

The Residents

20 SIGNATURES



Appendix B

SCAN

85 94

Mr w Heale  
Principal Engineer  
Room 404  
Civic 1  
Urban Living  
L.B.H

The Residents  
264-298 Headstone Lane  
Harrow  
Middx  
HA2 6NE  
May 2007

HARROW COUNCIL  
12 NOV 2007  
PLANNING SERVICES  
PASSEL TO

Dear Sir

Please find enclosed a petition against the proposed changes to the parking bay which serves the above addresses and we request the chance to enter into a dialogue with you regarding said matter.

We would like to point out at this time that no contact has been made with the residents in relation to the changes and in fact we only found out by chance. And since that time residents have rang to object. However there seems to be an error in logging the complaints as their seems to be no evidence of this at your end would you kindly log all calls from know on.

And finally I would point out that to my knowledge this bay has been used for parking since at least 1967.

Yours Sincerely

The Residents

Bur

|                          |                      |
|--------------------------|----------------------|
| LONDON BOROUGH OF HARROW |                      |
| DEPT OF ENGINEERING      |                      |
| DATE                     | 16 NOV 2007 RECEIVED |
| ISS                      | WH                   |
| REF                      | Y                    |
| DATE                     |                      |
| DATE REC                 |                      |
| FILE REF                 | 18857                |

12 SIGNATURES