

**CALL IN SUB-COMMITTEE
30 JULY 2009**

**Notice of Call In and Supporting
Information**

Call-in Notice

Dated: 22/07/09

To be completed by Members of the Public, as per the provisions of Overview and Scrutiny Procedure Rule 22.2(b).

To: The Director of Legal and Governance Services

1. NOTICE OF CALL-IN OF EXECUTIVE DECISION

In accordance with Overview and Scrutiny Procedure Rule 22, we, the 150 signatories to this call-in notice (see numbered continuation sheets overleaf), being members of the public registered on the electoral roll of the London Borough of Harrow, hereby give notice that we wish to call-in the Executive decision detailed in section 2 below.

2. DETAILS OF EXECUTIVE DECISION

The details of the Executive decision are as follows:-

Decision:	West Harrow Proposed CPZ – Results of the public consultation. Agreement with the recommendations of the Traffic and Road Safety Advisory Panel as at meeting of 17 June 2009.
Made by:	Susan Hall (Cabinet/relevant Portfolio Holder)
Ref :	PHD014/09 - the entire decision document
Published on:	14 July 2009 (Date)

3. GROUNDS FOR CALL-IN

(Please specify below the grounds for the call-in, in accordance with Overview and Scrutiny Procedure Rule 22.5. Please note that, in the event that this call-in is referred to the Call-in Sub-Committee, the considerations of the Sub-Committee will focus on the grounds stated, and the Sub-Committee will seek evidence to support them. Please therefore also set out below details of the evidence to support the grounds for call-in, continuing on a separate sheet if necessary).

Once completed, please forward this form to Miriam Wearing in Room 143, Civic Centre or send it by fax to 020 8424 1557 WITHIN 5 CLEAR WORKING DAYS OF THE DATE OF PUBLICATION OF THE DECISION.

(A)

INADEQUATE CONSULTATION WITH STAKEHOLDERS PRIOR TO THE DECISION (Rule 22.5(a))

1. **The consultation for the initial Stakeholders Meeting on 4 December 2008 was inadequate because:**
 - i. Only residents from six roads out of 26 roads determined in the Consultation Area Plan P1 (hereinafter "the Yellow Area") and shown as "Exhibit 1" attended the meeting
 - ii. Only 16 residents attended the meeting and over half were residents from Butler Road
 - iii. The views of the businesses in the Yellow Area were not obtained
 - iv. The views of the residents who did not want a change to parking in the Yellow Area were not obtained.

Evidence

- i. Page 1 of the minutes of the initial Stakeholders Meeting on 4 December 2008, shown as "Exhibit 2"
- ii. Page 1 of the minutes of the initial Stakeholders Meeting on 4 December 2008, shown as "Exhibit 2"
- iii. Attached letters from some of the businesses in the Yellow Area dated 15 July 2009, shown as "Exhibit 3"
- iv. See petition of approx 1,000 signatures against the CPZ which was presented to the Traffic & Road Safety Advisory Panel on 17 June 2009 being evidence of the massive opposition to the CPZ Scheme (hereinafter "the Scheme") in the Yellow Area and also the full attendance at the public meeting at St Peter's Church Hall on 13 May 2009 which overwhelmingly disagreed with the Scheme and which meeting was attended by Susan Hall and other Counsellors. The contrast between the public meeting on 13 May 2009 and the initial stakeholders meeting on 4 December 2008 illustrates the shortfall in the initial stakeholder meeting and the inadequate consultation.

2. **The consultation questionnaire was inadequate because no one was asked if he/she was opposed to the CPZ scheme in total for the Yellow Area.**

This is contrary to the Council Public Consultation document entitled "Proposed Parking Controls Consultation and Exhibition" ("the Brochure") and shown as "Exhibit 4" which stated "*how wide the Scheme should be, and whether one is introduced at all, is up to you.*"

The question to ascertain whether or not the Scheme was wanted was never asked.

Evidence

Page 4, paragraph two of the Brochure, "Exhibit 4"

3. **The consultation was inadequate because the questionnaire was misleading as follows:**

- i. If question 2 "*Do you consider there are parking problems in your street?*" was answered "no" then it should have been made clear that no further questions were required to be answered (other than question 8 about the yellow lines.)
- ii. Any answer to question 4 "*if you answered no to Q3 if a CPZ is to be introduced in the road near yours, would you wish your road to be included?*" was irrelevant as based on the assumption that a road near you had said "yes" to the CPZ.

This was contrary to the Brochure which stated "*only those roads with a majority of positive responses in favour of being included in the scheme will be involved*".

Evidence

Page 7, paragraph two of the Brochure, "Exhibit 4"

(B)

THE ABSENCE OF ADEQUATE EVIDENCE UPON WHICH TO BASE A DECISION

The Portfolio Holder in making her decision relied upon incorrect interpretation of the data, compiled from the consultation questionnaires, in the original TARSAP report prepared by the traffic officer and the Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009.

Evidence

“Exhibit 5”: TARSAP report prepared by the traffic officers

“Exhibit 6”: Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009

Ten examples of incorrect interpretation are given below. **Please note: this list is not exhaustive.**

1. Badger’s Close

The interpretation of the data from the questionnaire was that the majority of the residents in Badger’s Close wanted the scheme.

The correct interpretation of the data is set out in “Exhibit 7”

- i. Response rate of 12% is very low.
- ii. Of the residents who responded to question 3, the majority were against the scheme by 3:2.
- iii. Any answer to question 4 was irrelevant as based on the assumption that a road near you had said “yes” to the CPZ. Any recommendation based upon question 4 is hypothetical and misleading and must be disregarded. It is clear that in Badger’s Close, of the six residents who responded, one resident did not understand question 4 by answering “don’t know” and ended up losing his/her vote due to a misleading question.

Evidence

“Exhibit 7”

2. Butler Avenue

The interpretation of the data from the questionnaire was that the majority of the residents in Butler Avenue wanted the scheme.

The correct interpretation of the data is set out in “Exhibit 8”.

- i. The data for Butler Avenue is flawed. Fourteen extra records which were not in the original TARSAP report prepared by the traffic officers have been added in to Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009. Stephen Freeman, the Project Engineer employed by the Council, informed Arun Sehdev of the West Harrow Residents’ Group in a telephone conversation of 16.7.09 that a sub set of 20 extra responses received after the official closure of the public consultation (between 19 May 2009 and 16 June 2009) were added into the tabled report. Stephen Freeman has confirmed that these extra responses were from the whole West Harrow area and were essentially random from different roads with no large responses from a single road. So how can 14 (70% of the 20 extra responses) be from Butler Avenue? See “Exhibit 9” being an email from Arun Sehdev to Stephen Freeman confirming the information provided in the telephone conversation. Any recommendation based on this data is invalid.
- ii. The response rate for Butler Avenue is a very low rate on which to base a decision. A higher percentage response rate of at least 60% or more needs to be obtained.

Evidence

"Exhibit 8" and "Exhibit 9"

3. Butler Road

The interpretation of the data from the questionnaire was that the majority of the residents in Butler Road wanted the scheme.

The correct interpretation of the data is set out in "Exhibit 10"

- i. Butler Road is a very long road. The response rate for Butler Road is a very low rate on which to base a decision. A higher percentage response rate of at least 60% or more needs to be obtained.
- ii. The responses in the original traffic officer's report showed there was a clear majority against the CPZ on this road - 47 'against' versus 27 'for' for question 3.
- iii. In the original traffic officer's report, because there was a majority on this road against the CPZ, the data relied upon by the Council to produce a majority for the Scheme was obtained by focusing on house-by-house clusters (Butler Road 2-71 & 9-76 – 101 addresses) and adding in two extra records when analyzing the results of questions 3 and 4 (number of total responses increased from 75 to 77). Even with the aforementioned interpretation, only a marginal majority has been achieved (questions 3 and 4, 18 'for' and 16 'against').
- iv. Since the desired 'yes' vote could not be clearly achieved in the original report, the Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009 has then divided Butler Road up into an even smaller cluster (Butler Road 2-14 & 9-13 – 14 addresses). Even the results of the Tabled TARSAP report shows opinion on this road is not a clear 'yes' (question 3: three 'for' versus three 'against', questions 3 and 4: four 'for' versus two 'against')
- v. The breaking up of this road into clusters is contrary to the consultation document (as set out in page seven of the Brochure which is "Exhibit 3") which clearly states that roads will be analysed individually by a road-by-road majority.

Evidence

"Exhibit 3" and "Exhibit 10"

4. Vaughan Road

- i. Vaughan Road is a very long road. The response rate for Vaughan Road is a very low rate on which to base a decision. A higher percentage response rate at least 60% or more needs to be obtained.
- ii. In the original traffic officer's report a large number of residents answered "don't know" to this questions 3 and 4, indicating that many people did not understand these questions or indeed how the CPZ may affect them.
- iii. Any answer to question 4 was irrelevant as based on the assumption that a road near you had said "yes" to the CPZ. Any recommendation based upon question 4 is hypothetical and misleading and must be disregarded. It is clear that on Vaughan Road, 10 residents did not understand question 4 by answering "don't know" and ended up losing their votes due to a misleading question.

5. Blenheim Road

The original traffic officer's report showed that on this road there was a clear 'no'. (Question 3: 20 'against' versus nine 'for').

6. Bouverie Road

- i. The response rate for Bouverie Road is a very low rate on which to base a decision. A higher

percentage response rate at least 60% or more needs to be obtained.

- ii. The original traffic officer's report showed that there was only a marginal 'yes' in favour of the CPZ on this road. (Questions 3 and 4 :12 'for' versus 11 'against'). Any answer to question 4 was irrelevant as based on the assumption that a road near you had said "yes" to the CPZ. Any recommendation based upon question 4 is hypothetical and misleading and must be disregarded. It is clear that on Bouverie Road, two residents did not understand question 4 by answering "don't know" and ended up losing their votes due to a misleading question.

7. Bowen Road

The original traffic officer's report showed that on this road there was a clear 'no'. (Question 3: 24 'against' versus one 'for').

8. Drury Road

- i. The original traffic officers' report showed that on this road there was a clear 'no'. (Question 3: 32 'against' versus 16 'for').
- ii. The Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009 is flawed. Three extra records have been added in (ie. total for question 3 = 17, total for questions 3 and 4 = 20). Any answer to question 4 was irrelevant as based on the assumption that a road near you had said "yes" to the CPZ. Any recommendation based upon question 4 is hypothetical and misleading and must be disregarded. It is clear that on Drury Road, 4 residents did not understand question 4 by answering "don't know" and ended up losing their votes due to a misleading question.

9. Heath Road

- i. The original traffic officer's report showed that on this road there was a clear 'no'. (Question 3: 12 'against' versus 11 'for').
- ii. The Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009 is misleading as the numbers appear to have been switched around and instead of the original 12 'against' and 11 'for', the Tabled report shows the reverse: 12 'for' and 11 'against'.

10. Wilson Gardens

- i. Response rate is a very low rate on which to base a decision. A higher percentage response rate at least 60% or more needs to be obtained.
- ii. The tabled report shows that there is not a clear yes vote for the CPZ. (question 3: 11 'for' versus 11 'against').
- iii. It is apparent that in order to achieve the "yes" vote, three extra records have been added into the Tabled report to swing the vote to a 'yes'. (questions 3 and 4 of the Tabled report equal 25 responses, compared to the total number of responses received which was 22)

11. The 'Cluster' argument

The arguments set out in paragraphs 3, 4, & 5 in respect of Butler Road can be repeated for Vaughan Road, Blenheim Road, Bouverie Road, Bowen Road and Drury Road.

The breaking up of these roads into smaller clusters is contrary to the Consultation Document as set out on page 7 of the Brochure in "Exhibit 3" which clearly states the roads will be analysed individually by a road-by-road majority.

Evidence
"Exhibit 3"

(C)

THE DECISION IS CONTRARY TO THE POLICY FRAMEWORK, OR CONTRARY TO, OR NOT WHOLLY IN ACCORDANCE WITH THE BUDGET FRAMEWORK (Rule 22.5 (c))

The policy framework of the Council is to have a public consultation about any proposals for a possible Residential Parking Scheme.

By the very nature of a consultation the decision maker must act impartially and carefully consider all evidence and views as part of the public consultation.

It is fundamental to the concept of a consultation that the decision maker has not beforehand made her decision that a Scheme will be introduced and that the objective of the public consultation is limited to fine-tuning of the Scheme.

The Council have abused their power in pursuing the aims of introducing the Scheme in their quest to meet that goal and have totally disregarded the purpose of public consultation in keeping an open mind until the public consultation has been completed and all evidence and views carefully considered before making a decision.

Evidence

- i. The initial stakeholders meeting on 4 December 2008 was planned to achieve the endorsement that the Council wanted to move their objective into the stage of a public consultation.

The Council focused upon residents from a small area who had been involved with the initial petition complaining about parking near to the West Harrow Underground Station.

The Council did not seek the views of other residents in other parts of the Yellow Area.

Contrary to what it has stated, the Council did not canvass all the businesses situated in the Yellow Area.

- ii. The questionnaire was designed to get answers which favoured an interpretation to endorse the Scheme.
- iii. The interpretation of the questionnaire data shown in the Report was selective and inventive with a "spin", so as to produce a majority for many roads in favour of the Scheme.
- iv. The Advisory Panel of the Traffic and Road Safety Panel which met on 17 June 2009 failed to debate the issues raised by the deputations and the various petitions which were presented at the meeting and the Conservative members who voted on the panel in favour of the Scheme gave the clear impression that the decision was already made.

(D)
A POTENTIAL HUMAN RIGHTS CHALLENGE (Rule 22.5(e))

The introduction of the Scheme will curtail residents with cars as follows:

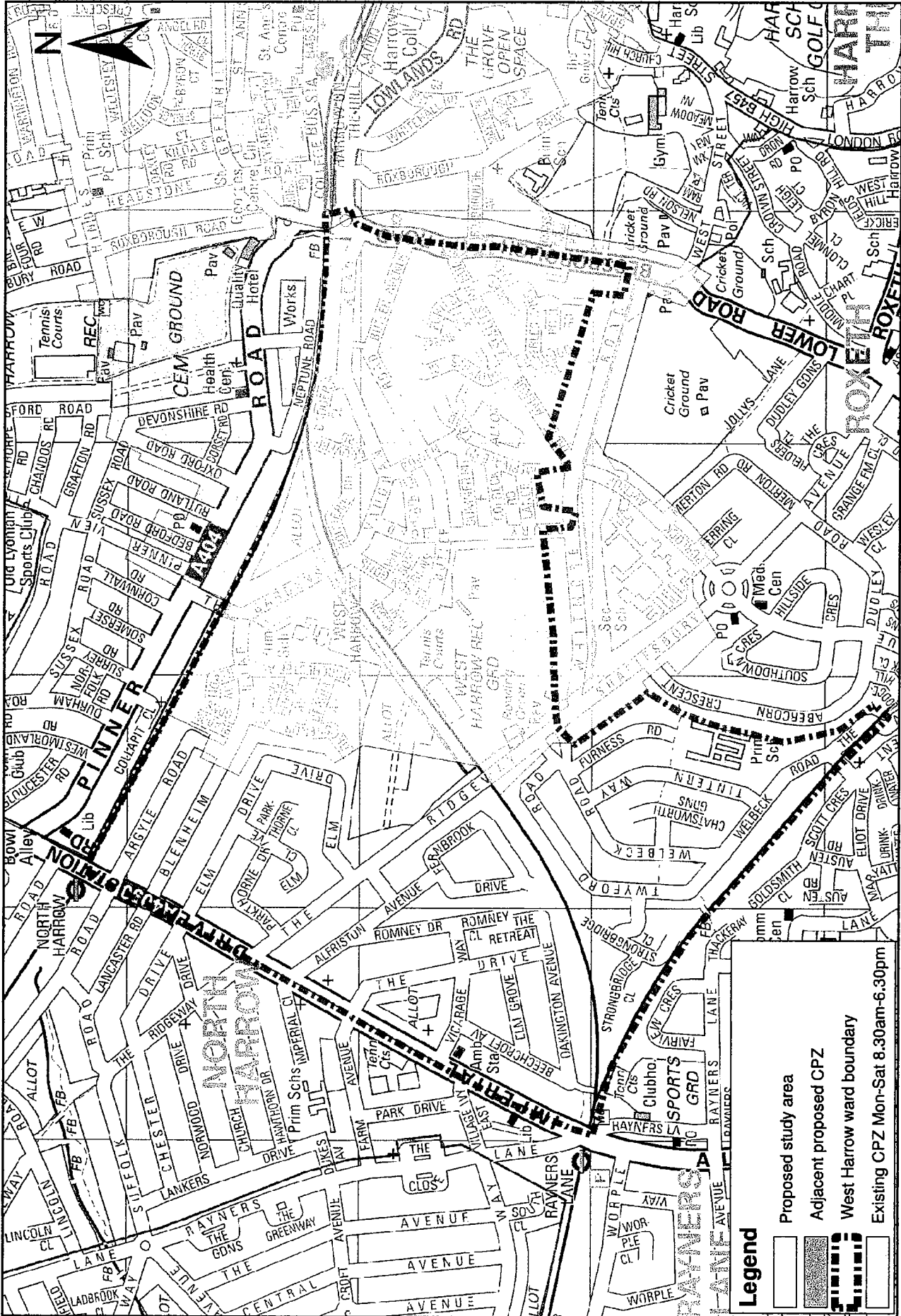
1. The right to earn a living
The Scheme will make the parking of cars in the Yellow Area more difficult and may force residents not to own a car, which decision may have an impact on those residents who need a car in connection with their work and family obligations.
2. The right not to be subject to pay expenses for doing something which is presently free i.e. parking a car.
The Scheme will create a regular household expense from the budget of a resident, which expense will bring no positive benefit and only create inconvenience. For some residents such an expense will cause economic hardship which may force the resident not to own a car or to leave the area.
3. The right to make own decisions
The introduction of the Scheme will restrict residents' personal freedom so that they must park as dictated by the Council.

Call-in Notice

EXHIBITS ATTACHED TO THE CALL-IN NOTICE

- Exhibit 1 Consultation Area Plan P1 “the Yellow Area”
- Exhibit 2 Minutes of initial Stakeholders’ Meeting, 4.12.08
- Exhibit 3 Letters from businesses in the Yellow Area
- Exhibit 4 Proposed Parking Controls Consultation and Exhibits (“the Brochure”)
- Exhibit 5 TARSAP Report
- Exhibit 6 Tabled TARSAP Report – 17.6.09
- Exhibit 7 Badger’s Close: example of incorrect interpretation of data
- Exhibit 8 Butler Avenue: example of incorrect interpretation of data
- Exhibit 9 Email from Arun Sehdev to Stephen Freeman – 16.7.09
- Exhibit 10 Butler Road: example of incorrect interpretation of data

EXHIBIT 1
APPENDIX A



Harrow COUNCIL
LONDON

0 3570 Meters

West Harrow ward and potential study area

West Harrow Station/Bessborough Road Area – Possible Parking Controls

KEY STAKEHOLDER MEETING

1. Notes of stakeholders meeting held at St Peters Christian Centre Sumner Road Harrow on Thursday 4th December 2008. The meeting commenced at 7.35pm.

2. Attendees:

Chair: Councillor Susan Hall – Environment and Road Safety Portfolio Holder

- | | |
|-----------------|--------------------------|
| Ann Begley | Butler Road resident |
| Anna Charleston | Butler Road resident |
| N Davis | Butler Road resident |
| M Davis | Butler Road resident |
| Andrew McPhial | Vaughan Road resident |
| Hugh Longland | Drury Road resident |
| Mr Smith | Merivale Road resident |
| Mrs Smith | Merivale Road resident |
| B Kendall | The Gardens resident |
| T Randall | The Gardens resident |
| Maxine Drury | Butler Road resident |
| Lisa Young | Butler Road resident |
| Janet Young | Butler Road resident |
| Simon Gardiner | St Peters medical centre |
| Kelly Brett | Butler Road resident |
| Ciam Sweeney | Butler Road resident |
| Amon Nezandra | LUL-West Harrow Stn |
| J Shah | Blenheim Road resident |

Ward Councillors:

Julia Merison

Other Councillors

Gerry Miles

Officers:

Paul Newman HC - Senior Highways Engineer

2 Apologies:

Apologies were received from the following:

- | | |
|-------------------------|--|
| Councillor Kinnear | Harrow on the Hill ward Councillor |
| Councillor Anjana Patel | West Harrow ward Councillor |
| Councillor Brian Gate | West Harrow ward Councillor |
| Anthony Wood | Harrow Public Transportation Users Group (H P T U A) |
| Gavin Cox | Badgers Close resident |
| Representative | Vaughan 1 st & Middle School |

3. Chairman's introduction:

Each attendee introduced themselves for the benefit of others.

Councillor Susan Hall welcomed stakeholders to the meeting and explained that the purpose of the meeting was to hear what parking problems resident, business and other representative groups have in the area,

Cllr Hall explained that Harrow's review of parking in the area had been brought forward in the programme because of residents concerns over parking especially around the West Harrow Station area and Bessborough Road ends of Vaughan Road/Butler Avenue.

Copies of an agenda together with a plan showing the roads in the area of West Harrow Station/Bessborough Road were circulated.

4. Officer introduction:

An officer explained the background to how the councils considers and prioritises requests for parking controls via the Traffic and Road Safety Advisory Panel (TARSAP). An explanation of what the Stakeholders meeting was designed to do and how it fitted into the whole process was given. It was stressed that this meeting was the very start of the process. This meeting was not to agree a scheme but to listen to resident and business's problems so that we could draw up a proposal to address the issues that was suitable for full consultation. The officer outlined what sort of issues could be solved by a Controlled Parking Zone (CPZ) scheme and stressed it was not a panacea to solving all parking problems. A booklet titled "Parking - Have your views heard" was circulated which contained information on a CPZ, its advantages and disadvantages along with a series of frequently asked questions.

An officer highlighted proposed CPZ reviews and proposals surrounding the current area under consideration at The County Roads, North Harrow, Rayners Lane, South Harrow and Harrow on the Hill that may proceed, subject to consultation, in the next couple of years.

An officer informed the meeting that councillors were supportive of only implementing CPZ parking controls in roads where there was a majority of support to the public consultation.

5. Open Discussion

Councillor Hall opened the meeting to questions from the floor

A Drury Road resident commented that concentration of parking at the Vaughan Road end resulted in conflicting traffic movements giving rise to antisocial behaviour amongst drivers, road rage and car horns being sounded from 6.30/7am. There was frequently difficulty in parking anywhere near homes. The problem was present weekdays but not at weekends.

A Butler Road resident commented that queues of traffic formed in early weekday mornings when commuters waited for residents to move their vehicles before finding somewhere to park. This resulted in antisocial behaviour. Parking meant that some drivers

parked on corners and the general parking situation caused problems for mothers with babies who could not park near their homes.

Councillor Hall reiterated that a CPZ will not solve all parking problems, she added that the council would also be looking to introduce double yellow lines at junctions, bends and other pinch points to ensure that refuse and emergency vehicles could manoeuvre. These proposals would be taken forward across the area irrespective of whether a CPZ scheme went ahead.

