

Meeting:	Traffic and Road Safety Advisory Panel
Date:	11 February 2009
Subject:	Controlled Parking Zones/Parking Schemes – Annual Review
Key Decision: (Executive-side only)	No
Responsible Officer:	John Edwards-Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall-Portfolio Holder for Environment and Community Safety
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 2009/10 to 2011/12 and un-programmed list. Appendix D: Estimated costs of Programme Appendix E: Stages involved in preparing a CPZ

Section 1 – Summary and Recommendations

Summary

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.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that:-

- 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 subsequent formal approval by the Portfolio Holder for Environment and Community Safety.

Reason: To prioritise the Controlled Parking Zones and Parking Schemes programme.

SECTION 2 - REPORT

2.1 Background

- 2.1.1 The Council's Transport Local Implementation Plan (LIP), which was a key decision, established the framework for the measures outlined in this report.
- 2.1.2 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.
- 2.1.3 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.
- 2.1.4 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.
- 2.1.5 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 2008 is at **Appendix A**.
- 2.1.6 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. This programme known as the problem streets

initiative has expanded during 2008/09 to include sections of road which either fall outside the review programme or where it is some time before a review in the area is due to start. 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 2008/9. 27 Sites have been included in Phase 1 which is due for implementation at the end of March 2009.

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 aesthetically friendly because the only signs normally needed are at the entry points. However such schemes should be used with great caution, as even a minority of residents who need on-street parking may be severely disadvantaged. There are already locations where such schemes, implemented in the past, are resulting in requests for resident's bays, presumably as a result of increasing car ownership per household.
- 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 The rationale for the revised programme review process was explained in the report to this Panel in February 2008.
- 2.3.2 The programme review process which occurred over the last two years has provided a more realistic approach to programme and resource planning for 2008

and 2009 with reasonable progress in relation to the programme. There were however the inevitable additional demands introduced as a result of consultation feedback and objections raised during statutory consultation.

- 2.3.3 There has been a degree of uncertainty introduced due to reduced capital budgets for 2009/10 and beyond. At the time of writing the Harrow Capital Budget has not been finalised but has provisionally been reduced. More details are contained in the finance section of the report.
- 2.3.4 A point which has been made by residents, when they are notified that a scheme is going to be implemented and inviting them to purchase permits, is there is little or no information about the progress of the scheme since they were initially consulted typically a year previously. Progress information is provided on the council website, people are advised, in the consultation materials, how they can contact the council for the results of consultation and street notices are posted when the draft traffic orders are advertised. There has been increasing demand for progress information to be delivered to each household. To help keep residents informed of decisions we have trialled an addition to our procedures which is included in **Appendix E**. With the Stanmore CPZ review 4000 information leaflets were distributed at the statutory consultation phase and similar will occur on a smaller scale for the Edgware Review. An additional public meeting has been introduced into the Pinner Road area review preceded by an information leaflet to residents. This clearly provides an enhanced consultation process to the community but has cost and programme implications.
- 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 ongoing continuously to develop a more robust estimating process. This has been achieved 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 process will continue to 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 2009/10 and 2010/11 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 The problem associated with parking which is either obstructive or in a position which affects road safety has deteriorated in recent years probably due to increased vehicle ownership. This continued to be a problem even with the introduction of CPZs especially if their operational hours are limited say to one hour. Even with all day parking controls problems can occur in evenings and at weekends. To address this problem double yellow lines are proposed at all junctions within and surrounding CPZ scheme areas.
- 2.4.3 As parking pressures increase, the public perception that CPZs should increase overall on street parking provision increases the quantity of communication from the public. The council can only sanction parking where it is both safe and does not produce undue obstruction and the overall quantity of parking during the controlled hours may actually reduce. This and double yellow line proposals at junctions leads to CPZs being more contentious which has the effect of increasing the level of resources required.
- 2.4.4 The Sustainable Development and Enterprise Scrutiny Sub-Committee wish to encourage positive use of small scale parking restrictions and CPZ areas was considered in the 2007 review by the Panel. The revised methodology in tackling schemes that has evolved and outlined in Appendix E together with the Problem Street initiative should continue to lead to a focussed, more responsive approach. Consideration of very small or single street CPZ 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 2.4.4 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 a 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.
- 2.5.7 Where area wide CPZ's are proposed and consulted upon it is now the practice to also propose double yellow lines at junctions, bends and other areas where

obstruction can occur. These restrictions are required for safety and are therefore not optional and not subject to majority support from residents and businesses. Consultation material asks for people's comments on these lengths of double yellow line and officers do take these into account and make small adjustments where practical. In future consultation material will make it clear that these lengths of yellow line are not optional.