A resident commented that at present they often have to go out at approximately 9pm to move their cars closer to their homes because they can not park closer due to commuters vehicles

A resident living close to Bessborough Road commented that at the weekend parking from shoppers to town centre was not a problem. During week parking was a problem because of vehicles from shoppers, commuters, town centre workers and college students.

There were questions about increasing parking capacity for residents by leaving the park Wilson Gardens/Butler Road open at night in the winter and converting grassed areas in front of housing to car parking. Cllr Hall responded that leaving park open was not possible due to anti social issues in the past and there was no funding possible to create further parking on grass areas irrespective of planning issues.

Residents complained about dropped crossings being blocked by parked vehicles. Cllr Hall highlighted enforcement the council's civil enforcement officers (previously known as parking attendants) when they are alerted to particular problem can take. However basic issue was difficult and CPZ would only deal with issue during control hour(s).

A resident of The Gardens commented that at the last review around 9-10 years ago there were rumours that parking permits were going to be £250. An officer responded that permits were charged on a sliding scale, permit for first vehicle around £40, details were in the parking booklet circulated at the meeting. This booklet would be circulated to all residents at the time of public consultation.

In response to a question about rumours of West Harrow Station closing in the future a representative for London Underground stated that this was not true.

A representative from St Peters Medical Centre asked if dedicated parking facilities could be provided for wheelchair users and ambulances. Cllr hall stated that officers would look into possibility of disabled badge holders parking and ambulances.

In response to question from Cllr Hall to attendees most people considered a one hour CPZ restriction in the morning, say 10-11am Monday to Friday to be all that was required to deal with all day parkers although questionnaire would ask residents if they wanted an additional hour control in the afternoon given would cause more inconvenience to residents, businesses and their visitors. One resident commented that they experienced parking problems on a Sunday during parts of the summer. It was agreed that the option of a CPZ covering weekends would be asked at the public consultation.

A question was asked about introducing one way systems in the area but Councillor Hall stated that although they were able to deal with problems such as lack of passing places they were often widely unpopular as had recently been experienced in the "county roads". It was agreed that officers would only look at passing places when absolutely necessary for road safety and would try to maximise on street parking.

A resident commented about off street parking provision for the new development being constructed in Wilson Gardens and on proposals for land adjacent and it was agreed that officers would investigate this further.

Question → In response to a question over the implementation of parking charges at North Harrow public car park and possible parking displacement into west Harrow area, Cllr Hall commented that parking charges were essential in making the best use of the public's money.

One resident commented positively that a police officer had informed them that crime drops when a CPZ is introduced in an area.

A resident of The Gardens commented that if the proposed CPZ zone was large it could result in people from within the zone with permits driving and parking in The Gardens to use the station.

A resident passed a series of photographs to the officer illustrating a number of the parking and access problems in the area.

Post meeting Note-Anthony Wood representing Harrow Public Transportation Users Group and also an advisor to TARSAP gave some written comments that HPTUA view would be to support a CPZ in the area with a one hour ban (say 11am to 12 noon) This would prevent the all day parking which is the major problem. Having a one hour ban means that local businesses and residents can still "live" around the one hour but the commuters will not be able to park. He also added that he was aware of difficulties for medical staff when trying to find parking in the area to visit patients.

6 Summing Up

Councillor Susan Hall (chair) stated that the consultation process was the residents' and businesses' opportunity to determine what parking controls they wanted in their area. Having reviewed the plan tabled for a proposed CPZ it was considered that in the light of comments from the meeting and matters known to local councillors that the area should be reduced.

Officers recommend to: -

1. prepare a scheme based on the consensus of this meeting to include the area bounded by the following roads and features:

Railway Line between Harrow on the Hill and North Harrow including the section of The Gardens up to Pinner Road, Blenheim Road junction with Argyle Road, Allotments south of Dorchester Avenue, Drury Road north of Whitmore Road, Roads to north of Lascelles Avenue, Bessborough Road

A plan of the agreed extension area for the purposes of consultation is attached.

7 **AOB**

There being no other business the Chair warmly thanked those attending the meeting. A vote of thanks to Councillors and Officers for holding and attending the meeting came from the floor. The meeting closed at 8.30pm.

Provisional Programme

Consultation February 2009
Results reported to TARSAP June 2009
Advertise Traffic Orders Autumn 2009
Consider objections (if any) Nov 2009
Target Implementation Spring 2010

Barry Jackson
Chairman
West Harrow Residents Group

14 July 2009

Dear Mr Jackson

Re: West Harrow Proposed Parking Controls ("the Scheme")

We understand from your group that the Council have stated that all business in the above area were invited to an initial Stakeholders Meeting on 4 December 2008.

We were not invited or notified of the meeting and so far as I am aware no representative of the Council has spoken to us for our views about the Scheme.

Yours sincerely



Name..... Linda Merry (Director).....
Company..... Computaform (UK) Ltd.....
Address..... 4 Merivale Road.....
..... Harrow Middx HA1 4BY.....

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Chairman
West Harrow Residents Group**

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Yours sincerely

Name *Purnima P. V. Satchin*
Company *Ami's Salon*
Address *146 Vaughan Road,
HAI DEB*

**Barry Jackson
Chairman
West Harrow Residents Group**

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Yours sincerely


A. Hagar

Name.....

Company.....

Address.....
WEST HARROW GARAGE
.....BLENHEIM ROAD.....
WEST HARROW, MIDDX. HA27AA
Tel: 0181 427 1399 / 4436
.....VTS No. 7132 8D.....

IMPORTANT - THIS AFFECTS YOU

West Harrow Proposed Parking Controls Consultation and Exhibition



West Harrow Parking Consultation

What is this about?

About nine years ago, we consulted you about a residents' parking scheme covering the West Harrow area. Overall, not many people supported the idea and no scheme was developed.

However,

- Residents have complained to the council that parking has become more difficult. This is due to the increase in car ownership and the introduction of parking controls elsewhere in the Harrow area, which puts more pressure on unrestricted roads.
- People tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles.
- We have received a petition, calling for residents parking around West Harrow London Underground station

So we are looking again at parking controls in the West Harrow and want to know your views.

Residents parking and other parking proposals

We held a stakeholder meeting last December, which was attended by ward councillors and other local representatives. We agreed to consult people in the yellow area on plan P1 about controlled parking. This may extend further than where a controlled parking zone (CPZ) is currently required but it will keep all those in the area that might be affected by a new CPZ informed due to displaced parking. Most complaints about parking have come from people living closest to West Harrow station and at the Harrow ends of Vaughan Road/Butler Avenue. We would therefore expect support for a parking scheme to be strongest from those areas. We will take forward CPZ proposals only where people say that is what they want. This may lead to a much smaller zone (or perhaps zones) but there will be the opportunity for review should a CPZ be put in.

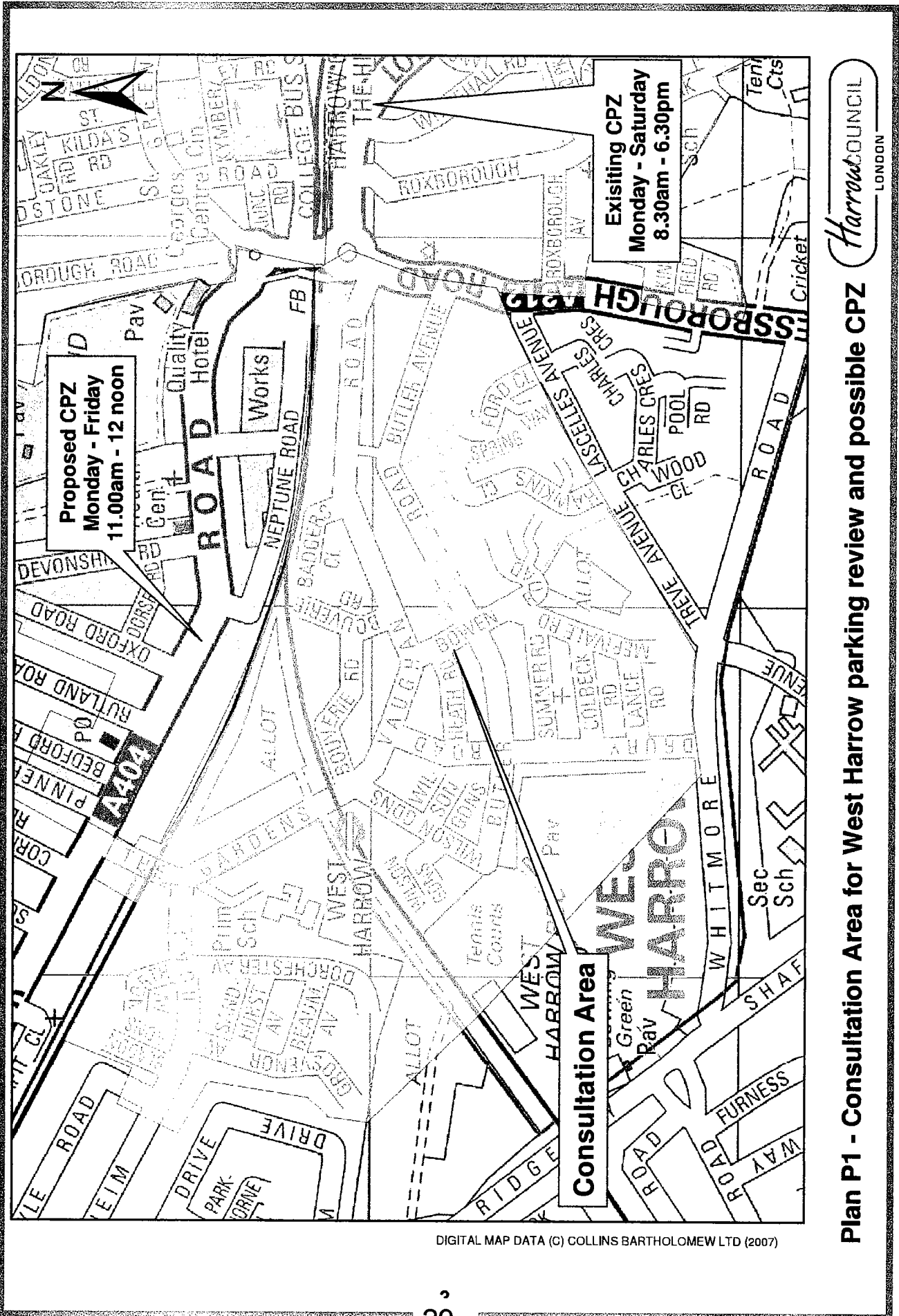
If there is a new CPZ the restrictions need to effectively stop people from outside creating parking problems but causing least inconvenience to you and your visitors. We are suggesting a scheme with parking restrictions from 10am to 11am each weekday to address the commuter parking issue so making it easier for you to park. We have successfully introduced a one-hour parking scheme elsewhere to address similar problems. This is the control period we are recommending if you decide you want a CPZ. However some people at the stakeholder meeting felt an extra hour in the afternoon and even at weekends might be needed to address parking by shoppers. The questionnaire asks your view on this issue.

There are two small shopping areas and at least one doctor's practice within the area. We are proposing some parking spaces at these locations for loading and/or where people could pay and display. Our initial ideas are shown on the detailed plans which you will receive if your address is near one of these locations. Please tell us if you think some other arrangement would be better. We have some safety proposals for near West Harrow Station and again would like your comments on the questionnaire.

We are also taking this opportunity to introduce double yellow lines at all junctions, bends and pinch points in order to improve visibility for drivers and pedestrians, increase safety and deter obstructive parking, as set out in The Highway Code. These will be introduced regardless of whether a CPZ is agreed or not.

We can only make minor amendments to the proposed double yellow lines based on

West Harrow Parking Consultation



DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2007)

West Harrow Parking Consultation

individual comments as they affect their properties, but all comments are welcome. Please read the enclosed booklet 'Parking - Have your views heard', which tells you about CPZs and also make sure you complete the attached questionnaire.

Each area has its own issues that you will need to consider. How wide the scheme should be, and whether one is introduced at all, is up to you. We will plan the scheme based on the responses received. We will not be able to allow individuals to opt in or out of the scheme against the majority view of surrounding households and businesses.

Resident permit charges

Residents permits are currently at these costs per annum:

£46 for the first vehicle

£56 for second vehicle

£77 for third vehicle

£122 for fourth and any further vehicles

Visitors permits cost £10.20 for a book of 10 permits, with a 50% reduction for senior citizens or those receiving mobility allowances.

The cost of permits is reviewed annually.

Current stage of the consultation process

To help you make your decision, we have provided the following items:

- **Information on CPZs** - (in the booklet) explains CPZ benefits/limitations, costs etc.
- **Location plan** - (previous page) shows the maximum extent of CPZ now being considered. Also shown are the existing Harrow zone and another CPZ being proposed.
- **Detailed plan/plans** - (enclosed) shows the parking bay layout and other restriction proposals for your area.
- **Questionnaire** - please complete and return to us.

You can also complete the questionnaire online at:

www.harrow.gov.uk and following the links to:

Transport and Streets

West Harrow Parking Review Consultation Questionnaire

Exhibition details

You are invited to attend one of the following exhibitions, which will be held on:

Saturday 2 May, 12 noon to 5pm

Tuesday 5 May, 5.30pm to 8.30pm

Friday 8 May, 2.30pm to 7pm

**at St Peters Church,
Sumner Road, West Harrow, Middlesex HA1 4BX**

Officers will be on hand to answer questions and discuss the scheme proposals.

During the consultation period, detailed plans will be displayed in the reception area at the council Civic Centre on Station Road, Harrow. Council officers will be available should you wish to discuss the scheme proposals.

West Harrow Parking Consultation

*We need your views to assist us in making the right decision.
This is your opportunity to influence the design.
Another opportunity to review parking issues in your road is not likely
to occur for a number of years.*

We wish to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let us know what they think.

Please complete the enclosed questionnaire and return it in the reply paid envelope provided, to reach us by **18 May 2009**.

More information

Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions, or wish to know the outcome of the consultation, please contact the project engineer:

Stephen Freeman
Tel: 020 8424 1437
Email: stephen.freeman@harrow.gov.uk

Or write to:
Traffic and Highway Network Manager
Harrow Council
P.O. Box 39
Civic Centre
Harrow HA1 2XA

Information, progress reports and the consultation results will be posted on the Council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the web

This document is also available online at: www.harrow.gov.uk/trafficconsultations, where you can also view all the detailed plans and complete the questionnaire online.

What happens next?

We will analyse your responses to see what support there is for a CPZ or associated proposals. We report the consultation results and recommend revised proposals based on what you tell us to the council's Traffic and Road Safety Advisory Panel which considers these matters. We aim to send the report to the Panel on 17 June 2009, but it will depend if the responses to the consultation produce a clear outcome.

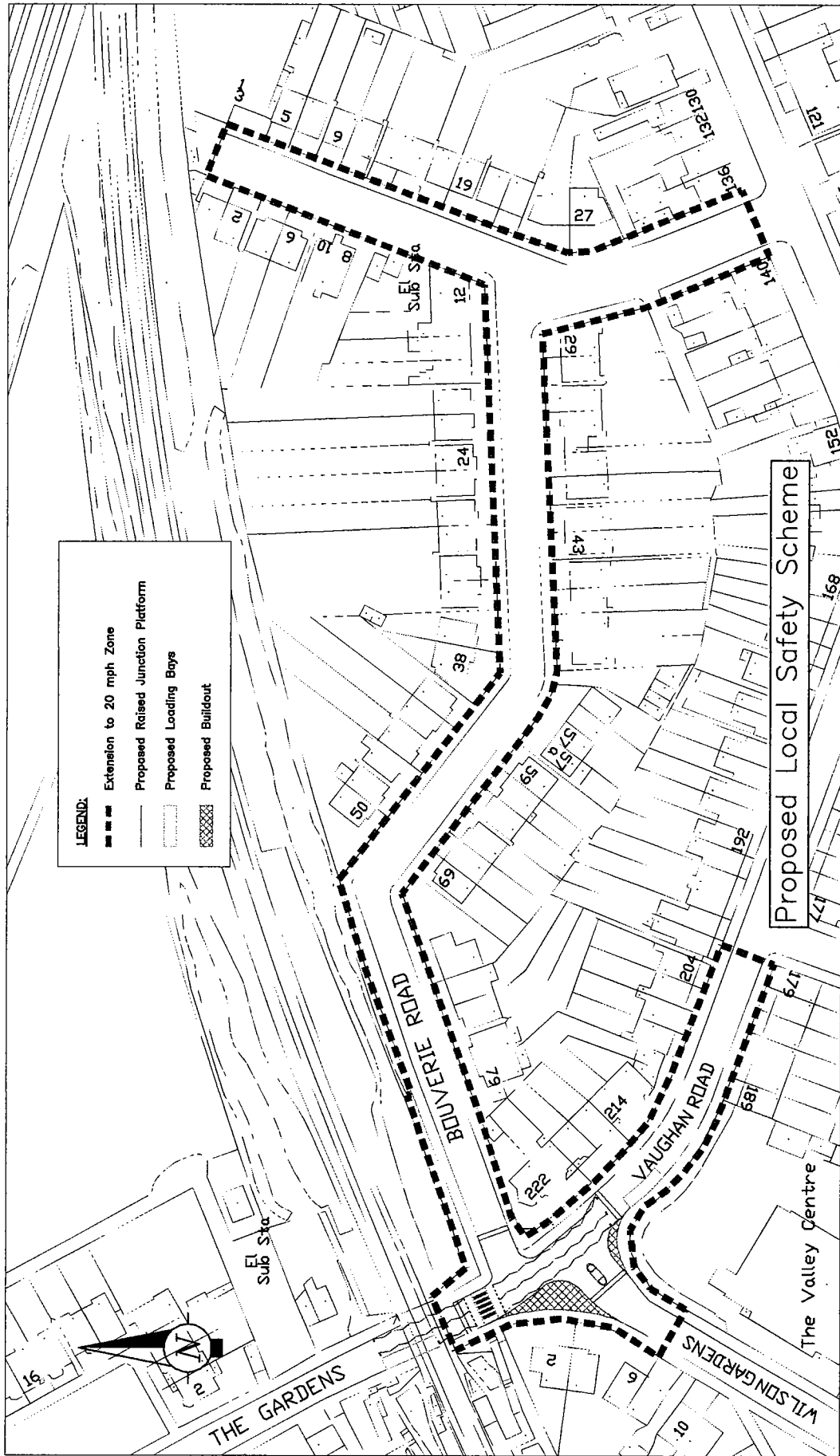
Panel meetings are at 7.30pm in the Civic Centre and are open to the public. Members of the public are not normally allowed to speak at these meetings. It is possible to make deputations to this meeting by making formal arrangements via Democratic Services sufficiently in advance of the meeting. Information on how to do this can be accessed on: www.harrow.gov.uk/deputationarrangements (Rule 15 - Deputations).

The scheme take, forward may include any one of the parts of the proposals as shown on the drawings. It will however include the junction double yellow lines with or without a CPZ scheme.

We will inform you of the outcome of this consultation by leaflet when we advertise the revised scheme by placing notices on street lamp columns and in a local paper (Harrow Times), which will also explain where the CPZ plans can be seen. This will give people in general a chance to comment on the scheme or object if they wish.

The outcome of the scheme will be governed by your answers to various questions. There

West Harrow Parking Consultation



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is a question asking if you would like to be within a CPZ and another question asking if you would like to be within a CPZ if people in streets nearby decide to be included. The answers to both of these questions will contribute to the overall decision on whether your street is included in the scheme.

Only those roads with a majority of positive responses in favour of being included in the scheme will be involved. There is a possibility that if your street is not included in the scheme and is located near the boundary of the new CPZ, you may experience displacement parking from other areas.

Preference will be given to the responses we receive from this consultation where people can make their decision in private rather than any post consultation petitions.

Any works for this scheme would not start before spring 2010. If there is a final decision to go ahead with a permit parking scheme in your section of road, we will send you permit application forms and further information.

Proposed local safety scheme

The council also proposes to improve pedestrian routes to and from West Harrow station.

Raised junction platform

The junction of Vaughan Road, Bouverie Road and Wilson Gardens will be altered and a raised junction table will replace the current roundabout. This will include an improved central island on Wilson Gardens to help pedestrians use the most direct route across the junction. The raised table will also include the existing Zebra Crossing beneath the railway bridge on The Gardens.

Loading and unloading facilities

To protect visibility and ensure unhindered emergency service and refuse vehicle access, loading will be restricted at the junction. To compensate for this, loading bays are proposed on The Gardens (outside the station entrance) and Vaughan Road (opposite nos. 214 to 218) to enable residents to receive deliveries close to the properties affected by the loading restrictions. The loading bays will be in operation between 7am and 7pm Mondays to Saturdays, and motorists can park in these bays outside those times. Loading and unloading in the loading bays can take place for up to 40 minutes but must be continuous. Loading and unloading can also take place in permit bays, but again this is for up to 40 minutes only and must be continuous. For loading that takes longer than 40 minutes, delivery vehicles can use the permit bays during the CPZ hours of operation as long as they display a correctly validated visitor permit, which you can buy from the council in books of ten.

Extended 20mph Zone

The existing Vaughan School 20mph Zone will be extended to include all of Bouverie Road, and Vaughan Road between the station and Drury Road. The extension of the 20mph Zone will not require any additional traffic calming features apart from the proposed raised table.

We welcome your comments on these proposals. Please use the comments section of the questionnaire.

You may wish to keep this leaflet for future reference.



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 17 JUNE 2009

SUPPLEMENTARY PANEL AGENDA (ADVISORY)

- Enc. 14. West Harrow Area Parking Review and Possible Controlled Parking Zone - Results of the Local Consultation and Proposals for Implementation: (Pages 1 - 54)
Report of the Corporate Director of Community and Environment

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	17 June 2009
Subject:	West Harrow area parking review and possible controlled parking zone –Results of local consultation and proposals for implementation
Key Decision:	No
Responsible Officer:	Brendon Hills- Corporate Director Community and Environment
Portfolio Holder:	Councillor Susan Hall- Portfolio Holder for Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A – Plan of original study area for parking review Appendix B – Notes of stakeholders meeting and agreed consultation area for parking review Appendix C – Scope of parking proposals Appendix D – Sample consultation documents Appendix E – Detailed plans used in consultations Appendix F - Response to consultation on controlled parking and double yellow lines Appendix G – Results of Snapshot Parking Survey Appendix H – Area of proposed controlled parking zone recommended for statutory consultation Appendix I - Copy of leaflet produced by West Harrow Action

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the findings of public consultation on a possible new controlled parking zone (CPZ) in the West Harrow area and associated parking restrictions at junctions in West Harrow ward and seeks the Panel's recommendation to the Portfolio Holder for Environment and Community Safety to proceed with the recommended proposals.

Recommendations :

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety approval of the following decisions:

- (a) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices F & H and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which will be delegated to officers, the elements of which are as specified in (c) to (e) below;
- (b) that people at addresses within the proposed new controlled parking zone, described in (d) below, be advised of the CPZ details and asked to confirm their support or opposition to the CPZ as advertised, such process to take place in co-ordination with the required statutory consultation,;
- (c) that double yellow line restrictions be introduced at the junctions/locations shown at Appendices E and H, but their extent be modified where possible in line with consultation feedback and site geometry;
- (d) that the new CPZ adjoins the central Harrow zone E and the proposed Pinner Road area CPZ, to include Badgers Close, Butler Avenue, Heath Road, The Gardens, Wilson Gardens, Vaughan Road, the eastern and western sections of Butler Road, almost all of Colbeck Road, the section of Drury Road north of Colbeck Road, the western section of Bouverie Road and the western side of Bessborough Road north of Lascelles Avenue, to operate Monday to Friday 10am to 11 am, as shown at Appendices F and H;
- (e) that in addition to the permit parking bays within these roads, that bays be introduced in **The Gardens, Colbeck Road and Vaughan Road near its eastern junction with Bouverie Road to provide short term pay and display parking (tariff 20p per half hour maximum 2 hours) and longer-term pay and display at the western end of Bouverie Road (tariff £3.50 per day)** as shown at Appendix H;
- (f) that a report on the results of statutory consultation and the re-consultation referred to in (b) above, be considered by a future meeting of this Panel prior to a final decision on what scheme proposal should actually be implemented;
- (g) that the waiting and loading restrictions on Bessborough Road south of its junction with Lascelles Avenue, Andrews Close (serving the Honeybun Centre), Treve Avenue and its junction with Whitmore Road/Pollack Avenue be the subject of further local consultation ;
- (h) that re-consultation / further consultation be carried out in roads or sections of roads outside the zone described in (d) above to gauge the level of support for further extension of the permit parking and CPZ to these roads, approximately 6 months after recommendation (d) above has been implemented, subject to the availability of funding.

REASON: To control parking in the West Harrow area as detailed in the report.

SECTION 2 - REPORT

2.1 Background

- 2.2 The existing Harrow town centre CPZ was initially introduced in the early 1980's. It was split into separate zones with the introduction of permit parking in the late 1990's. There have been a number of extensions and new zones added to form the current extent of the central Harrow zones but, except for the addition of Kingsfield Road to zone E, the south western boundary on Bessborough Road has remained unchanged since the early 1980's.
- 2.3 Residents and businesses across a wide area stretching from North Harrow to Bessborough Road were consulted on a possible CPZ around 2000. Support was patchy and across the area as a whole there was a majority against. Despite this certain areas where parking was most congested had majorities in support of a CPZ but no scheme was eventually introduced. There have remained continued complaints about parking problems especially from the Harrow end of Vaughan Road and Butler Avenue and from around West Harrow London Underground station.
- 2.4 A petition from the residents of North Avenue, calling for double yellow lines in North Avenue to protect access down this narrow cul de sac including the turning head was sent to the council in March 2001 and considered by the Panel in June 2001. At the time there were not the resources to consult and introduce the controls.
- 2.5 A 115 signature petition requesting a residents' parking scheme was sent to the council and reported to this Panel in November 2007. The petition was mainly signed by those living close to West Harrow station. This petition and the continued complaints about parking from the area closest to the town centre led to separate West Harrow (station) area and Bessborough Road area reviews being given priority in the February 2008 annual CPZ review. The Bessborough Road area was regarded as the second stage of a review of the central Harrow CPZ. The West Harrow station area was regarded as a separate independent area to address slightly different parking issues.
- 2.6 Whilst the benefits of smaller more focused parking reviews were explained in the 2008 Annual CPZ review, it was also appreciated that carrying out two such reviews in close proximity might create particular displacement problems for those living in between. The people in this area might not currently suffer the degree of day-time parking problem to even justify consultation on a CPZ. The approach taken in recent reviews has been to propose double yellow lines on junctions, bends and narrow section of road on an area wide basis to address actual and potential obstructive parking issues. These are usually proposed rather more widely than the CPZ proposals. A study area covering the eastern part of West Harrow ward and a small part of Harrow on the Hill ward was identified for discussion at a stakeholders meeting. A plan of this study area is at **Appendix A**.

- 2.7 Stakeholder meetings are arranged at the start of parking reviews to identify the main issues to be covered in the review and the geographical extent of the consultation. They enable officers to hear about the parking and safety issues as experienced by people (both residents and businesses) of the area. In this instance despite an individual approach to the businesses, which form small clusters in the area, there was no representation at the meeting. The NW London Chamber of Commerce (who represent businesses), Harrow Public Transport Users Association and Vaughan School were also unable to attend the meeting. There were however representatives from London Underground and a doctor's practice in the area. Other than officers and councillors, the remaining attendees were residents who had raised issues concerning parking problems recently and in particular the organisers of the petition for residents parking.
- 2.8 The stakeholders meeting in December 2008 examined the parking problems across the study area and agreed that during the day these were worst near West Harrow station and towards Bessborough Road. It proved difficult to find a natural boundary or an extent for the CPZ consultation. The study area was reduced at its southern boundary to Lascelles Avenue, Treve Avenue and a small section of Whitmore Road but it was decided to consult the whole area about both double yellow lines and a possible CPZ. This way the consultees would determine the boundary of any CPZ. In taking this approach it was fully appreciated that people living towards the southern and eastern boundaries might well decide parking in their vicinity did not justify a CPZ and that numbers overall might be against the introduction of a CPZ. This has occurred in several consultations recently. It has however been agreed that people should be able to decide on the CPZ issue for their immediate vicinity, providing a sensible boundary can be achieved. Although most people at the stakeholders meeting agreed a one hour operational period would provide the best balance of addressing the commuter parking problem whilst maintaining maximum flexibility for residents and their visitors some people were concerned this would not adequately address parking problems caused by Harrow town centre shoppers. It was therefore agreed to consult on whether additional hours of restriction were wanted in the afternoon and/or at weekends. The notes of the stakeholder meeting together with the agreed consultation area are at **Appendix B**.
- 2.9 In producing the detailed plans for consultation purposes the need for customer/ visitor parking near to shops and other business premises was addressed by proposing pay and display facilities either on their own or shared use which additionally allows use by permit holders. Loading bays were proposed in Blenheim Road and near the station to compensate for loading restrictions at the junctions. The design sought to maximise the on-street parking but was limited by several factors. These included narrow road widths which limited parking to one side of the road or, in roads below 4.8 metres wide, to restrict parking on both sides and at locations with inadequate width for passing traffic which necessitated passing spaces if no such spaces were created at vehicular crossovers. Double yellow lines were proposed opposite parking bays where there was inadequate road width for parking to occur on both sides of the road. It was clear a series of proposals to address the respective needs was necessary. The geographical areas for respective consultations are shown at **Appendix B**.
- 2.10 The Transport for London funded walking programme had identified pedestrian crossing safety improvements at a junction just to the south of West Harrow

station and extension of the 20 mile per hour zone. It proved possible to combine consultation on these separate proposals to provide people with an overall picture of proposal in that area and to achieve some cost savings. The results of the other consultation accessibility/20mph zone proposals are considered separately following a report to the Portfolio Holder.

- 2.11 Consultation took place between 27 April and 18 May 2008 by means of common consultation documents but with address specific detailed plans delivered with questionnaires. An exhibition was held at St Peter's Church, Sumner Road on 2nd, 5th and 8th May. The consultation was also available online via the council's "traffic consultations" web address.

2.12 Options considered

- 2.13 The scope of the proposals and reasons for them is outlined in **Appendix C**.

- 2.14 The option as to how to proceed, based on the response to the parking consultations, is included within paras. 2.17 and following.

2.15 Consultation

- 2.16 Ward councillors were consulted about the proposed parking review and possible new controlled parking zone through the stakeholder meetings (see notes of stakeholder meeting at **Appendix B**). All Ward Councillors were sent the consultation materials prior to distribution.

2.17 Consultation Documents and Issues

- 2.18 A common West Harrow area consultation document and questionnaire were produced so that everyone consulted was provided with the same general information. An accompanying information booklet explained the main principles of a CPZ and other associated proposals, the potential benefits, limitations and costs associated with CPZs, together with a series of frequently asked questions (FAQ). An A3 plan showing the detailed proposals relating to the individual address was also provided. A key plan together with the nine detailed plans is at **Appendix E**.

- 2.19 Sample consultation documents are at **Appendix D**. Consultation documents were distributed to approximately 1900 addresses during the 25/26 April weekend preceding the consultation period. Consultation documents were individually addressed and posted to all the known businesses in the area and to those on the east side of Bessborough Road.

- 2.20 Sample consultation documents and the consultation responses have been placed on the Members library.

- 2.21 A night and day parking survey was carried out to provide a snapshot of parking patterns. A matching exercise on vehicle registration plates was carried out to see how many of the vehicles parked during the day had been parked during the previous night. This provides an estimate of the number of residents' vehicles parked. A comparison was also made with the parking bay spaces provided in the proposals. The results on a street by street basis are given at **Appendix G**.

They show across the whole consultation area slightly less than 60% of the daytime parked vehicles belonged to residents. A significant reduction of the 40% of daytime non-residents' vehicles parked clearly should make parking significantly easier for residents.

- 2.22 666 responses were received by the end of 22 May 2009 of which 114 were submitted on line. This represents a response rate of 37% which is slightly higher than respective figures for similar recent consultations. 96% came from residential addresses 3% from businesses and other organisations together with 1% who were both residential and business premises.
- 2.23 In order to improve response rates from CPZ consultations an A5 colour booklet was produced explaining the advantages, limitations and costs of CPZs and permit parking schemes. This booklet was delivered along with the specific consultation material but outside of the envelope in an attempt to engage the interest of those consulted.
- 2.24 There were staffed exhibitions of the parking and safety scheme proposals in St Peter's Church, Sumner Road on Saturday 2 May between noon & 5pm, Tuesday 5 May between 5.30pm & 8.30pm and Friday 8 May between 2.30pm & 7pm. Approximately a hundred people attended. It is a matter of regret that due to technical reasons the full display materials were not available on display on Saturday 2 May but all the information was available albeit on smaller scale plans. There were quite a number of residents, generally living away from the areas with the worst daytime parking problems, who were angry about a consultation taking place at all. Some voicing the opinion that there was not any parking problem in the area at all, whilst others felt a problem might develop as a result of the proposals. There were others who were very supportive of the scheme proposals who stated they experienced great parking problems at present and that a scheme was long overdue. Most people had opinions somewhere in between these two extremes.
- 2.25 Another commonly raised issue was the extent of double yellow lines within relatively narrow roads. It was explained these were linked to the permit bay proposals and were generally only necessary if these went ahead in that road. Many people came to seek clarification on some aspect of the proposals as they might affect them, whilst others made detailed comments which would be useful in refining the design if the proposals were taken forward in that area.
- 2.26 It became evident during the consultation period that an organised residents' group were seeking to mobilise opinion against the CPZ proposals. A meeting was organised by this group on 13th May and held at St Peters Church Sumner Road. This meeting was attended by four councillors including two ward councillors. They reported a rather hostile meeting attended by more than 150 people. The mood at the meeting appeared to be that the council were trying to impose a CPZ for revenue generation, where none was needed or wanted by people. Attempted reassurance that the consultation was to find out what people wanted and that a CPZ would only be introduced where there was majority support did not appear to be accepted.

2.27 A common comment was that parking was at its worst in the evenings and probably caused by residents own vehicles.

2.28 General Responses

2.29 The consultation sought the views of occupiers about several main issues. The overall figures for the proposed junction double yellow line restrictions are shown in table 1 below. The overall figures for those consulted on the creation of a new CPZ are shown in Table 2 below. The groupings of roads in each table are based on geographical location and similar road widths and parking circumstances.

Table 1 - Overall Responses - Junction and other double yellow line restrictions (Question 8 on the questionnaire)

	In favour as proposed	Against or want modifications
Overall	264	319
1) Beaumont Avenue, Bladon Gardens (private), Dorchester Avenue, Grosvenor Avenue, North Avenue & Sandhurst Avenue	20	80
2) Badgers Close, Bouverie Road, Butler Avenue, Butler Road, Drury Road, Heath Road, The Gardens, Vaughan Road & Wilson Gardens	180	128
3) Bessborough Road, Lascelles Avenue, Treve Avenue & Whitmore Road	14	6
4) Bowen Road, Colbeck Road, Lance Road, Merivale Road & Sumner Road	41	62
5) Ford Close, Hawkins Close, Marshall Close & Spring Way	9	43

Table 2 Responses to Questions on inclusion in a proposed CPZ on a road basis

				Question 3			Questions 3&4			
	Number of Addresses	Number of Responses	Response Rate	Do you support the residents parking proposal in your street?			Do you support a CPZ or if a CPZ is to be introduced in the road near to yours, would you then wish your road to be included?			
				Yes	No	Don't Know/No opinion	Yes	No	Don't Know/No opinion	
1) Butler Avenue, The Gardens, Vaughan Road & Wilson Gardens	489	170	35%	100	62	8	111	51	20	
2) Badgers Close, Bouverie Road, Butler Road, Drury Road & Heath Road	466	180	39%	68	105	5	86	78	25	
3) Beaumont Avenue, Bladon Gardens (priv), Blenheim Road, Dorchester Avenue, North Avenue & Sandhurst Avenue	307	109	36%	22	86	3	30	82	8	

4) Bowen Road, Ford Close, Hawkins Close, Lance Road, Lascelles Avenue, Treve Avenue, Marshall Close, Merivale Close, Spring Way & Sumner Road	429	176	41%	25	141	11	41	120	20
5) Bessborough Road, Colbeck Road & Whitmore Road	71	24	34%	6	14	4	10	10	4
Overall	1762	659	37%	221	408	31	278	341	77

The above figures represent the responses received by 22nd May and the preparation of this report. Any responses received after this date will be reported orally at the Panel meeting.

2.30 Overall, there is significant majority either against or wanting modifications to the double yellow line proposals. Also when considering the results from the whole consultation area there is a very clear majority against creating a new CPZ across the whole area. This is to be expected when, as already explained, the consultation area is larger than the area from which the main complaints about parking have come from. As can be seen, for each of these consultations there are significant variations in responses throughout the areas concerned.

2.31 Double yellow line proposals

2.32 Double yellow line proposals were made for junctions throughout the agreed consultation area for the possible new CPZ. This area covers nearly half of West Harrow council ward. The location of the proposals coincides with directions in the Highway Code – Rule 242 which states “You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road and Rule 243 which states “DO NOT stop or park anywhere you would prevent access for Emergency Services...opposite or within 10 metres of a junction, except in an authorised parking space opposite a traffic island or (if this would cause an obstruction with) another parked vehicle or on a bend.” The presence of yellow line waiting restrictions enables the council to enforce whereas without such restrictions enforcement is restricted to the Police. In practice limited Police resources and other demands on Police time precludes their effective enforcement for the offence of obstruction in these situations (which is not a fixed penalty notice offence and requires the driver to be summoned to court), whereas the council is able to respond.

2.33 It is clear from the responses and from observation in the early evening that there is such shortage of parking space in some sections of roads that some residents feel it is justified to park around the junctions or jutting out into the carriageway. This is particularly the case in Butler Road/Avenue and Vaughan Road. The same also occurs during the day at some, at present unrestricted junctions, especially near West Harrow station and the junction between Butler Avenue and Butler Road. Double yellow lines have proved successful at similar locations as they apply at all times when visibility and emergency service access may be an issue. It is important for pedestrians, especially those with disabilities/electric mobility scooters or with young children and or pushchairs that the junctions are kept clear of obstructive parking and dropped crossings, where provided, are kept clear. Double yellow lines appear to enjoy greater respect than single yellow line restrictions even during the period when technically they equally apply.

- 2.34 Apart from at junctions and sharp bends, double yellow lines were also proposed in conjunction with the permit bays as part of the proposed CPZ especially in the roads leading from, and to the south of Blenheim Road. It was envisaged most of these double yellow lines would only be required if the CPZ proceeded in these roads.
- 2.35 The response to the proposed double yellow lines is shown on a road by road basis at **Appendix F**, but have been grouped in Table 1 above to offer explanation of the variation in response and suggest how the proposals should be modified in the light of the views expressed.
- 2.36 The roads in group “1” of Table 1 lie to the west of The Gardens. With the exception of Blenheim Road their narrow carriageway widths resulted in double yellow lines being proposed either opposite the proposed permit bays or in some instances on both sides of particularly narrow roads. Even on Blenheim Road the road width was inadequate for 2 way traffic flow and some double yellow lines were proposed opposite the small parade. Responses from each of these roads neither supported a CPZ nor wanted inclusion if one was introduced. From the comments made both the double yellow lines and the permit bays were unpopular as they were seen as providing insufficient space for residents to park. The residents consider the present parking problems are not sufficient to justify these measures. As the CPZ /permit parking proposals are not recommended for these roads (see paras. 2.44 – 2.50 below) much of the length of double yellow line away from junctions and bends becomes unnecessary. It is recommended that this is removed unless the carriageway widths are so narrow to justify them in order to protect access.
- 2.37 The roads in group “2” run away from West Harrow station and up towards Bessborough Road. These roads are on the whole wider but being closer to either West Harrow station or Harrow town centre appear to suffer the worst parking problems. There is both the strongest support for a CPZ and majority support for the double yellow line proposals in each of these roads. The exception is Wilson Gardens where the two side arms are narrow. People requested that the layout be re-examined to see if the permit parking space could be increased and the extent of double yellow lines decreased.
- 2.38 The roads in group “3” are main roads at the periphery of the consultation area mainly with existing restriction. In each road there is majority support for the double yellow line proposals.
- 2.39 The roads in group “4” mainly are of similar width to those in group “2” but lie further from the station and the town centre. Bowen Road however has two sections of different character, that part near to Marshalls Close is again narrower and requiring double yellow lines to accompany permit bays should these proceed. Merivale Road is the only other road in this group not to have majority support for the double yellow lines. In this road a succession of side turnings produced a significant proportion of double yellow line proposals. The CPZ /permit parking proposals are not recommended for these roads (see paras. 2.44 – 2.50 below).
- 2.40 The final group “5” is very similar to group “1” in having a high proportion of double yellow lines proposed due to narrow road widths. The only difference is

that these roads are on the southern periphery of the consultation area. A very similar approach is proposed to that for group "1" as again the CPZ /permit parking proposals are not recommended for these roads (see paras. 2.44 – 2.50 below).

- 2.41 Observations in the evenings and the night-time parking survey indicate significant parking pressure leading to parking right up to junctions that prejudices access and safety. Significant improvements in some instances may still be achievable even if the double yellow lines do not extend the full 10 metres from the junction. The addresses of all responses from the consultation that ask for change in the double yellow lines have been plotted. It is suggested that the double yellow line proposals be taken forward to the traffic order stage at all the junction and sharp bend locations shown in the consultation proposals and at **Appendix E**, however the exact extent of the lines proposed be reassessed, on a case by case basis, based on consultation feedback and re-examination of the site geometry and other significant factors.

2.42 Junction Proposals and associated restrictions by West Harrow station

- 2.43 As part of the consultation process proposals for a scheme which included:-

- a raised platform at the junction of The Gardens /Bouverie Road/Wilson Gardens/Vaughan Road to replace the mini roundabout
- Kerb build outs to slow traffic and assist pedestrians
- Extension to the 20mph zone to include the junction, a short length of Vaughan Road and Bouverie Road
- Provision of two compensatory loading bays

and were included in the leaflet and questionnaire and comments were requested. These comments are being considered and will be the subject of a separate traffic report to the Portfolio Holder on Transport for London (TfL) Walking projects

2.44 Possible new controlled parking zone and permit parking scheme

- 2.45 Considering the response to the creation of a new CPZ over the whole consultation area there was not a majority of respondents in favour. There was an active campaign organised against the CPZ which included the circulation of a rather misleading leaflet, copy attached at **Appendix I** and a rather vocal residents' meeting organised by West Harrow Action on 13th May. This meeting occurred after the 3 exhibitions but before the end of the consultation period. What effect this campaign had on the response is difficult to determine. The main reasons the campaigners reported for their opposition was that the area had been consulted and rejected (all day) CPZ proposals in 2000, that the consultation had been initiated by a small unrepresentative group at the Stakeholders meeting (This is incorrect as it was the 115 signature petition and continuing correspondence/communication with residents that caused the area to be put on the programme), that the council had contrived to introduce a scheme perhaps in only one road for one hour only to extended it compulsorily across the whole area and to run throughout the day (This is incorrect as it was made clear in the consultation leaflet that we would only look to take forward CPZ proposals

where people say that is what they want and this may lead to a much smaller zone than that consulted upon). The view held by a wider group living more distant from West Harrow station and Bessborough Road (Harrow town centre) is that daytime parking is not too bad in their streets but the introduction of a CPZ elsewhere might displace parking problems onto their road. The community in this area oppose a CPZ and a popular course of action overall would be not to introduce one. It has however been the approach with CPZ consultations in the past to examine the results in more detail so that occupiers in each street have a say on what happens in their road, or section of road. This has resulted in roads choosing to remain outside of a CPZ even when considering the results from the consultation overall there was a majority in favour. This approach was agreed with ward councillors prior to the consultation being carried out and is again explained in the consultation documents.

- 2.46 Two questions were asked about the CPZ issue to occupiers where there was potential for permit parking bays. The questions being:-
1. Do you support the residents parking proposal in your street?
 2. If answer No to above question If a CPZ was introduced in the road near to yours, would you wish your road to be included?
- 2.47 The responses to these questions on a road by road basis and where appropriate by section of road is given in **Appendix F** but is summarised in Table 2 above.
- 2.48 Clearly support for a CPZ is strongest in The Gardens, Wilson Gardens, Vaughan Road and Butler Avenue (group "1" in Table 2) where the majority of complaints about parking have come from. Bouverie Road is marginally in favour. There is strong opposition to the CPZ (greater than 2:1) in Beaumont Avenue, Blenheim Road, Bowen Road, Dorchester Avenue, Grosvenor Avenue, Hawkins Close, Lance Road, Marshall Close, Merivale Road, Sandhurst Avenue, Spring Way and Sumner Road (groups "3" and "4"). Other roads with clear majorities against a CPZ have majorities wanting to be included if a CPZ is introduced nearby and even Drury Road (32:16 against) and Colbeck Road (8:4 against) become far more marginal on this basis. It would appear there is a consistent and viable area from four roads on the basis of support for the CPZ alone. A further five, Badgers Close, Bouverie Road, Butler Road, Drury Road and Heath Road (group 2) want to be included if a CPZ went ahead. Even those consulted in Whitmore Road wished to be included however they do not add direct to the periphery. Closer examination of the distribution of responses from Colbeck Road, Drury Road, Butler Road and Bouverie Road shows there are sections of roads wishing to be included in a CPZ whilst other sections do not. This is perhaps not surprising as daytime parking problems diminish going away from West Harrow station and Bessborough Road. There is a similar gradation in support but to a lesser extent in Vaughan Road and no clear section in the middle has a majority against.
- 2.49 Based on the distribution of responses as analysed above and **Appendix F** a CPZ and permit parking scheme is recommended covering Badgers Close, Butler Avenue, Heath Road, The Gardens, Wilson Gardens, Vaughan Road, and sections of Butler Road, Colbeck Road, Drury Road, and Bouverie Road. There were no responses received from those properties in Bessborough Road who were consulted. However it is recommended that residents and businesses of

the western side of Bessborough Road north of Lascelles Avenue be allowed to purchase permits as no parking is feasible on this section of Bessborough Road. The area of a new CPZ suggested for statutory consultation is shown at **Appendices F and H.**

2.50 A number of residents living in the western section of Blenheim Road, beyond the consultation area, submitted responses online. This section of road is quite isolated from the recommended CPZ area described in 2.45 above, lying much closer to North Harrow. As the consultations results demonstrate, there is no majority support from the majority of the length of Blenheim Road in the consultation area, together with the roads to the north and south. This will minimise the effect of displacement of parking into this area. The western end of Blenheim Road should form part of a North Harrow review which is currently un-programmed

2.51 Pay and Display Parking

2.52 The proposals which were used for consultation included pay and display facilities to assist local business. These were located at:-

- Blenheim Road outside the shops/businesses/offices
- Bouverie Road nearest West Harrow Station and nearest Vaughan Road-shared use
- Vaughan Road outside the shops between No 130 and No152
- Colbeck Road outside St Peters Church/Medical Centre-shared use
- The Gardens near its junction with Blenheim Road

2.53 The bays are located in areas which appear to suffer from commuter parking and apart from Blenheim Road and one short length in Bouverie Road nearest Vaughan Road they all lie within the revised area of a CPZ where majority support is demonstrated and it is recommended that the proposals be taken forward to statutory consultation.