2.6 CPZ areas and reviews

2.6.1 Harrow town centre Review and Extension

2.6.1.1 The last completed review of the seven CPZ's based on Harrow town centre resulted in an extension to Zone S on the eastern periphery in April 2004. Four further areas were identified on the periphery of the existing zones and these were individually programmed for reviews. These areas are called 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. Progress has been made in 2008/09 mainly in the Pinner Road area and Bessborough Road area reviews.

2.6.1.2 In the Pinner Road area local consultation took place on a variety of parking restriction proposals during September 2008. These parking proposals included a new one hour zone based on the county roads to the east of Pinner View; revised parking restrictions on Pinner Road; pay and display in side roads for the shopping parade and junction double yellow lines throughout Headstone South ward. The results of this consultation were reported to this Panel in September 2008. A public meeting was held in January at the request of residents in order to clarify the current restriction proposals and to listen to outstanding concerns prior to statutory consultation. A scheme including a smaller CPZ area is due to be advertised in April as part of statutory consultation. Implementation is planned for the autumn.

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 to be taken forward in isolation were programmed for 2008/09 but have not been significantly advanced due to demand for staff resources on other reviews. It is recommended consultation in these small scale areas be taken forward as a priority in 2009/10.

2.6.1.4 There have been further requests to deal with parking congestion in Carlton Avenue, 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 A stakeholder meeting was held in December 2008 for a combined review covering the Bessborough Road area and the area around West Harrow London Underground station. A CPZ scheme is being developed for the combined area bounded by Bessborough Road, Lascelles Avenue and West Harrow Recreation Ground and will be consulted upon simultaneously, programmed for March/April 2009. The scheme developed beyond this consultation may be continuous but is programmed separately in case two separate zones materialize. The controlled

hours for any CPZ which is developed is envisaged as being one hour for weekdays but options including a second hour or weekends will be included at the request of stakeholders. Review issues near West Harrow station are considered in 2.6.7 below.

- 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 Bethcar 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 if resources permit.

2.6.2 Wealdstone Review and Extension (Zones C and CA)

- 2.6.2.1 The larger Wealdstone CPZ, Zone CA was extended in April 2008. During the on-site works to introduce the extension to the CPZ in the remaining section of Spencer Road a petition was received opposing the scheme from residents of that road. After consultations with the Portfolio Holder it was agreed the works should proceed to conform to the previous decision but that people living in the road should be re-consulted 12 months after completion of the CPZ extension which is April 2009. Significant parking problems have occurred in The Broadway just outside the extended CPZ. The carriageway is too narrow to accommodate the parking which occurs on both sides. It is intended to re-consult residents of The Broadway at the same time as Spencer Road to offer another opportunity to join the CPZ or at least to have restrictions down one side of the road. Funding for this along with the consultation of peripheral road to zone C referred to in 2.6.2.4 below has been allocated in the programme in Appendix D.
- 2.6.2.2 Work is underway to implement a scheme which includes further localised parking restriction changes mainly in Masons Avenue/The Bridge, Tudor Road, Kenmore Avenue and Dobbin Close. These are been combined with an extension to zone C and junction double yellow line on the other side of the railway line.
- 2.6.2.3 The changes as part of the zone C review include extension of the CPZ to Walton Road, Walton Close, Badminton Close, Leys Close, Rugby Close the remaining

section of Marlborough Hill and sections of Harrow View, Walton Drive & Headstone Drive; clarified parking arrangements outside the shops in Princes Drive; double yellow lines at junctions and revised main road parking restrictions. The result of statutory consultation on these proposals was considered by this panel in September and November 2008. The scheme is due to be implemented in March 2009.

2.6.2.4 Consultation of peripheral roads up to Harrow View and Headstone Drive regarding possible further extension of zone C to address any displaced parking is programmed for Autumn/Winter 2009.

2.6.2.5 Following representations it has been agreed by the Portfolio Holder to carry out consultation during 2009/10 in Oxford Road to propose the removal of the permit bays which can cause problems with large vehicles passing each other.

2.6.2.6 No further review of the Wealdstone zones is currently programmed.

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.