2.54 Some comments have been made about the provision and location of some of the bays and these will be taken into account in producing the final design that will be, if approved, taken forward to statutory consultation.

2.55 Subject to agreement by the Panel it is proposed that the bays be subject to a 2 hour maximum stay with no return within 3 hours with a charge of 20p per half hour. This would correspond to the tariff structure of the proposed bays in the county roads. The exception being at the station end of Bouverie Road where it is suggested all day parking be allowed at a charge of £3.50 per day similar to Sandridge Close by Harrow and Wealdstone Station.

2.56 Loading Bay Provision

2.57 In addition to the two loading bays associated with the platform and associated proposals at the junction of The Gardens/Bouverie Road/Vaughan Road/Wilson Gardens, loading bays were also proposed at:-

- Blenheim Road outside the shops/business/offices
- Colbeck Road outside the Medical Centre

Both of the latter two sites would be at the extremity of the revised CPZ Zone and therefore, if the scheme does go ahead would be sites that might suffer from displaced parking which would have an impact on the available roadspace for servicing traffic. Clearly it is preferential to have delivery activities taking place in locations that are not prejudicial to traffic flow and road safety

2.58 Financial Implications

2.59 There is £50,000 available from the Harrow CPZ Capital programme for the current financial year (2009/10) which was intended to cover consultation and advertising costs for any traffic orders. A further £110,000 is required in 2010/11 for implementing the scheme as reported to the February meeting of the Panel. A bid will need to be included in the medium term financial strategy for the capital programme and this is subject to approval.

2.60 The actual costs will depend on the outcome of the number of roads agreed to be taken forward and the results of the statutory consultation. The programme for this scheme, if approved by this Panel and the Portfolio Holder for Environment and Community Safety is:-

Advertise Traffic Orders- Summer 2009

Consider objections by Panel- November 2009

Target Completion- Spring 2010

2.61 At this stage it is considered that there is sufficient money in the 09/10 programme to be able to take the scheme to statutory consultation.

2.62 The revised cost of the scheme will be reported to the February 2010 meeting of the Panel when the annual review of CPZ schemes is considered. The meeting will consider the funds made available for parking schemes from the 2010/11 Harrow Capital programme which would fund implementation of this scheme. However, as highlighted above, the programme will depend on various approvals.

2.63 Legal Implications

2.64 Controlled parking zones and associated waiting and loading restrictions, and designated paying parking places, can be implemented pursuant to the Road Traffic Regulation Act 1984

2.65 There are minimum requirements for consultation, publication and consideration of objections that must be met before any Traffic Order can be made and which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

2.66 **Performance Issues**

2.67 There are no Best Value performance indicators relating to CPZs.

2.68 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 Local Implementation Plan (LIP).

2.69 The provision of CPZs meets the following priorities in Mayor of London's Transport Strategy:

- Priority IV Improving the working of parking and loading arrangements
- Priority V Improving accessibility and social inclusion on the transport network

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

Deliver cleaner and safer streets
Build stronger communities

2.71 **Environmental Impact**

2.72 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 can help address traffic congestion and road safety issues. The positive effect of CPZ's on traffic and congestion issues will in turn have advantages with regard to air quality and pollution. The reduction in "commuter" traffic touring roads looking for parking, especially as residents report occurs from 6.30am, will once the scheme has settled down, lead to a reduction in traffic noise.

2.73 **Equalities Impact**

2.74 There are no equalities implications in relation to this report.

2.75 **Risk Management Implications**

2.76 This project is not included on the Directorate Risk Register

2.77 When approved for implementation, however, it will have its own generic risk register as part of the project management process.

Section 3 - Statutory Officer Clearance

Signature:		
Name: Sheela Thakrar	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 5/6/2009		

Signature:		
Name: Jessica Farmer	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 5/6/2009		

Section 4 – Performance Officer Clearance

Signature		
Name: Anu Singh	<input checked="" type="checkbox"/>	on behalf of the Divisional Director (Strategy and Improvement)
Date: 5/6/2009		

Section 5 – Environmental Impact Officer Clearance

Signature		
Name: Andrew Baker	<input checked="" type="checkbox"/>	on behalf of the Divisional Director (Environmental Services)
Date: 3/6/2009		

Contact: Stephen Freeman,
Project Engineer, Parking & Sustainable Transport
Tel. No: 020 8424 1437

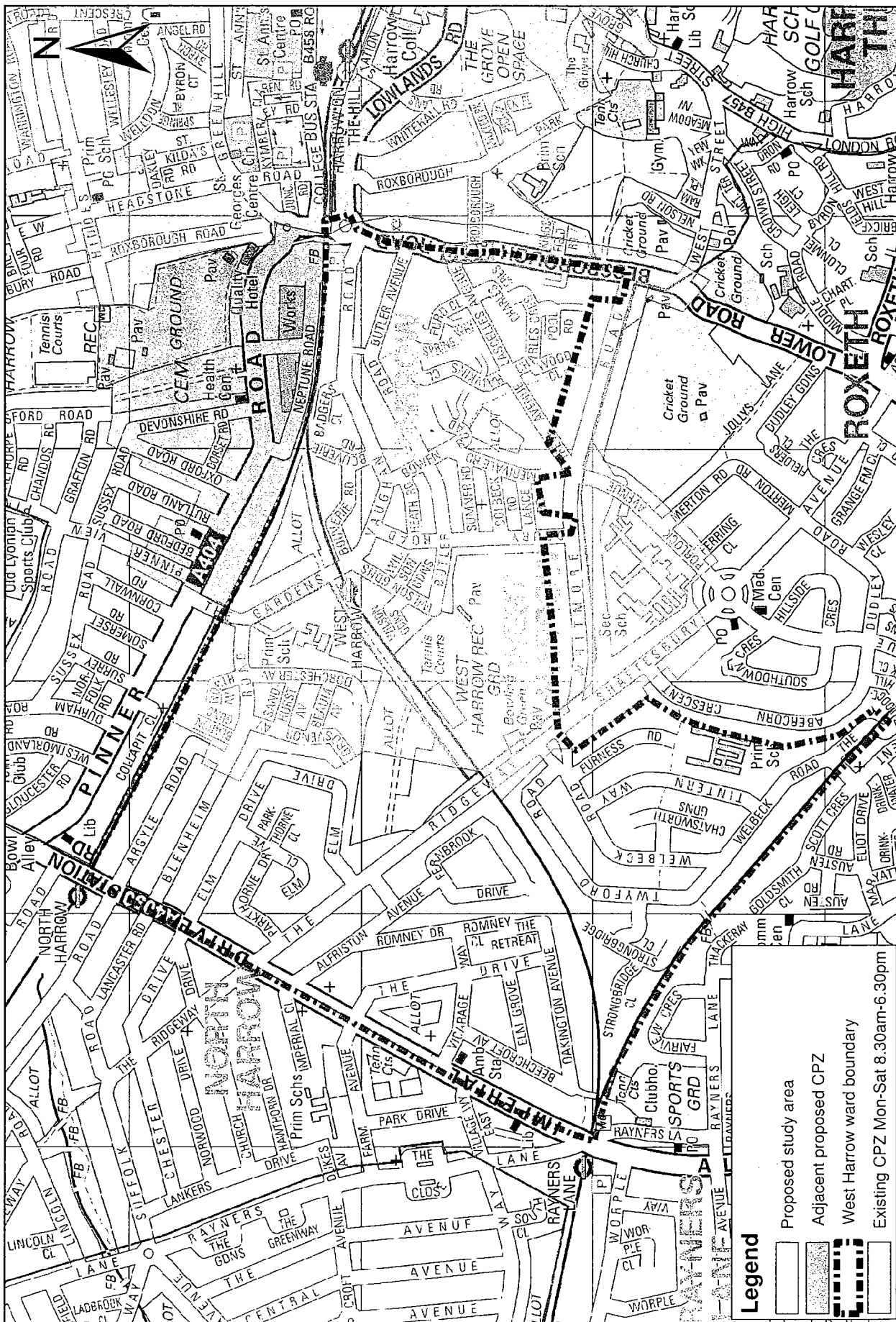
Background Papers:

- 1 Traffic and Road Safety Advisory Panel 11th February 2009
Agenda Item 9 – Controlled parking zones/ parking scheme- Annual
review (2009).
- 2 Consultation responses.
- 3 Harrow Council Local Implementation Plan
- 4 Mayors Transport Strategy

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES/ NO
2.	Corporate Priorities	YES / NO

APPENDIX A



0 3570 Meters

West Harrow ward and potential study area

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Appendix B

West Harrow Station/Bessborough Road Area – Possible Parking Controls

KEY STAKEHOLDER MEETING

1. Notes of stakeholders meeting held at St Peters Christian Centre Sumner Road Harrow on Thursday 4th December 2008. The meeting commenced at 7.35pm.

2. **Attendees:**

Chair: Councillor Susan Hall – Environment and Road Safety Portfolio Holder

Ann Begley	Butler Road resident
Anna Charleston	Butler Road resident
N Davis	Butler Road resident
M Davis	Butler Road resident
Andrew McPhial	Vaughan Road resident
Hugh Longland	Drury Road resident
Mr Smith	Merivale Road resident
Mrs Smith	Merivale Road resident
B Kendall	The Gardens resident
T Randall	The Gardens resident
Maxine Drury	Butler Road resident
Lisa Young	Butler Road resident
Janet Young	Butler Road resident
Simon Gardiner	St Peters medical centre
Kelly Brett	Butler Road resident
Ciam Sweeney	Butler Road resident
Amon Nezandra	LUL-West Harrow Stn
J Shah	Blenheim Road resident

Ward Councillors:

Julia Merison

Other Councillors

Gerry Miles

Officers:

Paul Newman HC - Senior Highways Engineer

- 2 **Apologies:**

Apologies were received from the following:

Councillor Kinnear	Harrow on the Hill ward Councillor
Councillor Anjana Patel	West Harrow ward Councillor
Councillor Brian Gate	West Harrow ward Councillor
Anthony Wood	Harrow Public Transportation Users Group (H P T U A)
Gavin Cox	Badgers Close resident
Representative	Vaughan 1 st & Middle School

3. **Chairman's introduction:**

Each attendee introduced themselves for the benefit of others.

Councillor Susan Hall welcomed stakeholders to the meeting and explained that the purpose of the meeting was to hear what parking problems resident, business and other representative groups have in the area,

Cllr Hall explained that Harrow's review of parking in the area had been brought forward in the programme because of residents concerns over parking especially around the West Harrow Station area and Bessborough Road ends of Vaughan Road/Butler Avenue.

Copies of an agenda together with a plan showing the roads in the area of West Harrow Station/Bessborough Road were circulated.

4. **Officer introduction:**

An officer explained the background to how the councils considers and prioritises requests for parking controls via the Traffic and Road Safety Advisory Panel (TARSAP). An explanation of what the Stakeholders meeting was designed to do and how it fitted into the whole process was given. It was stressed that this meeting was the very start of the process. This meeting was not to agree a scheme but to listen to resident and business's problems so that we could draw up a proposal to address the issues that was suitable for full consultation. The officer outlined what sort of issues could be solved by a Controlled Parking Zone (CPZ) scheme and stressed it was not a panacea to solving all parking problems. A booklet titled "Parking - Have your views heard" was circulated which contained information on a CPZ, its advantages and disadvantages along with a series of frequently asked questions.

An officer highlighted proposed CPZ reviews and proposals surrounding the current area under consideration at The County Roads, North Harrow, Rayners Lane, South Harrow and Harrow on the Hill that may proceed, subject to consultation, in the next couple of years.

An officer informed the meeting that councillors were supportive of only implementing CPZ parking controls in roads where there was a majority of support to the public consultation.

5. **Open Discussion**

Councillor Hall opened the meeting to questions from the floor

A Drury Road resident commented that concentration of parking at the Vaughan Road end resulted in conflicting traffic movements giving rise to antisocial behaviour amongst drivers, road rage and car horns being sounded from 6.30/7am. There was frequently difficulty in parking anywhere near homes. The problem was present weekdays but not at weekends.

A Butler Road resident commented that queues of traffic formed in early weekday mornings when commuters waited for residents to move their vehicles before finding somewhere to park. This resulted in antisocial behaviour. Parking meant that some drivers

parked on corners and the general parking situation caused problems for mothers with babies who could not park near their homes.

Councillor Hall reiterated that a CPZ will not solve all parking problems, she added that the council would also be looking to introduce double yellow lines at junctions, bends and other pinch points to ensure that refuse and emergency vehicles could manoeuvre. These proposals would be taken forward across the area irrespective of whether a CPZ scheme went ahead.

A resident commented that at present they often have to go out at approximately 9pm to move their cars closer to their homes because they can not park closer due to commuters' vehicles

A resident living close to Bessborough Road commented that at the weekend parking from shoppers to town centre was not a problem. During week parking was a problem because of vehicles from shoppers, commuters, town centre workers and college students.

There were questions about increasing parking capacity for residents by leaving the park Wilson Gardens/Butler Road open at night in the winter and converting grassed areas in front of housing to car parking. Cllr Hall responded that leaving park open was not possible due to anti social issues in the past and there was no funding possible to create further parking on grass areas irrespective of planning issues.

Residents complained about dropped crossings being blocked by parked vehicles. Cllr Hall highlighted enforcement the council's civil enforcement officers (previously known as parking attendants) when they are alerted to particular problem can take. However basic issue was difficult and CPZ would only deal with issue during control hour(s).

A resident of The Gardens commented that at the last review around 9-10 years ago there were rumours that parking permits were going to be £250. An officer responded that permits were charged on a sliding scale, permit for first vehicle around £40, details were in the parking booklet circulated at the meeting. This booklet would be circulated to all residents at the time of public consultation.

In response to a question about rumours of West Harrow Station closing in the future a representative for London Underground stated that this was not true.

A representative from St Peters Medical Centre asked if dedicated parking facilities could be provided for wheelchair users and ambulances. Cllr hall stated that officers would look into possibility of disabled badge holders parking and ambulances.

In response to question from Cllr Hall to attendees most people considered a one hour CPZ restriction in the morning, say 10-11am Monday to Friday to be all that was required to deal with all day parkers although questionnaire would ask residents if they wanted an additional hour control in the afternoon given would cause more inconvenience to residents, businesses and their visitors. One resident commented that they experienced parking problems on a Sunday during parts of the summer. It was agreed that the option of a CPZ covering weekends would be asked at the public consultation.

A question was asked about introducing one way systems in the area but Councillor Hall stated that although they were able to deal with problems such as lack of passing places

they were often widely unpopular as had recently been experienced in the "county roads". It was agreed that officers would only look at passing places when absolutely necessary for road safety and would try to maximise on street parking.

A resident commented about off street parking provision for the new development being constructed in Wilson Gardens and on proposals for land adjacent and it was agreed that officers would investigate this further.

In response to a question over the implementation of parking charges at North Harrow public car park and possible parking displacement into west Harrow area, Cllr Hall commented that parking charges were essential in making the best use of the public's money.

One resident commented positively that a police officer had informed them that crime drops when a CPZ is introduced in an area.

A resident of The Gardens commented that if the proposed CPZ zone was large it could result in people from within the zone with permits driving and parking in The Gardens to use the station.

A resident passed a series of photographs to the officer illustrating a number of the parking and access problems in the area.

Post meeting Note-Anthony Wood representing Harrow Public Transportation Users Group and also an advisor to TARSAP gave some written comments that HPTUA view would be to support a CPZ in the area with a one hour ban (say 11am to 12 noon) This would prevent the all day parking which is the major problem. Having a one hour ban means that local businesses and residents can still "live" around the one hour but the commuters will not be able to park. He also added that he was aware of difficulties for medical staff when trying to find parking in the area to visit patients._

6 **Summing Up**

Councillor Susan Hall (chair) stated that the consultation process was the residents' and businesses' opportunity to determine what parking controls they wanted in their area. Having reviewed the plan tabled for a proposed CPZ it was considered that in the light of comments from the meeting and matters known to local councillors that the area should be reduced.

Officers recommend to: -

- 1. prepare a scheme based on the consensus of this meeting to include the area bounded by the following roads and features:**

Railway Line between Harrow on the Hill and North Harrow including the section of The Gardens up to Pinner Road, Blenheim Road junction with Argyle Road, Allotments south of Dorchester Avenue, Drury Road north of Whitmore Road, Roads to north of Lascelles Avenue, Bessborough Road

A plan of the agreed extension area for the purposes of consultation is attached.

7 **AOB**

There being no other business the Chair warmly thanked those attending the meeting. A vote of thanks to Councillors and Officers for holding and attending the meeting came from the floor. The meeting closed at 8.30pm.

Provisional Programme

Consultation February 2009
Results reported to TARSAP June 2009
Advertise Traffic Orders Autumn 2009
Consider objections (if any) Nov 2009
Target Implementation Spring 2010

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Appendix C – Main proposals and reasons for them

Proposals	Reason
Double yellow lines at junctions.	Enables council enforcement against obstructive parking at locations where the Highway Code outlines drivers should not park. Obstructive parking can cause visibility or access problems especially for larger vehicles such as refuse collection and emergency services.
Controlled parking zone and resident parking scheme: One hour controls Monday to Friday	Addresses resident's complaints regarding all day parking from non-residents which makes it difficult to find parking close to their homes during the day.
Pay and display parking and loading bay outside the small parade in Blenheim Road.	This will provide short-term customer/visitor parking throughout the day; these businesses would otherwise be disadvantaged if a CPZ extends to this location. There are relatively few residential addresses in the near vicinity. A low initial tariff is suggested to encourage use and turnover. The loading bay is proposed for servicing for similar reasons.
Pay and display parking (shared use with permit parking) by the small parades in The Gardens and Vaughan Road.	Similar to above but demand for customer/visitor parking is seen as less significant and there is more need for permit parking respectively. This will provide greater versatility.
Pay and display parking (shared use with permit parking) at station end of Bouverie Road	This could provide some parking for those using West Harrow as residential property on one side only. As shared use this would still be available for permit parking if needed.
Pay and display parking (shared use with permit parking) and loading bay by doctors practice in Colbeck Road	This will provide short-term parking for patients throughout the day who otherwise would be disadvantaged if a CPZ extends to this location. Despite there being an off-street car park associated with the church this is reported as being full at times due to activities in the church. This on-street space is also closer to the surgery. The shared use option provides versatility for use by permit holders. The loading bay is proposed as a means of keeping a space clear even from blue badge holders to allow access for ambulances. It does provide slightly more versatility than a dedicated ambulance bay, which would be used infrequently.
The above proposals as a whole.	Will address the businesses request for customer parking relatively close to the businesses in a safer location than the present illegal parking and in a viable way rather than the inset bay.
Reviewing and extending the waiting and loading restrictions apply on Bessborough Road (and Treve Avenue)	Will be subject of future consultation dependent on the outcome of this consultation. This would be necessary to stop parking displacing onto the main road. This road is one of the most major roads in the borough and on London's strategic route network (SRN). The traffic management act and other legislation place responsibilities on the council to address safety and congestion on such roads for all road users. Such roads are busier now than when present restrictions were introduced some 30 years ago.

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IMPORTANT - THIS AFFECTS YOU

West Harrow Proposed Parking Controls Consultation and Exhibition



West Harrow Parking Consultation

What is this about?

About nine years ago, we consulted you about a residents' parking scheme covering the West Harrow area. Overall, not many people supported the idea and no scheme was developed.

However,

- Residents have complained to the council that parking has become more difficult. This is due to the increase in car ownership and the introduction of parking controls elsewhere in the Harrow area, which puts more pressure on unrestricted roads.
- People tell us that parking right up to the junctions causes visibility problems and can obstruct refuse and emergency service vehicles.
- We have received a petition, calling for residents parking around West Harrow London Underground station

So we are looking again at parking controls in the West Harrow and want to know your views.

Residents parking and other parking proposals

We held a stakeholder meeting last December, which was attended by ward councillors and other local representatives. We agreed to consult people in the yellow area on plan P1 about controlled parking. This may extend further than where a controlled parking zone (CPZ) is currently required but it will keep all those in the area that might be affected by a new CPZ informed due to displaced parking. Most complaints about parking have come from people living closest to West Harrow station and at the Harrow ends of Vaughan Road/Butler Avenue. We would therefore expect support for a parking scheme to be strongest from those areas. We will take forward CPZ proposals only where people say that is what they want. This may lead to a much smaller zone (or perhaps zones) but there will be the opportunity for review should a CPZ be put in.