2.6.3.2 The results of various consultations as part of reviews of the two Stanmore CPZs - Zones, 'B' and 'H', have been reported to this Panel in June and September 2008. There was no consensus for changing the present separate zone hours. The proposals include junction double yellow lines to protect access especially for refuse and emergency vehicles. Relatively small extensions are proposed to each zone which were subject to statutory consultation which closed in December 2008. The assessment of the resultant objections is ongoing but an initial assessment indicates that the objections can be addressed to enable implementation in March 2009.

2.6.3.3 A contribution of £110,000 and £18,000 interest has been paid by the developers of Wembley Stadium, through a section 106 agreement with Brent Council. Although it was previously reported that there was no inflation link, it was recently identified that it was provided for in the main agreement with Brent. This, together with £20,000 from a section 106 agreement from Sainsbury, will substantially fund the cost of the scheme in 2008/09.

2.6.4 Burnt Oak Broadway Area

2.6.4.1 A consultation exercise was carried out in The Highlands and associated roads to seek out the level of support for parking controls and road safety measures in 2006. The result showed overwhelming support for parking controls and a resident continues to campaign for a scheme.

2.6.4.2 In the last review the area was raised in priority, in recognition 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. It is likely that this could displace the parking associated with the businesses in and around Burnt Oak Broadway into the unrestricted streets within the Harrow area. Consultations were undertaken by Barnet in Summer 2007 and again in February 2008. Their current programme is to implement the scheme in 2009. However details of the proposals have not yet been released by Barnet Council.

2.6.4.3 A stakeholders' meeting was held in September 2008 attended by local representatives of residents and business groups of Burnt Oak Broadway. The consensus of the stakeholders meeting is to consult an area within the boundary roads of Bacon Lane, Stag Lane, Broomgrove Gardens and Burnt Oak Broadway. A scheme is currently being prepared for public consultation, based on the comments made at the meeting and parking surveys. The consultation documents are intended to be issued in March 2009. It is hoped to present the consultation results to the June meeting of the Panel.

2.6.5 Edgware Review and Extension

2.6.5.1 The existing scheme was implemented in January 2005. Following representations by residents outside the existing zone, consultation on the proposed extension to the zone was carried out in September 2008. The results and recommendations of this consultation were reported to the Panel meeting held on 26 November 2008.

2.6.5.2 Following publication of the minutes of this meeting, which recommended extending the existing scheme to include Lake View, Chestnut Avenue and part of Canons Drive, several residents from Dukes Avenue and a resident from Canons Drive have requested that Dukes Avenue should be included in the scheme. Since the responses from Dukes Avenue did not show majority support, this road was not included in the CPZ. Those residents requesting Dukes Avenue should be included in the extended CPZ have been informed that the council will only introduce such measures where the majority of responses are in favour, and that the council will revisit peripheral areas where problems are raised in the period 6-12 months after the scheme is implemented.

2.6.5.3 Objections to the statutory consultation carried out in February 2008 are to be reported to the Portfolio Holder for consideration under delegated powers. Subject to consideration of the objections (if any) it is hoped to implement the scheme in Summer 2009.

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.

2.6.6.3 A freight study has been undertaken in Hatch End in association with the West London Freight Quality Partnership (FQP) which proposes inset loading bays on Uxbridge Road and off the service road on the south side of Uxbridge Road. Funding for developing these proposals further would come from the Westtrans and a decision on the level of funding for 09/10 is expected in April 2009. It is the intention that these proposals, as they are linked, would be progressed together. The programme for the pay and display parking in the service road and possible CPZ is to start in Summer 2009.

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 full occupation of the development. This had previously been reported as being available from completion of the building. However, due to the current financial climate and no clear indication of who will occupy the retail element of the development, the date when the 106 funding will become available is difficult to determine but is not expected to be forthcoming in the near future.

2.6.7.2 There have been a significant number of 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. There has been some parking impact from the partial occupation of the residential part of the development. The area has to date remained on the un-programmed list pending the impact of the development becoming apparent and release of the 106 funding. Progress on a possible CPZ around West Harrow station and the Pinner Road (Harrow end) area CPZ is likely to cause increased parking pressures in North Harrow. It is therefore recommended that North Harrow be put on the priority programme. Resources are however not available until 2011/12 when potentially the 106 funding might be available for implementation of any agreed scheme.