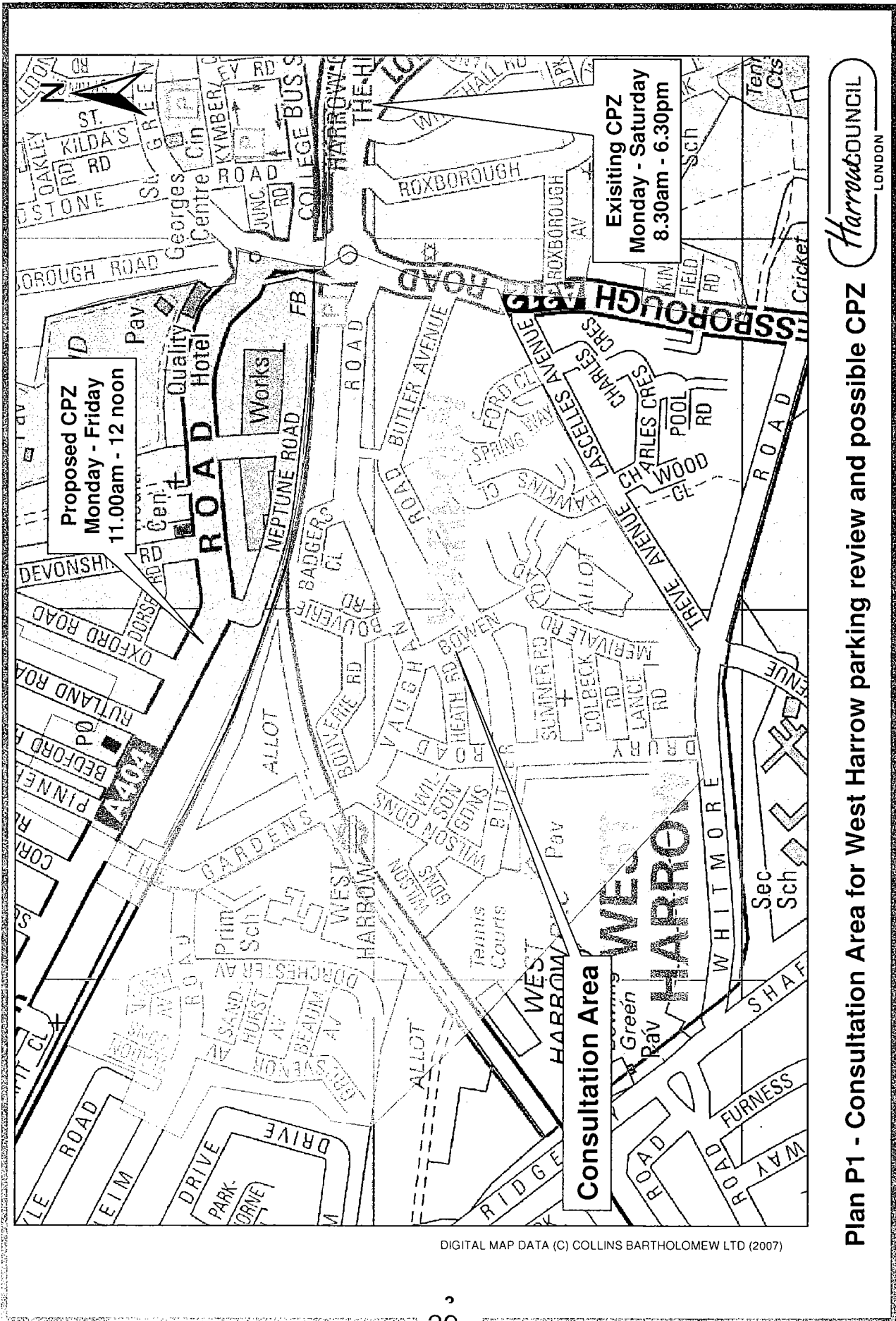
If there is a new CPZ the restrictions need to effectively stop people from outside creating parking problems but causing least inconvenience to you and your visitors. We are suggesting a scheme with parking restrictions from 10am to 11am each weekday to address the commuter parking issue so making it easier for you to park. We have successfully introduced a one-hour parking scheme elsewhere to address similar problems. This is the control period we are recommending if you decide you want a CPZ. However some people at the stakeholder meeting felt an extra hour in the afternoon and even at weekends might be needed to address parking by shoppers. The questionnaire asks your view on this issue.

There are two small shopping areas and at least one doctor's practice within the area. We are proposing some parking spaces at these locations for loading and/or where people could pay and display. Our initial ideas are shown on the detailed plans which you will receive if your address is near one of these locations. Please tell us if you think some other arrangement would be better. We have some safety proposals for near West Harrow Station and again would like your comments on the questionnaire.

We are also taking this opportunity to introduce double yellow lines at all junctions, bends and pinch points in order to improve visibility for drivers and pedestrians, increase safety and deter obstructive parking, as set out in The Highway Code. These will be introduced regardless of whether a CPZ is agreed or not.

We can only make minor amendments to the proposed double yellow lines based on

West Harrow Parking Consultation



West Harrow Parking Consultation

individual comments as they affect their properties, but all comments are welcome. Please read the enclosed booklet 'Parking - Have your views heard', which tells you about CPZs and also make sure you complete the attached questionnaire.

Each area has its own issues that you will need to consider. How wide the scheme should be, and whether one is introduced at all, is up to you. We will plan the scheme based on the responses received. We will not be able to allow individuals to opt in or out of the scheme against the majority view of surrounding households and businesses.

Resident permit charges

Residents permits are currently at these costs per annum:

£46 for the first vehicle

£56 for second vehicle

£77 for third vehicle

£122 for fourth and any further vehicles

Visitors permits cost £10.20 for a book of 10 permits, with a 50% reduction for senior citizens or those receiving mobility allowances.

The cost of permits is reviewed annually.

Current stage of the consultation process

To help you make your decision, we have provided the following items:

- **Information on CPZs** - (in the booklet) explains CPZ benefits/limitations, costs etc.
- **Location plan** - (previous page) shows the maximum extent of CPZ now being considered. Also shown are the existing Harrow zone and another CPZ being proposed.
- **Detailed plan/plans** - (enclosed) shows the parking bay layout and other restriction proposals for your area.
- **Questionnaire** - please complete and return to us.

You can also complete the questionnaire online at:

www.harrow.gov.uk and following the links to:

Transport and Streets

West Harrow Parking Review Consultation Questionnaire

Exhibition details

You are invited to attend one of the following exhibitions, which will be held on:

Saturday 2 May, 12 noon to 5pm

Tuesday 5 May, 5.30pm to 8.30pm

Friday 8 May, 2.30pm to 7pm

**at St Peters Church,
Sumner Road, West Harrow, Middlesex HA1 4BX**

Officers will be on hand to answer questions and discuss the scheme proposals.

During the consultation period, detailed plans will be displayed in the reception area at the council Civic Centre on Station Road, Harrow. Council officers will be available should you wish to discuss the scheme proposals.

West Harrow Parking Consultation

*We need your views to assist us in making the right decision.
This is your opportunity to influence the design.
Another opportunity to review parking issues in your road is not likely
to occur for a number of years.*

We wish to make sure that everyone who may be affected by these proposals knows what is happening and has the opportunity to let us know what they think.

Please complete the enclosed questionnaire and return it in the reply paid envelope provided, to reach us by **18 May 2009**.

More information

Due to the large number of responses, we will be unable to reply to your questionnaire responses individually. If you have any further questions, or wish to know the outcome of the consultation, please contact the project engineer:

Stephen Freeman
Tel: 020 8424 1437
Email: stephen.freeman@harrow.gov.uk

Or write to:
Traffic and Highway Network Manager
Harrow Council
P.O. Box 39
Civic Centre
Harrow HA1 2XA

Information, progress reports and the consultation results will be posted on the Council's website: www.harrow.gov.uk under the "transport and streets" tab.

Via the web

This document is also available online at: www.harrow.gov.uk/trafficconsultations, where you can also view all the detailed plans and complete the questionnaire online.

What happens next?

We will analyse your responses to see what support there is for a CPZ or associated proposals. We report the consultation results and recommend revised proposals based on what you tell us to the council's Traffic and Road Safety Advisory Panel which considers these matters. We aim to send the report to the Panel on 17 June 2009, but it will depend if the responses to the consultation produce a clear outcome.

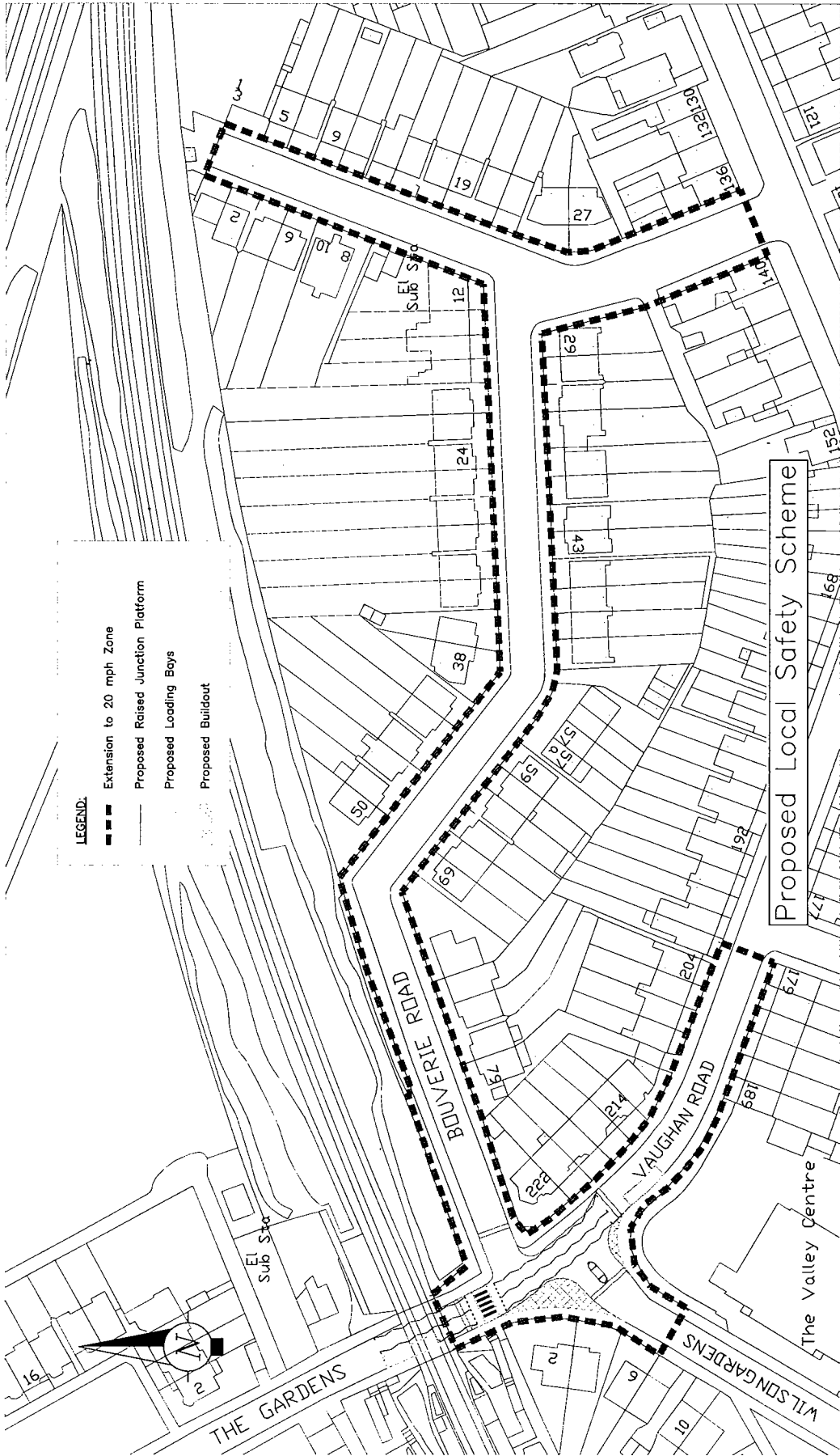
Panel meetings are at 7.30pm in the Civic Centre and are open to the public. Members of the public are not normally allowed to speak at these meetings. It is possible to make deputations to this meeting by making formal arrangements via Democratic Services sufficiently in advance of the meeting. Information on how to do this can be accessed on: www.harrow.gov.uk/deputationarrangements (Rule 15 - Deputations).

The scheme take, forward may include any one of the parts of the proposals as shown on the drawings. It will however include the junction double yellow lines with or without a CPZ scheme.

We will inform you of the outcome of this consultation by leaflet when we advertise the revised scheme by placing notices on street lamp columns and in a local paper (Harrow Times), which will also explain where the CPZ plans can be seen. This will give people in general a chance to comment on the scheme or object if they wish.

The outcome of the scheme will be governed by your answers to various questions. There

West Harrow Parking Consultation



West Harrow Parking Consultation

is a question asking if you would like to be within a CPZ and another question asking if you would like to be within a CPZ if people in streets nearby decide to be included. The answers to both of these questions will contribute to the overall decision on whether your street is included in the scheme.

Only those roads with a majority of positive responses in favour of being included in the scheme will be involved. There is a possibility that if your street is not included in the scheme and is located near the boundary of the new CPZ, you may experience displacement parking from other areas.

Preference will be given to the responses we receive from this consultation where people can make their decision in private rather than any post consultation petitions.

Any works for this scheme would not start before spring 2010. If there is a final decision to go ahead with a permit parking scheme in your section of road, we will send you permit application forms and further information.

Proposed local safety scheme

The council also proposes to improve pedestrian routes to and from West Harrow station.

Raised junction platform

The junction of Vaughan Road, Bouverie Road and Wilson Gardens will be altered and a raised junction table will replace the current roundabout. This will include an improved central island on Wilson Gardens to help pedestrians use the most direct route across the junction. The raised table will also include the existing Zebra Crossing beneath the railway bridge on The Gardens.

Loading and unloading facilities

To protect visibility and ensure unhindered emergency service and refuse vehicle access, loading will be restricted at the junction. To compensate for this, loading bays are proposed on The Gardens (outside the station entrance) and Vaughan Road (opposite nos. 214 to 218) to enable residents to receive deliveries close to the properties affected by the loading restrictions. The loading bays will be in operation between 7am and 7pm Mondays to Saturdays, and motorists can park in these bays outside those times. Loading and unloading in the loading bays can take place for up to 40 minutes but must be continuous. Loading and unloading can also take place in permit bays, but again this is for up to 40 minutes only and must be continuous. For loading that takes longer than 40 minutes, delivery vehicles can use the permit bays during the CPZ hours of operation as long as they display a correctly validated visitor permit, which you can buy from the council in books of ten.

Extended 20mph Zone

The existing Vaughan School 20mph Zone will be extended to include all of Bouverie Road, and Vaughan Road between the station and Drury Road. The extension of the 20mph Zone will not require any additional traffic calming features apart from the proposed raised table.

We welcome your comments on these proposals. Please use the comments section of the questionnaire.

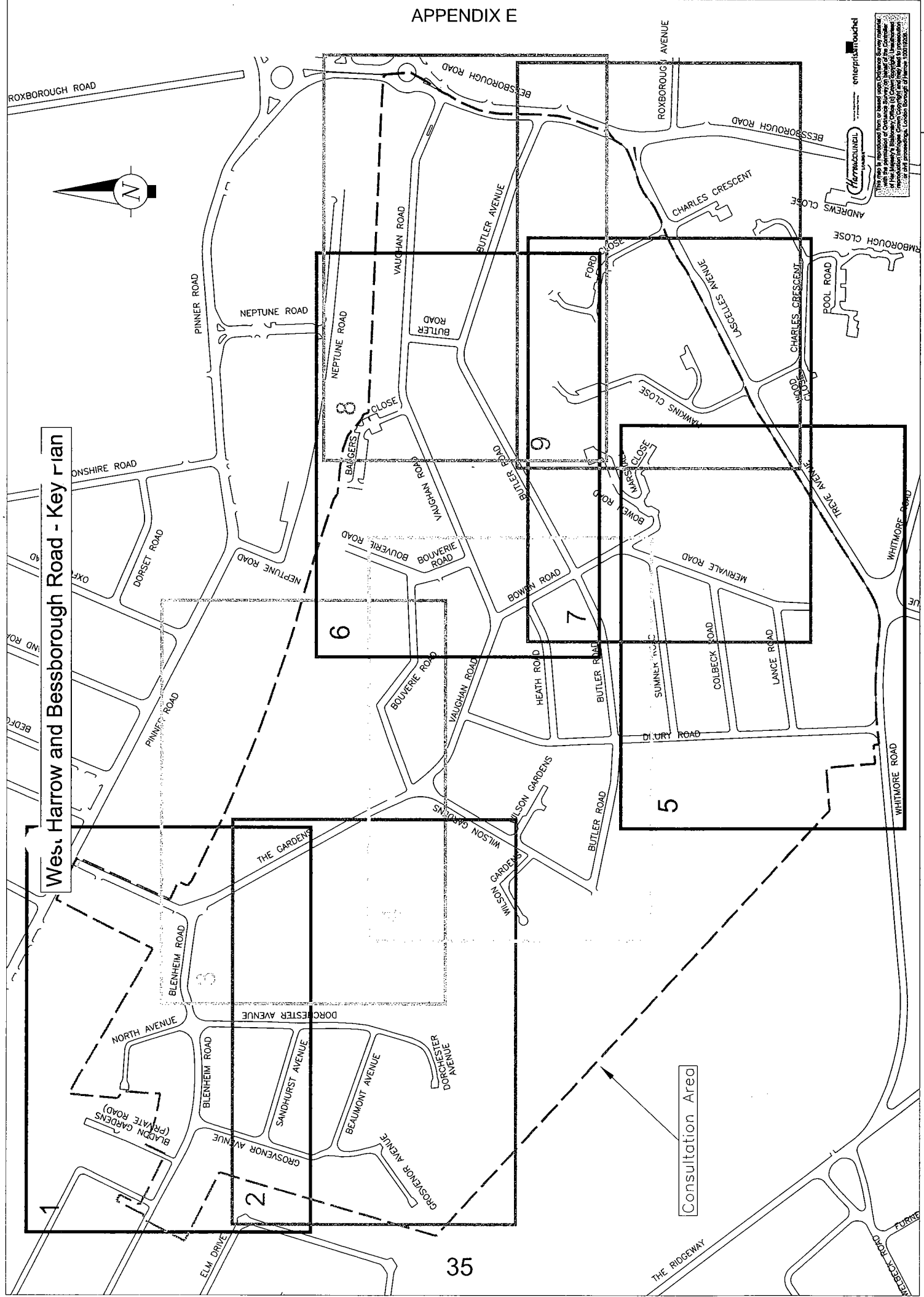
You may wish to keep this leaflet for future reference.

APPENDIX D

Please call the number below for a large print version of this document, or a summary of this document in your language.

- Albanian** Nëqoftëse gjuha Angleze nuk është gjuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
- Arabic** إذا كانت الانجليزية ليست لغتك الاولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
- Bengali** যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারপত্রের তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।
- Chinese** 如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
- Farsi** اگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید.
- Gujarati** જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રાન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
- Hindi** यदि आपको अंग्रेज़ी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
- Panjabi** ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
- Somali** Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
- Tamil** ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
- Urdu** اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دئے گئے نمبر پر رابطہ کریں۔

Phone: 020 8416 8278

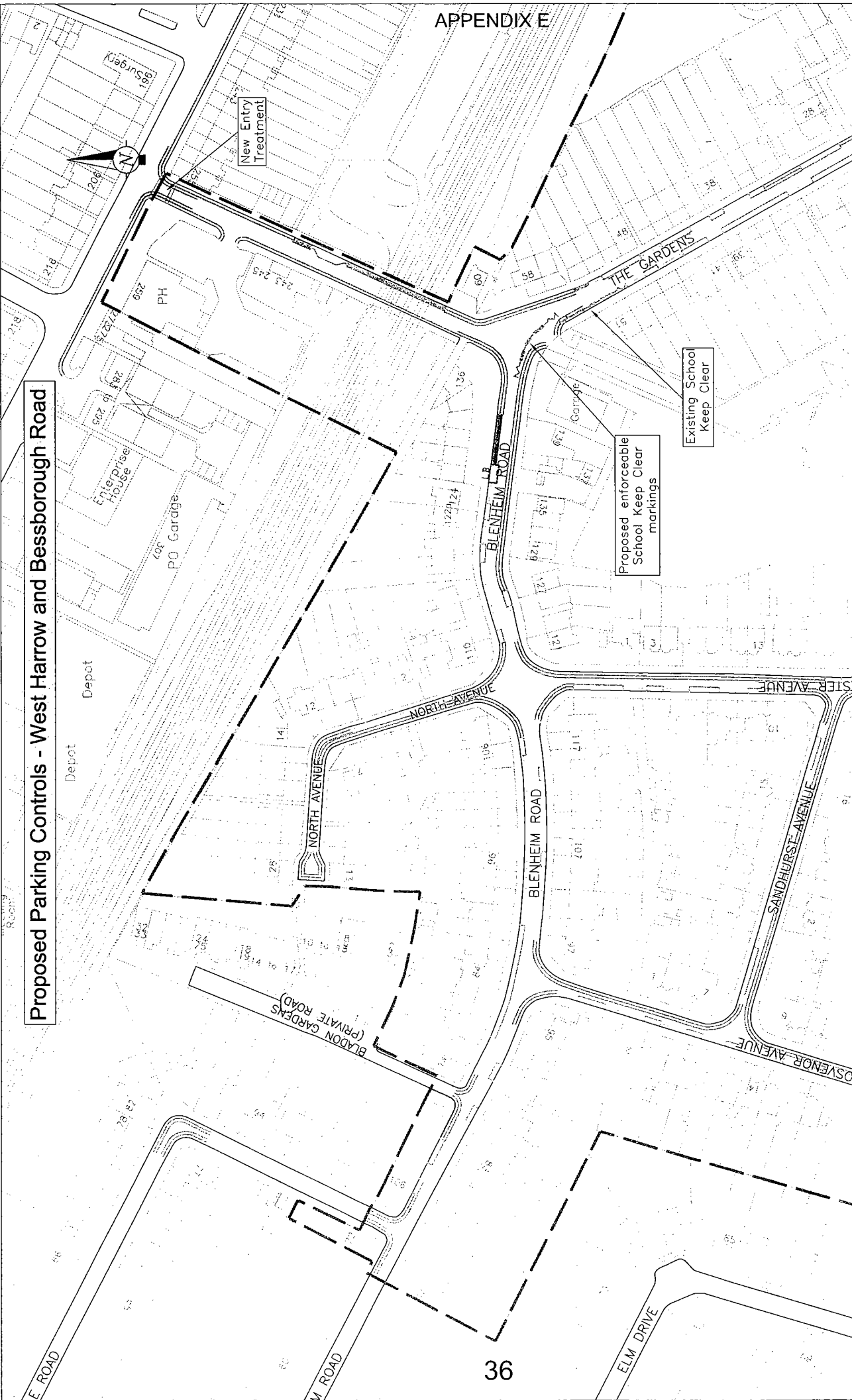


Wes. Harrow and Bessborough Road - Key Plan

Consultation Area

entripriamtouchel
 Harrow Council
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Proposed Parking Controls - West Harrow and Bessborough Road



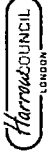
LEGEND

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking

- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)

- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions

- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines



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Proposed Parking Controls - West Harrow and Bessborough Road

LEGEND:

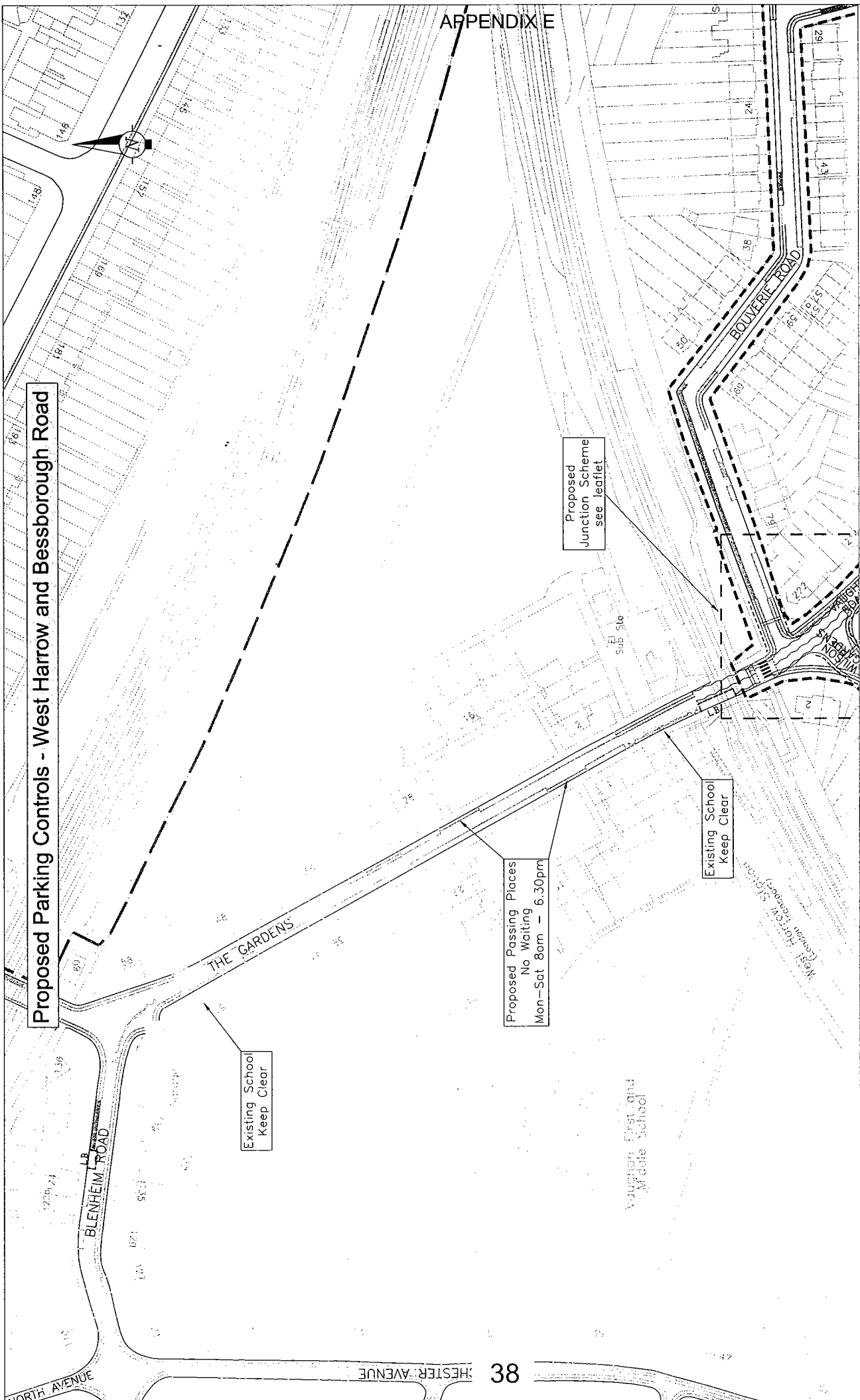
- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed Passing Places
- No Waiting (Mon-Sat 8am-6.30pm)
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

Harrow COUNCIL
 02080011
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 www.mouchel.com

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 APPENDIX 2
 Page 2

Proposed Parking Controls - West Harrow and Bessborough Road



Existing School
Keep Clear

Proposed Passing Places
No Waiting
Mon-Sat 8am - 6.30pm

Proposed
Junction Scheme
see leaflet

Existing School
Keep Clear

Harrow Council **enterprisemouchel**

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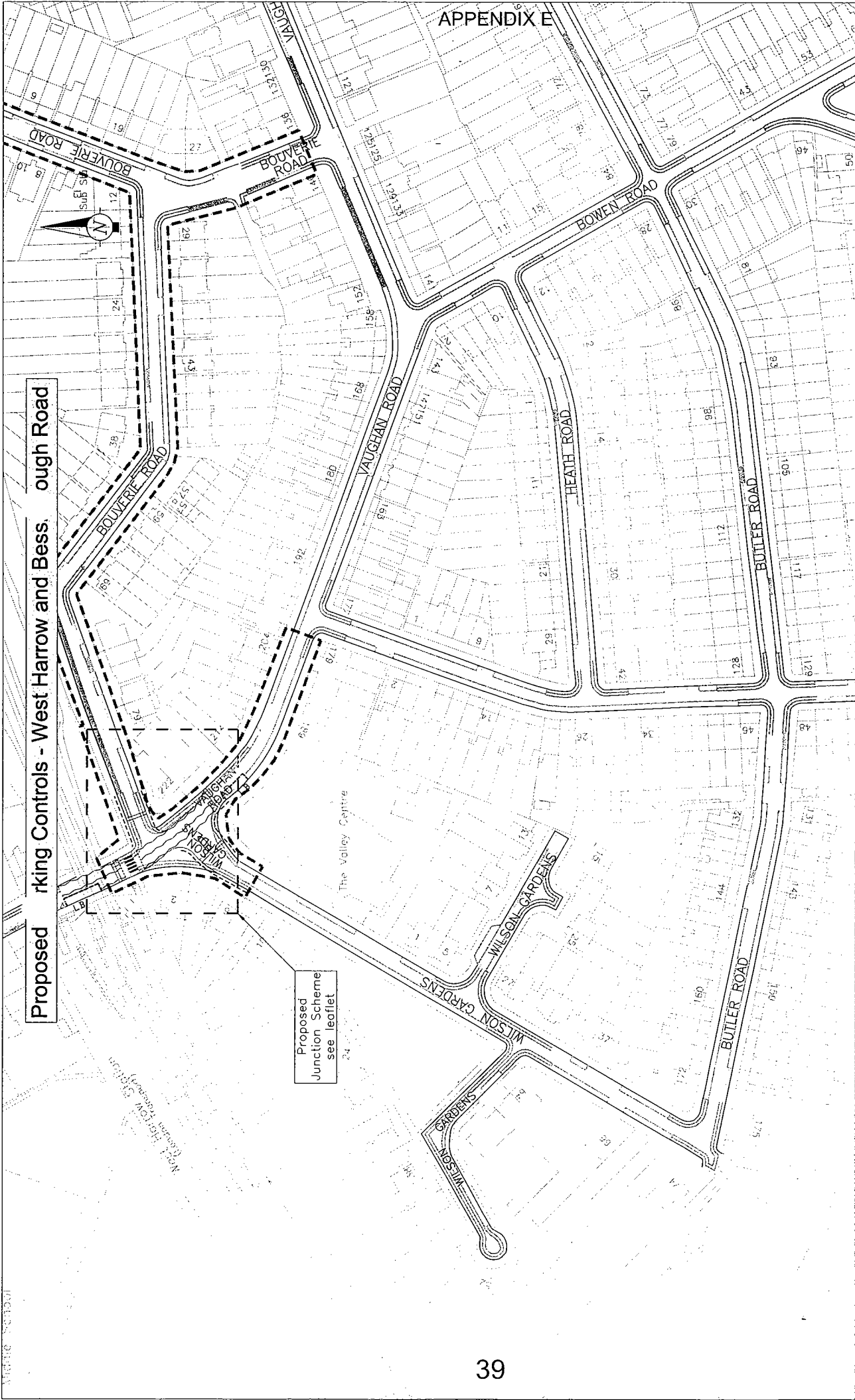
SCALE: 1:12,500 **Plan 3**

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed Passing Places (No Waiting (Mon-Sat 8am - 6.30pm))
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

Proposed Parking Controls - West Harrow and Bessborough Road

Proposed Junction Scheme see leaflet



LEGEND:

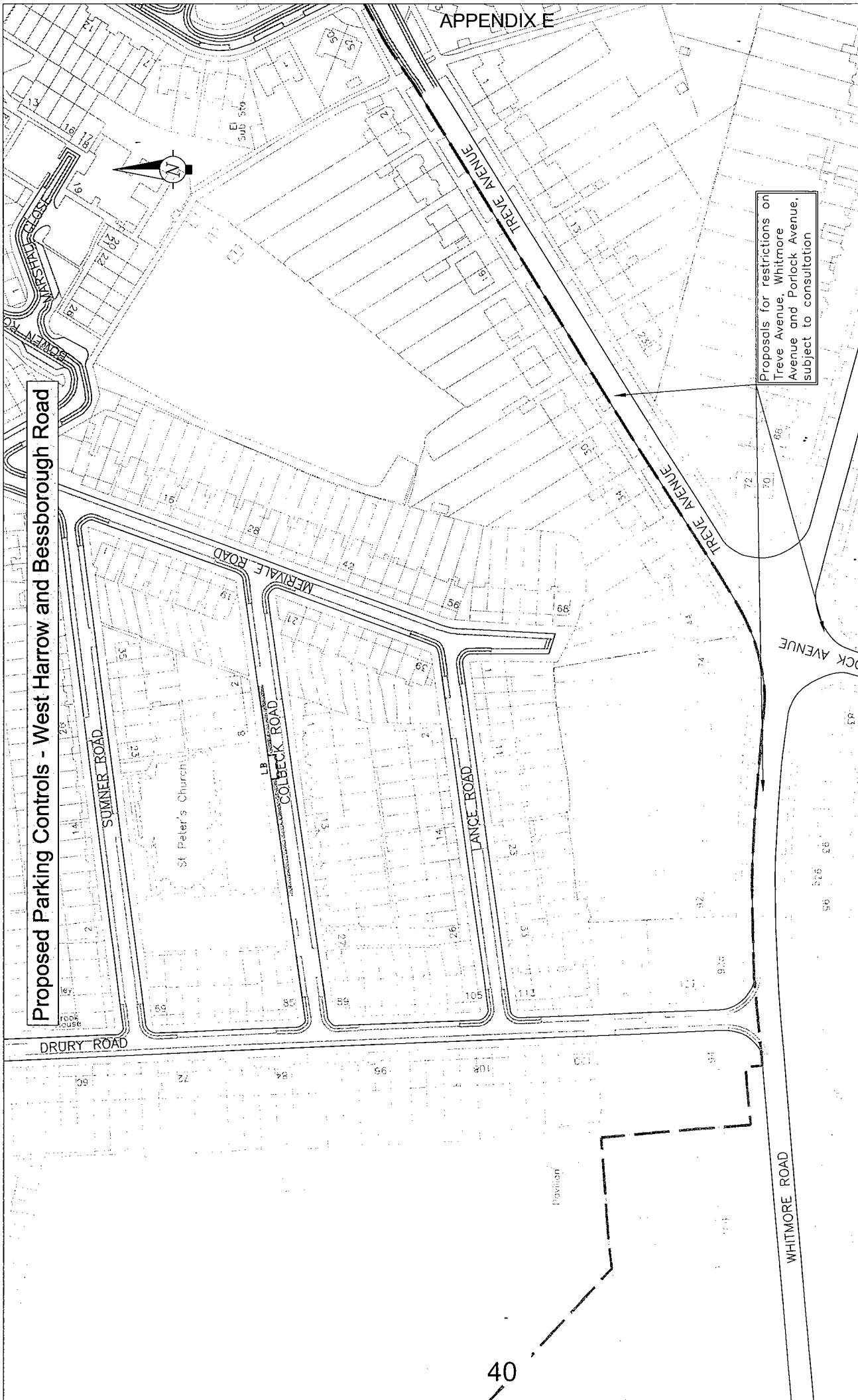
- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

Harrow Council **enterprisismouchel**

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Proposed Parking Controls - West Harrow and Bessborough Road



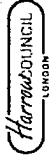
LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking

- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)

- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions

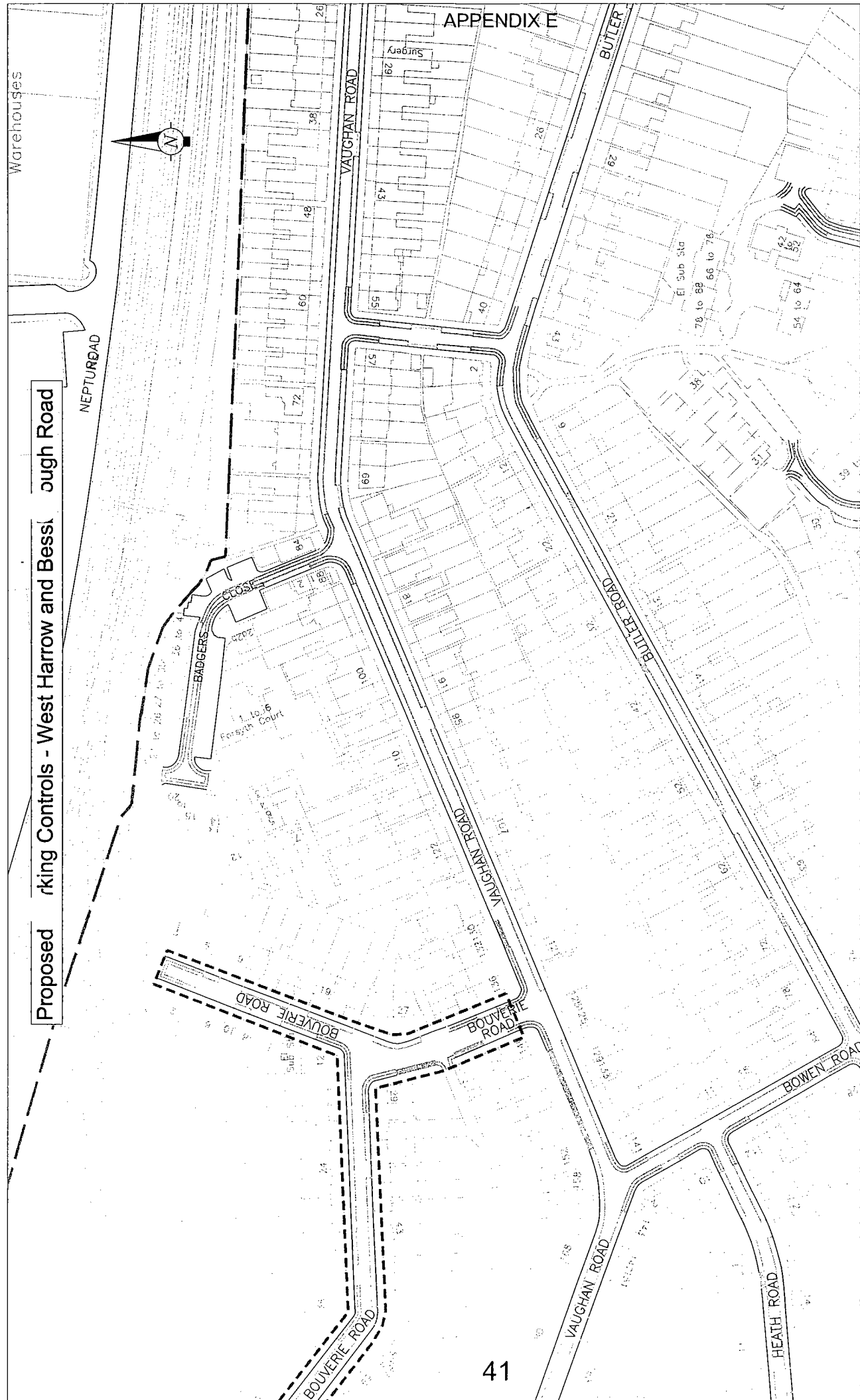
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines



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APPENDIX E



Proposed Parking Controls - West Harrow and Bessingborough Road

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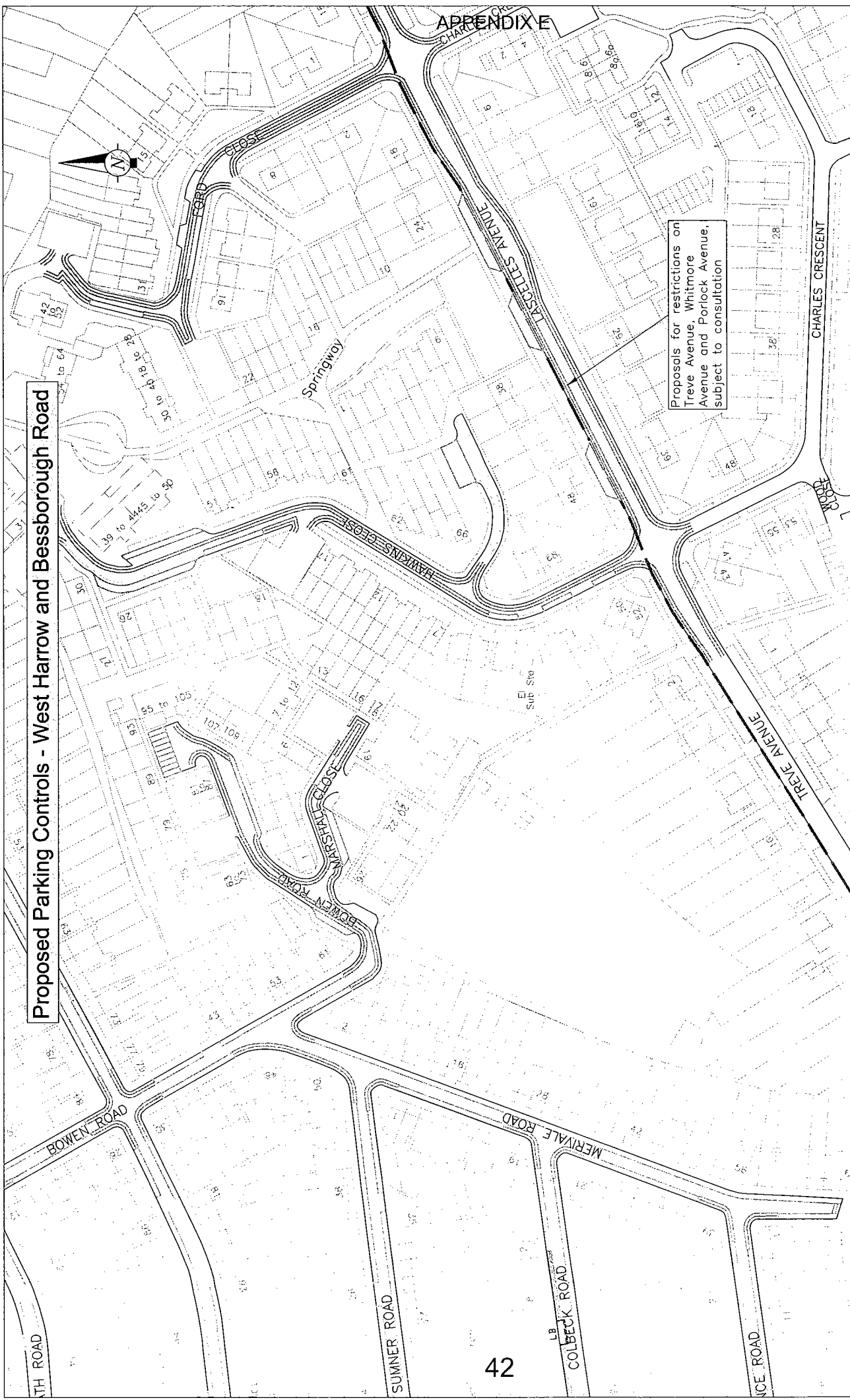
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Plan 6

- LEGEND:**
- Proposed Permit Parking
 - Proposed Pay & Display Parking
 - Proposed Shared use Pay & Display and Permit Parking
 - Proposed Double Yellow Lines (No Waiting at any time)
 - Proposed Yellow Line (Zone Time)
 - Proposed 20 mph Zone
 - Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
 - Proposed Loading Bay
 - Proposed Loading Restrictions
 - Existing Drop Kerbs
 - Existing Disabled Bays
 - Existing Yellow Lines

Proposed Parking Controls - West Harrow and Bessborough Road



Harrow Council
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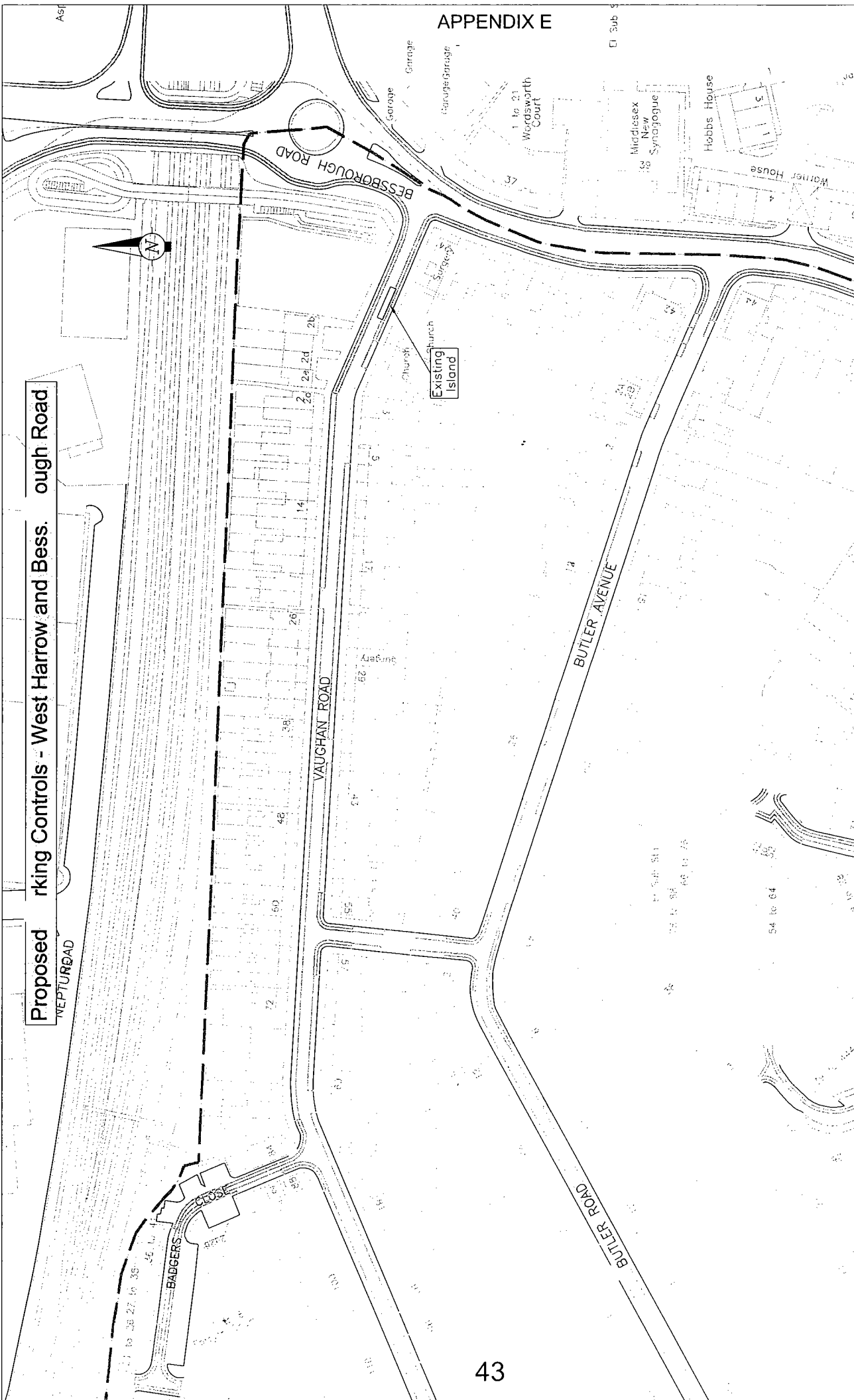
SCALE: N.T.S.