2.6.7.3 As referred to in paragraph 2.6.1.5, a parking review and possible CPZ is being undertaken the area surrounding West Harrow station in combination with the Bessborough Road area adjacent to the existing Harrow town centre CPZs. A stakeholder meeting was held in December 2008 from which the extent of the area to be consulted on a possible CPZ was determined. This area is bounded by Treve Avenue, Whitmore Road, West Harrow Recreation Ground, Grosvenor Avenue, Bladon Gardens and the railway line to North Harrow. Consultation is planned for March/April 2009. The scheme developed beyond this consultation may be continuous but is programmed separately in case two separate zones materialize. The controlled hours for any CPZ which is developed is envisaged as being one hour for weekdays but options including a second hour or weekends will be included at the request of stakeholders.

2.6.7.4 A wide consultation area was agreed despite parking pressures being focussed around West Harrow station, Butler Avenue and the eastern section of Vaughan Road. However, if schemes are taken forward in relation to this area only it is likely to leave the streets in between particularly vulnerable to displaced parking. This danger may still not be as evident to these residents who may choose not to support a CPZ. It is therefore important in this circumstance that residents are consulted in this vulnerable area to determine if there is support for a CPZ.

2.6.7.5 It will be especially important that should a CPZ scheme be implemented that a further opportunity be given to people to opt to join the scheme, in peripheral roads which may suffer from displaced parking between 6 months to a year after implementation.

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.

2.6.8.4 A bus priority scheme to address conflict with vehicles manoeuvring into and out of the echelon parking bays proposes changing the arrangement to parallel parking. The reduced parking capacity will be more than compensated for by the creation of inset parking bays on both sides of Alexandra Avenue. The scheme is subject to securing the necessary bus priority funding.

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 2010/11.

2.6.9.3 Two petitions have been received concerning the parking on the west side of High Road, Harrow Weald just north of Whitefriars Avenue and the effect on restaurant trade in the evenings. Ongoing discussions are in place with TfL Network Assurance, as the road is part of the Strategic Road Network, on relaxing the parking restrictions in the evening. Subject to the agreement of TfL, who have the final decision, any changes would probably need to be programmed and funded by the Problem Street scheme.

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 School proposals.
- 2.6.10.2 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.
- 2.6.10.3 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 was completed in March 2008. The pay and display facility introduced in here is sufficiently close to the Pinn Medical Centre in Eastcote Road for patients to use this facility.
- 2.6.10.4 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.
- 2.6.10.5 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. Pinner Green residents continue to request a residents parking scheme and problems have been reported by the local police.
- 2.6.10.6 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.
- 2.6.10.7 Based on proposed priorities the review of the Pinner CPZ is programmed to commence in spring 2010. However, as in some areas, there are some parking problems which may be able to be dealt with on an individual basis, particularly where a review is some way off.

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 schemes have 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 the 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 petition was received in May 2008 from residents in the northern half of Corbins Lane requesting inclusion in the CPZ. The inclusion of the southern half of Corbins Lane and adjoining length of Eastcote Lane in the recent CPZ extension was cited as causing problems due to displacement of parking. The petition was reported to the June meeting of the Panel and it is intended to review the situation in the winter of 2009/10 and carry out local consultation.
- 2.6.11.3 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 which is expected to occur late in 09/10.
- 2.6.11.4 Complaints have been received from residents of the south eastern end of Welbeck Road and surrounding roads. These concern the large amount of commercial vehicles from the industrial units in The Arches who use the surrounding roads to park and store vehicles. It is intended to address obstructive parking under the problem streets initiative. A CPZ would however be necessary to address the general parking problem caused by non resident parking. Support for this could be tested in the next South Harrow review.

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

- 2.6.13.1 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

- 2.6.14.1 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 problems.

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.
- 2.6.15.4 CAPRA has continued to request that the Canons Park Station area be tackled earlier than the programmed start of holding a Stakeholders meeting in 2010/11. A meeting was held with representatives of CAPRA and the Portfolio Holder for Environment and Community Safety and it was agreed that a number of junctions off Howberry Road and the northern section of Buckingham Road would be tackled by the problem street programme. They are included in Phase 1 of 08/9.
- 2.6.15.5 The redevelopment of the former government buildings, which involves a new signalised junction off Honeypot Lane, has provision in a S106 agreement for £50K for necessary parking controls available for 5 years from completion of the 250th unit. The current economic climate means that the original staged construction programme is uncertain but will be monitored and any relevant information reported to the Panel.
- 2.6.15.6 CAPRA has also asked for parking in the Honeypot Lane service road at its junction with Wemborough Road to be investigated. This was subject to a consultation exercise in May 2007 which did not demonstrate majority support for the scheme which has now been abandoned.
- 2.6.15.7 Several residents in the area, where there is a one hour parking restriction but no resident bays, have approached the council as they are now experiencing parking problems due to insufficient off street parking. It has been explained that this could form part of the consultation exercise programmed to start in 2010
- 2.6.15.8 A petition was received from residents in the lower section of Buckingham Road between both junctions of Chandos Crescent asking for parking controls to prevent commuter parking. This petition was reported to the June meeting of the panel. This area would be included in the review commencing in 2010.