Plan 7

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

Proposed Parking Controls - West Harrow and Bessborough Road



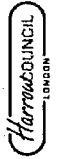
LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking

- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)

- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions

- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

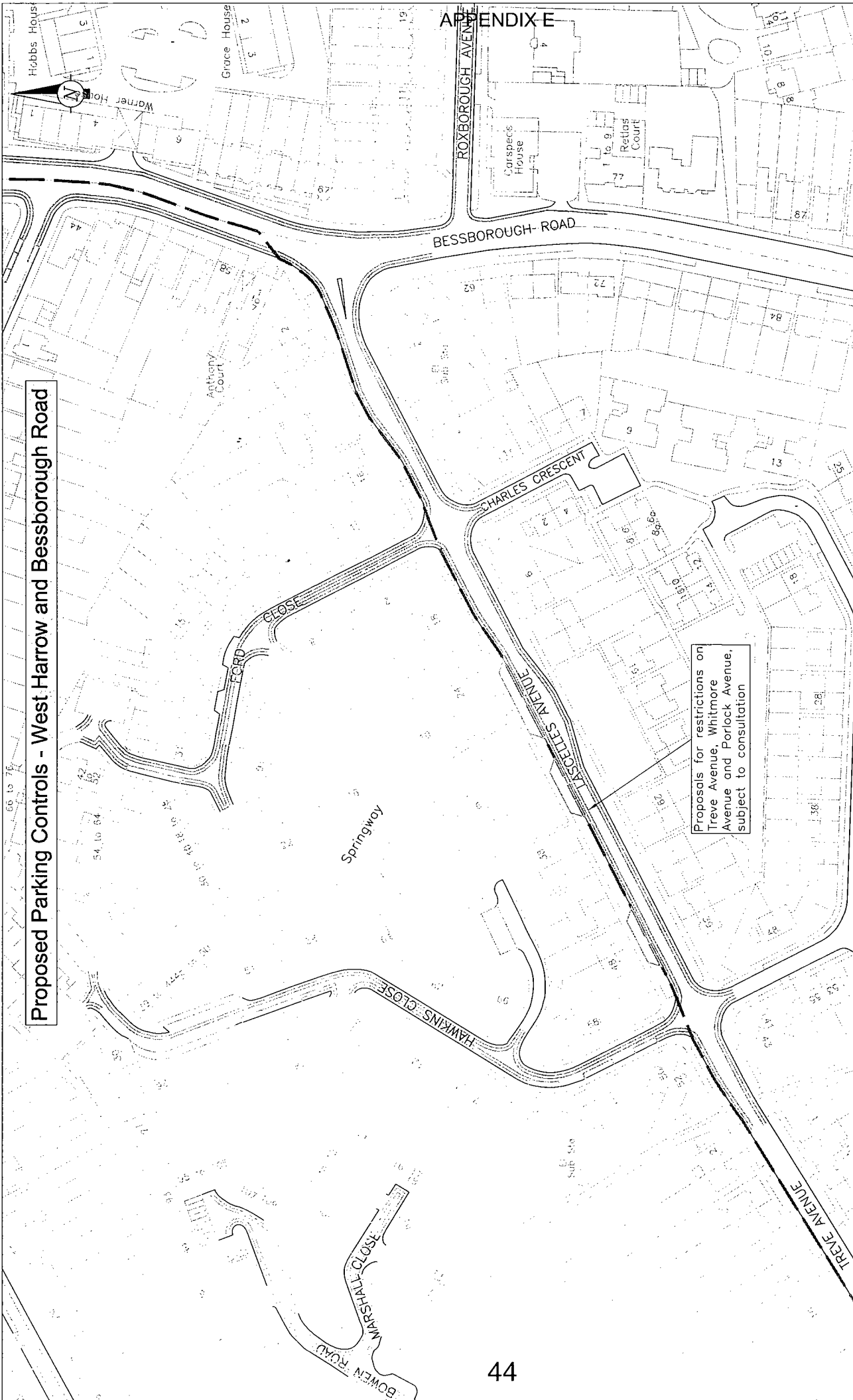


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Proposed Parking Controls - West Harrow and Bessborough Road



APPENDIX E

Harrow Council
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 Surveyors

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SCALE: N.T.S.

Plan 9

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone) Time
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines
- Proposed Loading Restrictions

Appendix F - Responses to double yellow line proposals

				Question 8	
				Do you agree with the layout of the double yellow lines as shown on the attached plan? If no, please tell us what changes you would like in the comments box or on the plan.	
Road Name	Number of Addresses	Number of Responses	Response Rate	Yes	No
Beaumont Avenue	20	5	25%	0	5
Bladon Gardens	33	4	12%	2	1
Blenheim Road	87	27	31%	7	18
Dorchester Avenue	65	27	42%	7	18
Grosvenor Avenue	63	29	46%	2	24
North Avenue	23	6	26%	2	4
Sandhurst Avenue	16	11	69%	0	10
Sub-total	307	109	36%	20	80
Badgers Close	49	6	12%	2	1
Bouverie Road	73	25	34%	12	11
Butler Avenue	62	16	26%	12	3
Butler Road	211	76	36%	41	27
Drury Road	95	50	53%	28	17
Heath Road	38	23	61%	13	8
The Gardens	58	35	60%	17	13
Vaughan Road	310	97	31%	49	34
Wilson Gardens	59	22	37%	6	14
Sub-total	955	350	37%	180	128
Bessborough Road	40	3	8%	3	0
Lascelles Ave/ Treve Ave	43	11	26%	6	4
Whitmore Road	11	8	73%	5	2
Sub-total	94	22	23%	14	6
Bowen Road	65	29	45%	2	24
Colbeck Road	20	13	65%	7	4
Lance Road	33	21	64%	9	7
Merivale Road	65	31	48%	10	19
Sumner Road	43	24	56%	13	8
Sub-total	226	118	52%	41	62
Ford Close	60	17	28%	3	11
Hawkins Close	72	22	31%	5	13
Marshall Close	26	15	58%	0	15
Spring Way	22	6	27%	1	4
Sub-total	180	60	33%	9	43
Overall	1762	659	37.4%	264	319

Appendix F - Responses to controlled parking zone questions

Road Name	Number of Addresses	Number of Responses	Response Rate	Question 3			Questions 3&4		
				Do you support the residents parking proposal in your street?			Do you support a CPZ or if a CPZ is to be introduced in the road near to yours, would you then wish your road to be included?		
				Yes	No	Don't know/ No response	Yes	No	Don't know/ No response
Butler Avenue	62	16	26%	12	4	0	13	3	4
The Gardens	58	35	60%	26	7	1	29	5	3
Vaughan Road	310	97	31%	51	42	6	57	35	10
Wilson Gardens	59	22	37%	11	9	1	12	8	3
Sub-totals	489	170	35%	100	62	8	111	51	20
Badgers Close	49	6	12%	2	3	1	3	2	1
Bouverie Road	73	25	34%	12	11	2	12	11	2
Butler Road	211	76	36%	27	47	1	33	32	12
Drury Road	95	50	53%	16	32	1	25	23	7
Heath Road	38	23	61%	11	12	0	12	10	2
Sub-total	466	180	39%	68	105	5	85	78	24
Beaumont Avenue	20	5	25%	0	5	0	0	5	0
Bladon Gardens	33	4	12%	1	1	2	1	1	2
Blenheim Road	87	27	31%	9	20	0	14	19	4
Dorchester Avenue	65	27	42%	7	20	0	10	16	1
Grosvenor Avenue	63	29	46%	3	26	0	3	27	0
North Avenue	23	6	26%	2	3	1	2	3	1
Sandhurst Avenue	16	11	69%	0	11	0	0	11	0
Sub-total	307	109	36%	22	86	3	30	82	8
Bowen Road	65	29	45%	1	24	3	4	20	4
Ford Close	60	17	28%	5	9	3	6	7	4
Hawkins Close	72	22	31%	6	16	1	7	16	0
Lance Road	33	21	64%	3	18	0	6	16	0
Lascelles Ave/ Treve Ave	43	11	26%	2	6	2	3	6	2
Marshall Close	26	15	58%	0	15	0	0	14	2
Merivale Road	65	31	48%	5	28	0	7	23	4
Spring Way	22	6	27%	1	4	1	2	3	1
Sumner Road	43	24	56%	2	21	1	6	15	3
Sub-total	429	176	41%	25	141	11	41	120	20
Bessborough Road	40	3	8%	0	2	1	0	2	1
Colbeck Road	20	13	65%	4	8	1	6	6	1
Whitmore Road	11	8	73%	2	4	2	4	2	2
(Sub-total)	71	24	34%	6	14	4	10	10	4
Overall	1762	659	37.4%	221	408	31	277	341	76

Appendix F - Responses from recommended CPZ area

Road Name	Question 3			Questions 3&4			Question 5							
	Number of Addresses	Number of Responses	Response Rate	Do you support the residents parking proposal in your street?			Do you support a CPZ or if a CPZ is to be introduced in the road near to yours, would you then wish your road to be included?			If a controlled parking zone is introduced in your street we are recommending parking controls should apply Monday to Friday 10am to 11am. Some people have requested additional hours might be needed. Do you want controls:				
				Yes	No	Don't know / No response	Yes	No	Don't know / No response	Mon-Fri 10-11am	Extra hour in afternoon (probably 2-3pm)	To also apply on Saturdays	To also apply Saturdays & Sundays	
Badgers Close	49	6	12%	2	3	1	3	2	1	4	3	2	1	
Butler Avenue	62	16	26%	12	4	0	N/A	N/A	9	5	5	4		
Heath Road	38	23	61%	11	12	0	12	10	2	12	3	2	2	
The Gardens	58	35	60%	26	7	1	N/A	N/A	14	21	9	7		
Vaughan Road	310	97	31%	51	42	6	N/A	N/A	27	38	15	27		
Wilson Gardens	59	22	37%	11	9	1	N/A	N/A	15	6	1	1		
Bouverie Road 28-79 & 41-50	37	11	30%	8	2	1	N/A	N/A	8	3	1	0		
Butler Road 2-71 & 9-76	101	37	37%	12	25	0	18	16	5	22	9	9	4	
Butler Road 123-172 & 122-175	55	22	40%	12	9	1	N/A	N/A	13	6	2	5		
Colbeck Road 8, Medical Practice & 1-27	17	12	71%	4	7	1	6	5	1	7	2	0	0	
Drury Road 2-99 & 1-100	73	40	55%	16	23	1	24	15	6	25	9	2	4	
Bessborough Road	40	3	8%	0	2	1	N/A	N/A	2	0	0	0	0	
Overall	899	321	36%	165	145	14	63	48	15	158	105	48	55	

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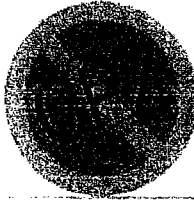
Appendix G - Results of Snapshot Parking Survey

	Observed			Spaces provided in bays within proposals					Spare space overnight within bays	Spare space for residents day-time
	Night-time parking	Total day-time parking	Day-time residents parking (estimate)	Permit only	Pay & Display only	Shared (P&D + Permits)	Total available to residents			
Badgers Close	8	5	2	9			9	1	7	
Beaumont Avenue	9	6	4	12			12	3	8	
Bessborough Road	0	0	0	0			0	0	0	
Bladdon Gardens (private)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Blenheim Road	34	36	21	18	3		21/18	-13	-3	
Bouviere Road	87	90	39	52		17	69	-18	30	
Bowen Road	57	50	28	58			58	1	30	
Butler Avenue	51	53	28	28			28	-23	0	
Butler Road	180	147	82	157			157	-23	75	
Colbeck Road	29	18	11	27		11	38	9	27	
Dorchester Avenue	23	21	12	20			20	-3	8	
Drury Road	99	83	48	75			75	-24	27	
Ford Close (incl Spring Close)	42	35	17	8			8	-34	-9	
Grosvenor Avenue	20	12	8	12			12	-8	4	
Hawkins Close	22	22	14	27			27	5	13	
Heath Road	43	37	23	39			39	-4	16	
Lance Road	38	30	23	33			33	-5	10	
Marshall Close	21	24	11	5			5	-16	-6	
Merivale Road	55	35	29	51			51	-4	22	
North Avenue	10	11	5	1			1	-9	-4	
Sandhurst Avenue	12	10	4	7			7	-5	3	
Springway	10	13	7	10			10	0	3	
Summer Road	47	30	27	52			52	5	25	
The Gardens	57	63	21	39		8	47	-10	26	
Vaughan Road	200	191	90	162		8	170	-30	80	
Wilson Gardens	40	65	24	47			47	7	23	
Totals	1194	1087	578	949	3	44	975	-198	415	

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APPENDIX I



Controlled Parking Zone

SAY NO TO CPZ

If starts with one hour then its all day

Just ask the people in Brent and anywhere else there is a CPZ area, ask the lady in the off- license, who cannot park anywhere near her parents house when she goes to visit them. The plans they gave you only shows your road not the whole picture,

It only needs one road to agree to CPZ and that is the lever they need to make it compulsory for the rest of the estate.

If London Underground sorted out THEIR parking problem it would ease the burden on West Harrow. How many other outer London train stations are there with no parking facilities at all?

A few years ago they tried to bring in CPZ they held public meetings to see what the residents wanted and were told no thanks. This time no meetings to ask what we wanted, just some Exhibitions' to show what they propose to do,

So a few of the residents have organised a meeting at St Peters Church Hall in Sumner Rd,
On Wednesday 13th may 2009 at 7-30pm to ascertain the views of you the residents of West Harrow who pay the wages of those who wish to impose these restrictions on the rest of us.

COMPLAINTS.

OPINIONS.

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EXHIBIT 6

West Harrow Parking Review

**Tabled at Traffic and Road Safety
Advisory Panel (TARSAP) Meeting**

Wednesday 17 June 2009

Revised Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety approval of the following:

- (a) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices F , J & K and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which will be delegated to officers, the elements of which are as specified in (c) to (e) below;
- (b) that people at addresses within the proposed new controlled parking zones, described in (d) below, be advised of the CPZ details and asked to confirm their support or opposition to the CPZs as advertised, such process to take place in parallel with the required statutory consultation;
- (c) that double yellow line restrictions be introduced at the junctions/locations shown at Appendices E, but their extent be modified where possible in line with consultation feedback and site geometry, as indicated at Appendix L;
- (d) that the two new CPZ areas, as shown at Appendix J and K, each to comprise:
 - (i) Western zone - Heath Road, The Gardens, Wilson Gardens, western parts of Bouverie Road, Butler Road and Vaughan Road, northern section of Drury Road, northern end of Bowen Road and six properties on the northern side of the eastern end of Blenheim Road, to operate Monday to Friday 10am to 11am,
 - (ii) Eastern Zone - Badgers Close, Butler Avenue and eastern parts of Vaughan Road and Butler Road to operate Monday to Saturday 10am to 11am and 2pm to 3pm;
- (e) that in addition to the permit parking bays within these roads, that bays be introduced in The Gardens and Vaughan Road near its eastern junction with Bouverie Road to provide short term pay and display parking (tariff 20p per half hour maximum 2 hours) and longer-term pay and display at the western end of Bouverie Road (tariff £3.50 per day) and loading bays be introduced in Blenheim Road, Colbeck Road and Vaughan Road as shown at Appendix E and as amended by the revised zone boundaries shown on Appendix K;
- (f) that a report on the results of statutory consultation and the re-consultation referred to in (b) above, be considered by a future meeting of this Panel prior to a final decision on what scheme proposal should actually be implemented;
- (g) that the waiting and loading restrictions on Bessborough Road south of its junction with Lascelles Avenue, Andrews Close (serving the Honeybun Centre), Treve Avenue and its junction with Whitmore Road/Pollack Avenue be the subject of further local consultation ;
- (h) that re-consultation / further consultation be carried out in roads or sections of roads outside the zones described in (d) above to gauge the level of support for further extension of the permit parking and CPZ to these roads, approximately 6 months after recommendation (d) above has been implemented, subject to the availability of funding.

**Appendix J - Responses from recommended CPZ areas
(replacement for Appendix F 3rd table)**

including late responses

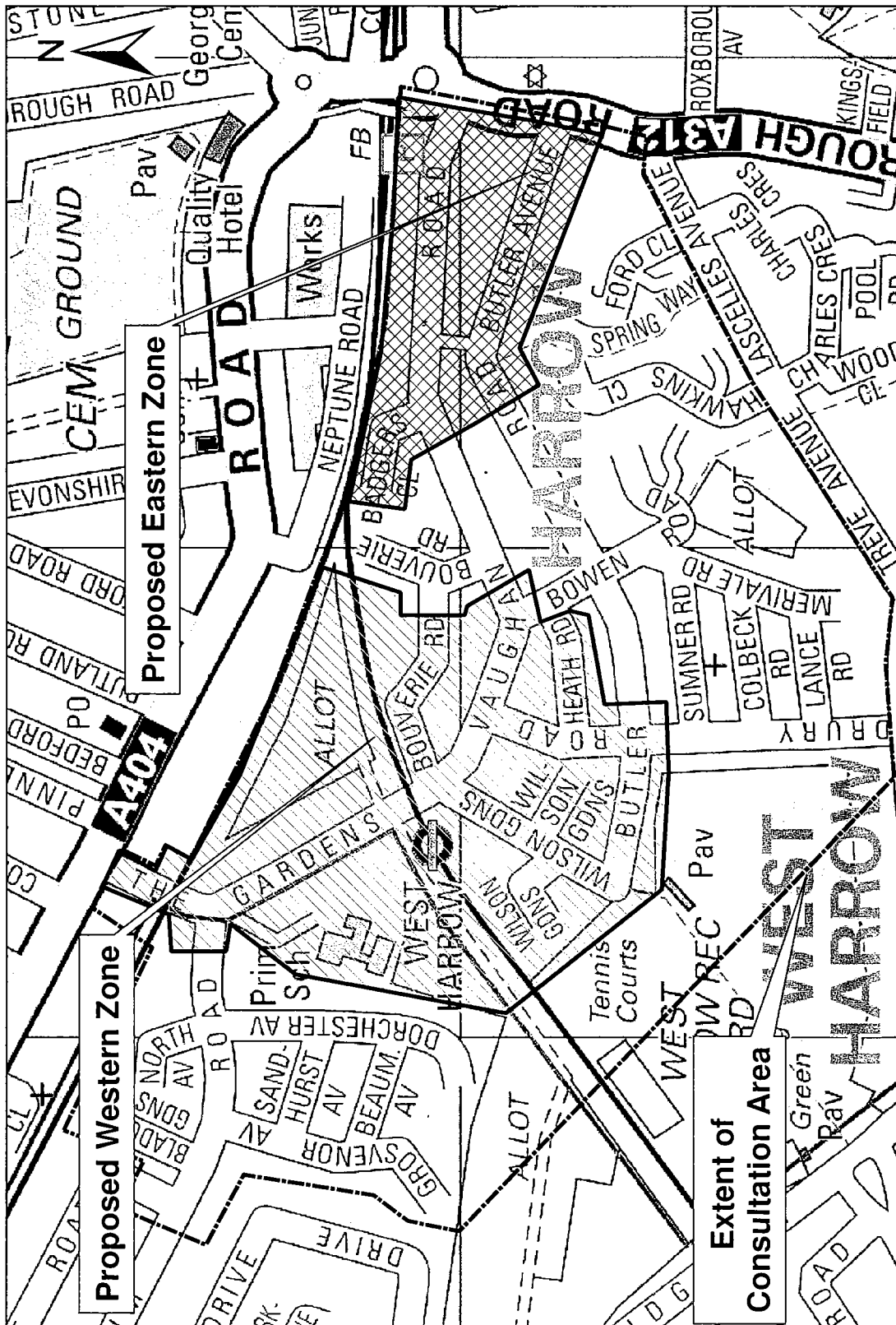
Road Name	Question 3			Questions 3&4			Question 5			
	Number of Addresses	Number of Responses	Response Rate	Yes	No	Don't know / No response	Mon-Fri 10-11am only	Extra hour in afternoon (probably 2-3pm)	To also apply on Saturdays	To also apply on Saturdays & Sundays
Eastern Zone										
Bessborough Road	40	3	8%	0	2	1	(0)	(2)	(1)	
Badgers Close	49	6	12%	2	3	1	3	2	1	
Butler Avenue	62	25	40%	19	6	0	(20)	(5)	(9)	
Butler Road 2-14 & 9-13	14	6	43%	3	3	0	4	2	0	
Vaughan Road 1-85 & 2-98	148	50	34%	33	15	2	(37)	(11)	(4)	
Eastern Zone Overall	313	90	29%	57	29	4	7	4	1	
				77 responded on CPZ hours						
Western Zone										
Blenheim Road 126-136	6	3	50%	3	0	0	(3)	(0)	(0)	
Bouverie Road 28-50 & 41-79	37	11	30%	8	2	1	(8)	(2)	(1)	
Bowen Road 2-10	6	1	17%	0	0	1	0	0	1	
Butler Road 123-175 & 122-172	55	23	42%	12	10	1	(13)	(6)	(3)	
Drury Road 2-54 & 1-9 *	32	17	53%	11	6	0	(13)	(3)	(4)	
Heath Road	38	23	58%	12	11	0	(13)	(9)	(1)	
The Gardens	58	37	62%	29	7	1	(30)	(5)	(3)	
Vaughan Road 133-end & 148-end **	78	36	46%	18	16	2	(19)	(14)	(4)	
Wilson Gardens	59	22	37%	11	11	1	12	10	3	
Western Zone Overall	363	170	47%	101	63	7	12	10	4	
				63%	36%	19%	62%	39%		

Bracketed figures shown for illustrative purposes only and not included in totals