2.6.16 Harrow on the Hill area

- 2.6.16.1 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. However a petition containing 33 signatures was presented to this Panel in November requesting a CPZ. The area is likely to present difficulties due to the narrow road widths and the nature of the area. A small amount of money has been allocated in 2009/10 to enable the feasibility/acceptability of a potential scheme. We will report the outcome of the initial work to the Panel and will, depending on the outcome, report the implications on the future programme.

2.6.17 Headstone Lane station area

2.6.17.1 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.

2.6.17.2 A scheme to address parked vehicles projecting into the carriageway on the opposite side of the road to the station entrance has recently been through the statutory consultation process. The objections to the scheme which included parallel parking (free) bays and associated waiting restrictions were reported to this Panel in November. The decision to set aside these objections should enable implementation in March 2009.

2.6.18 Harrow Weald/Hatch End – Courtenay Avenue Area

2.6.18.1 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.

2.6.19 Other Areas

2.6.19.1 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.

2.6.19.2 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

2.6.19.3 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 nor 2009/10 as it considers that these should be funded by boroughs and only funds projects in exceptional circumstances. TfL did allocate £25,000 for disabled persons' parking spaces in 2008/9 and £30,000 has been allocated for 2009/10

- 2.7.2 There is currently a proposal in the 3 Year Capital Programme plan going forward for Transportation schemes (including CPZs), £410k in 2009/10, £ 450k 2010/11 and £ 500k 2011/12 which is subject to Council approval. These figures are reviewed as part of the budget cycle and overall council's strategy on the capital programme. In previous years, up to £150k per annum of this budget has been allocated for 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.
- 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, timescales and funding.

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

2.10 Equalities Impact

- 2.10.1 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people. A full equality Impact assessment was carried out as part of the LIP whose framework this report integrates with.

2.11 Community Safety (s17 Crime & Disorder Act 1998)

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

2.12 Environmental Impact

2.12.1 There is no environmental legislation or requirements for formal Environmental Impact Assessment which directly relates to the introduction of a CPZ or other parking controls. CPZs are however recognised as a fundamental component of national, regional and local transport policies. They do help support traffic reduction and encouragement of consideration of more sustainable alternatives to private car use (i.e. public transport, walking and cycling). CPZs and the review of parking restrictions address traffic congestion and road safety issues. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution. Further details of the positive environmental benefits are covered in 2.1 above.

SECTION 3 - Statutory Officer Clearance

Signature:		
Name: Sheela Thaker	<input checked="" type="checkbox"/>	on behalf of the* Chief Financial Officer
Date: 29/1/09		
Signature:		
Name: Jessica Farmer	<input checked="" type="checkbox"/>	on behalf of the* Monitoring Officer
Date: 29/1/09		

SECTION 4 – Performance Officer Clearance

Signature		
Name: Anu Singh	<input checked="" type="checkbox"/>	on behalf of the* Divisional Director (Strategy and Improvement)
Date: 29/1/09		

Section 5 – Environmental Impact Officer Clearance

Signature		
Name: Andrew Baker	<input checked="" type="checkbox"/>	on behalf of the* Divisional Director (Environmental Services)
Date: 29/1/09		

SECTION 6 - CONTACT DETAILS AND BACKGROUND PAPERS

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Background Papers:

1: Traffic and Road Safety Advisory Panel:

June 2008

Agenda Item 12 Stanmore Review

2: September 2008

Agenda Item 8 Wealdstone Zone C & CA Ph2

3: November 2008

Agenda Item 9 Pinner Road area, Harrow

Agenda Item 10 Edgware Canons Park Review

Agenda Item 11 Wealdstone Zone C & CA Ph2

Agenda Item 12 Headstone Lane parking bay

4. Previous annual reports, petitions.