* On odd numbered side CPZ extends to rear boundary of 129 Butler Road

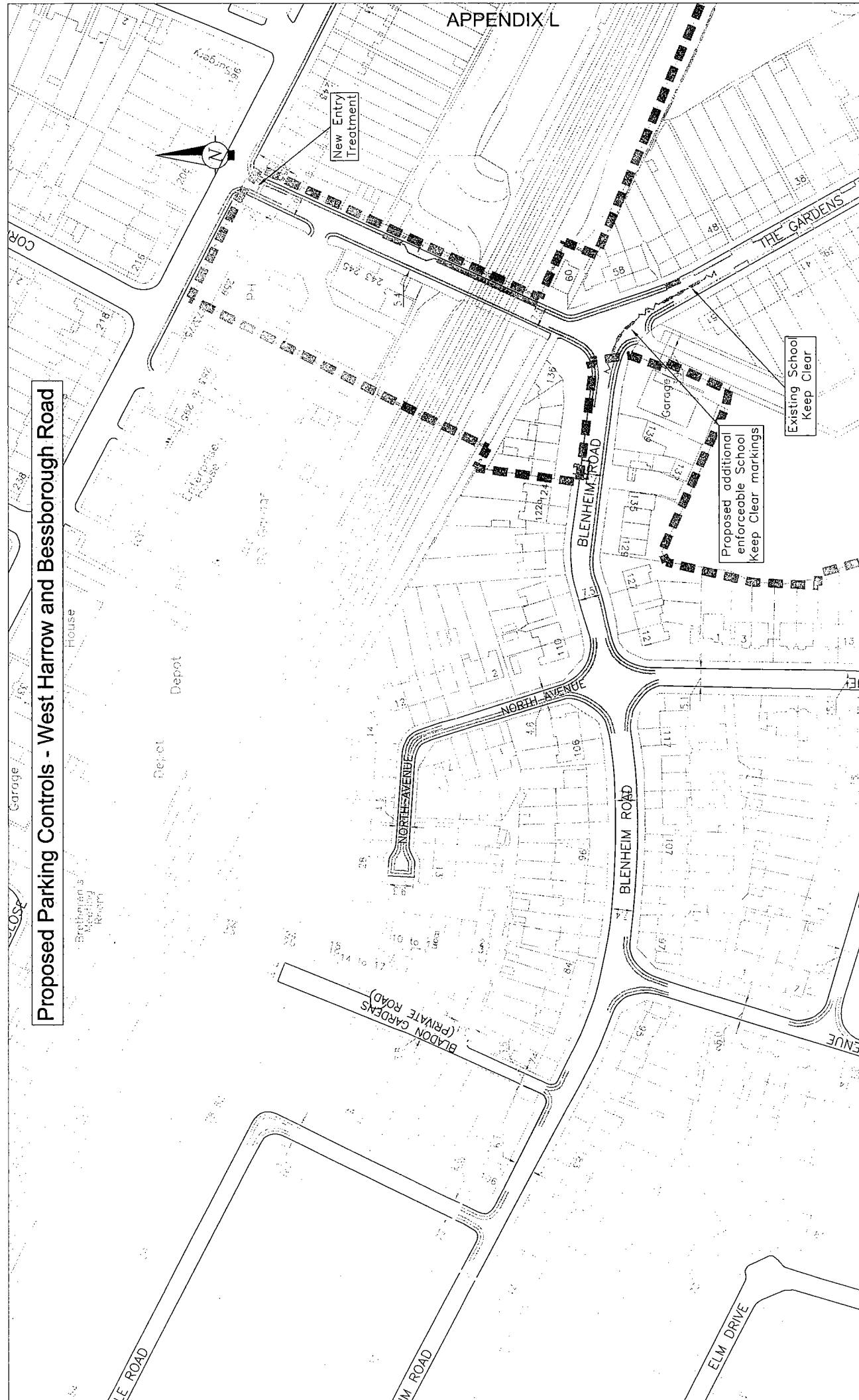
** "to end" is to junction with The Gardens

Appendix K - Proposed area of West Harrow CPZ recommended



Harrow COUNCIL
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Proposed Parking Controls - West Harrow and Bessborough Road



Harrow COUNCIL LONDON

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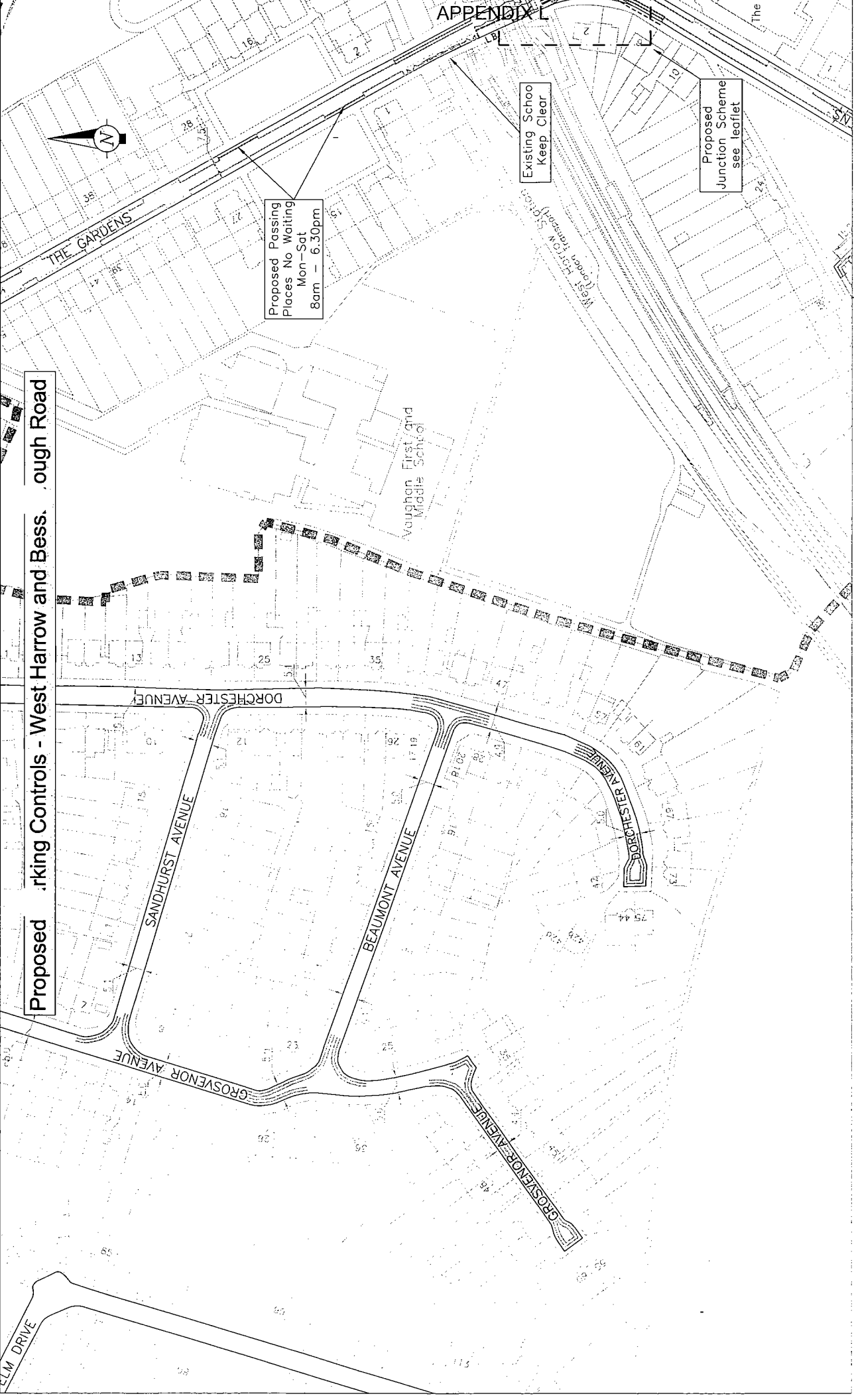
SCALE: N.T.S.

Plan 1

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

APPENDIX L



Proposed Passing Places No Waiting Mon-Sat 8am - 6.30pm

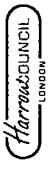
Existing School Keep Clear

Proposed Junction Scheme see leaflet

Proposed Parking Controls - West Harrow and Bessborough Road

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed Passing Places No Waiting (Mon-Sat 8am-6.30pm)
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines



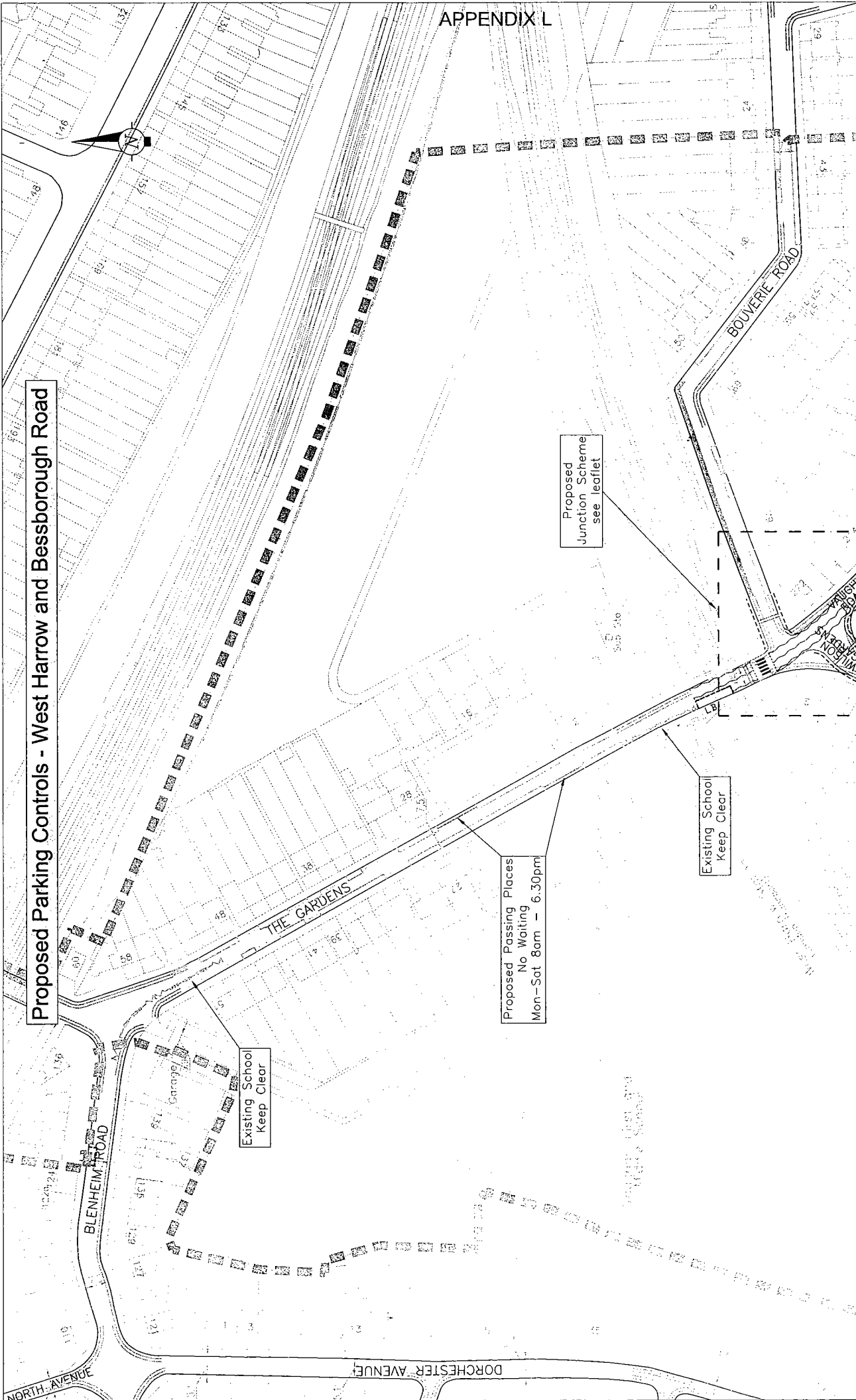
enterprisismouchel

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SCALE: N.T.S.

APPENDIX L

Proposed Parking Controls - West Harrow and Bessborough Road



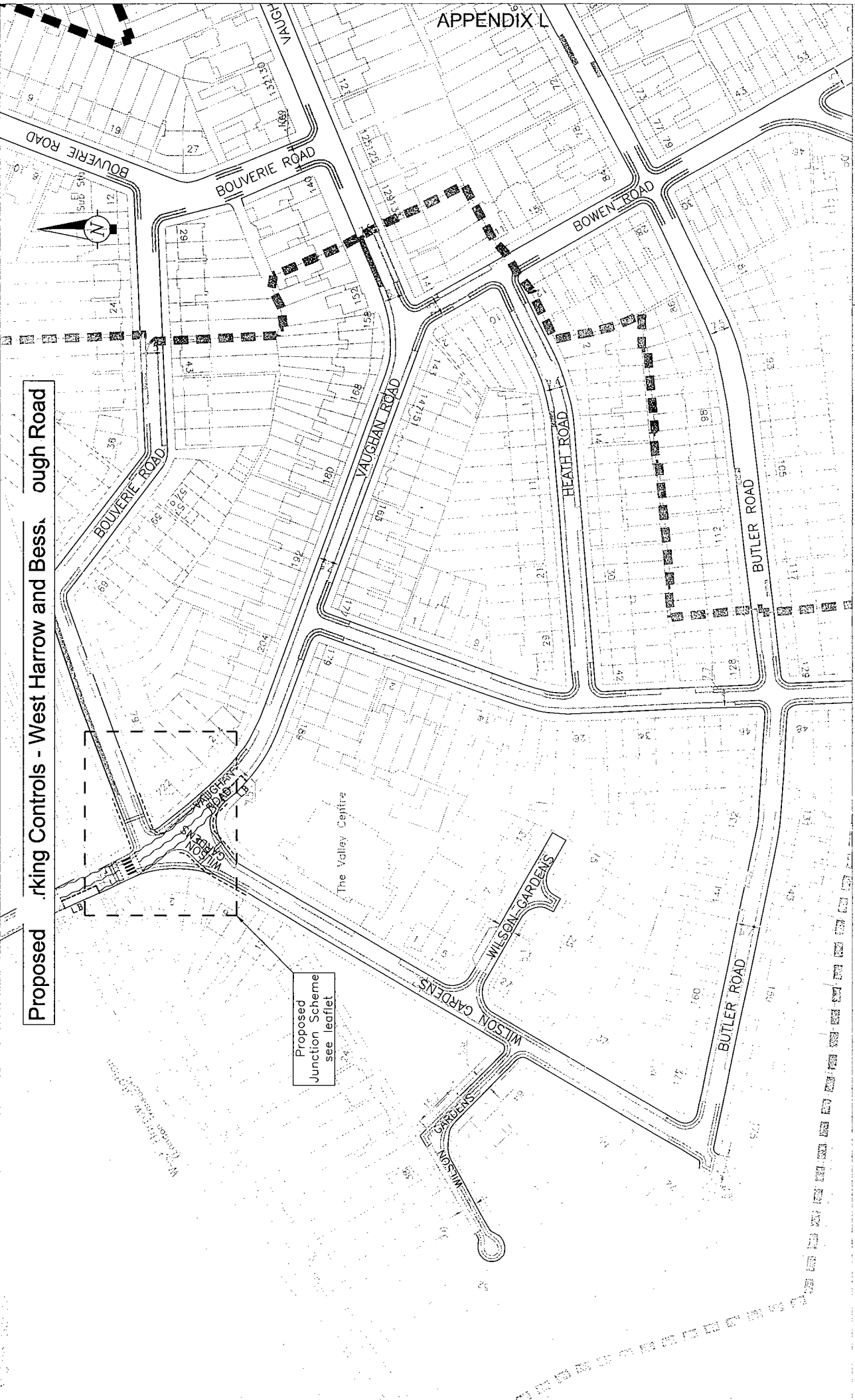
LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking

- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed Passing Places No Waiting (Mon-Sat 8am - 6.30pm)
- Proposed 20 mph Zone

- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions

- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

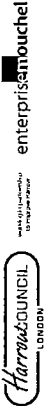


Proposed Parking Controls - West Harrow and Bessborough Road

Proposed Junction Scheme see leaflet

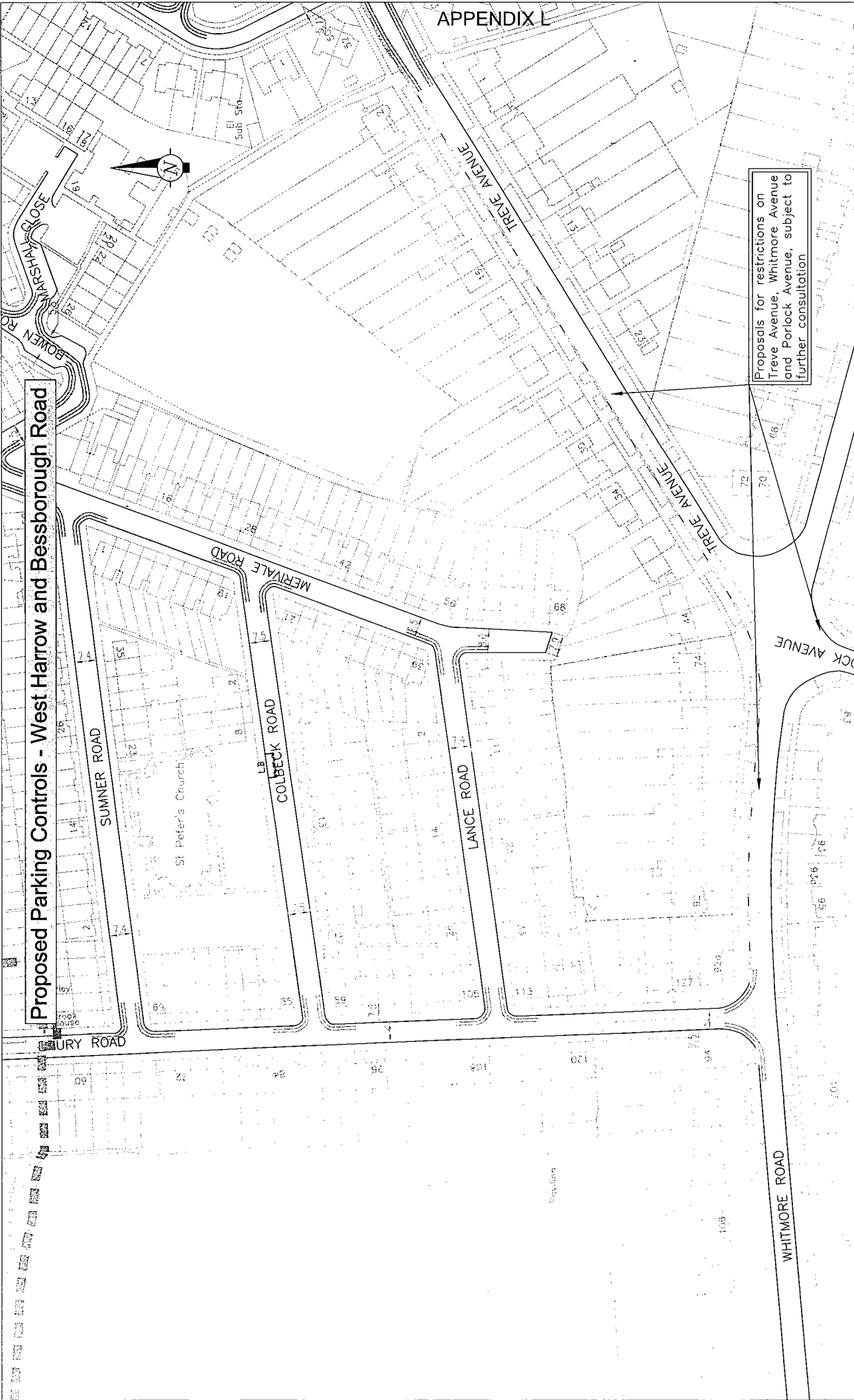
LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Boys
- Existing Yellow Lines



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SCALE: N.T.S.



Proposed Parking Controls - West Harrow and Bessborough Road

Proposals for restrictions on Treve Avenue, Whitmore Avenue and Porlock Avenue, subject to further consultation

LEGEND:

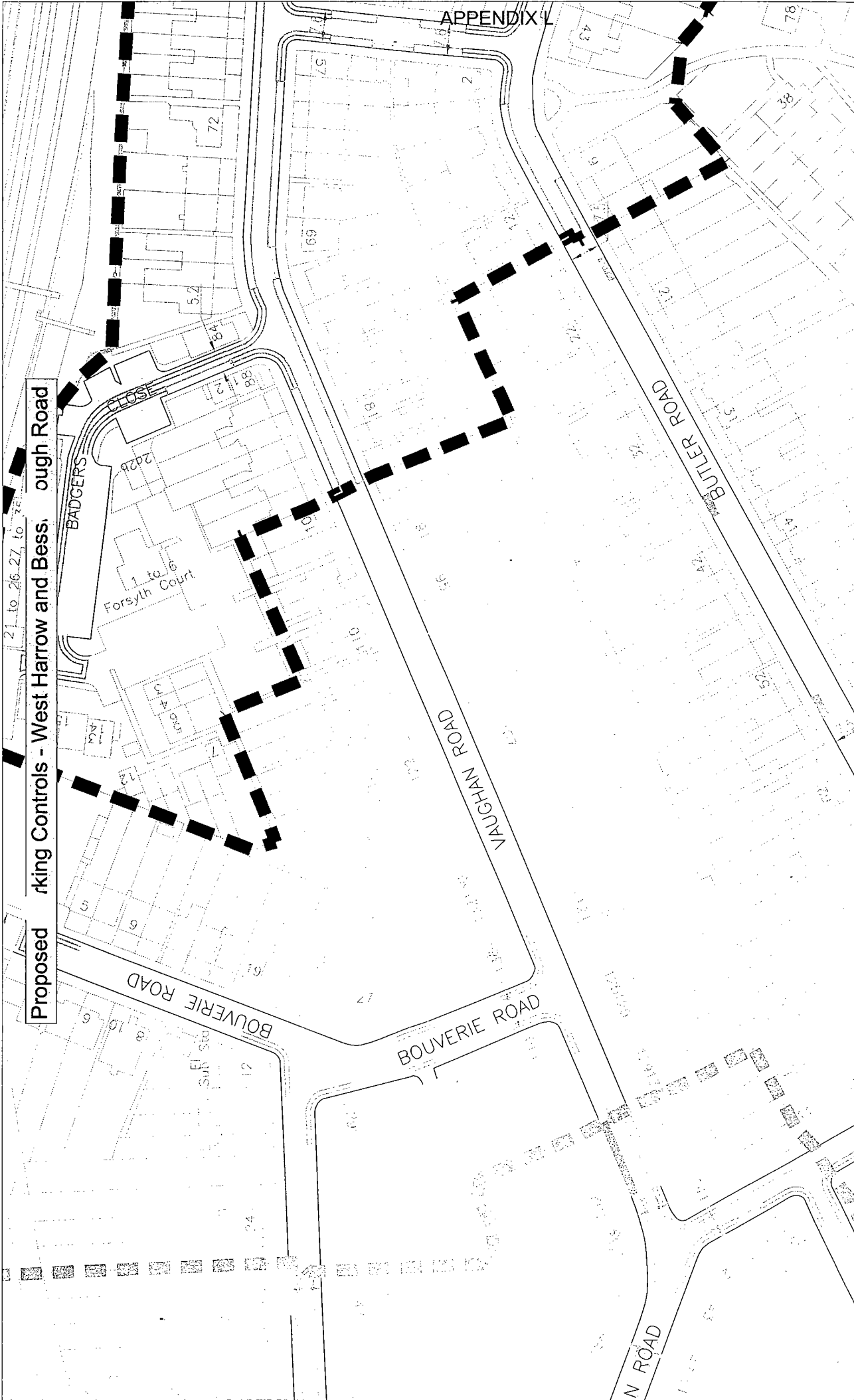
- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking

- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)

- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions

- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

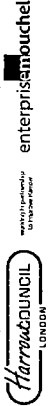
Proposed Parking Controls - West Harrow and Bessborough Road



APPENDIX L

LEGEND:

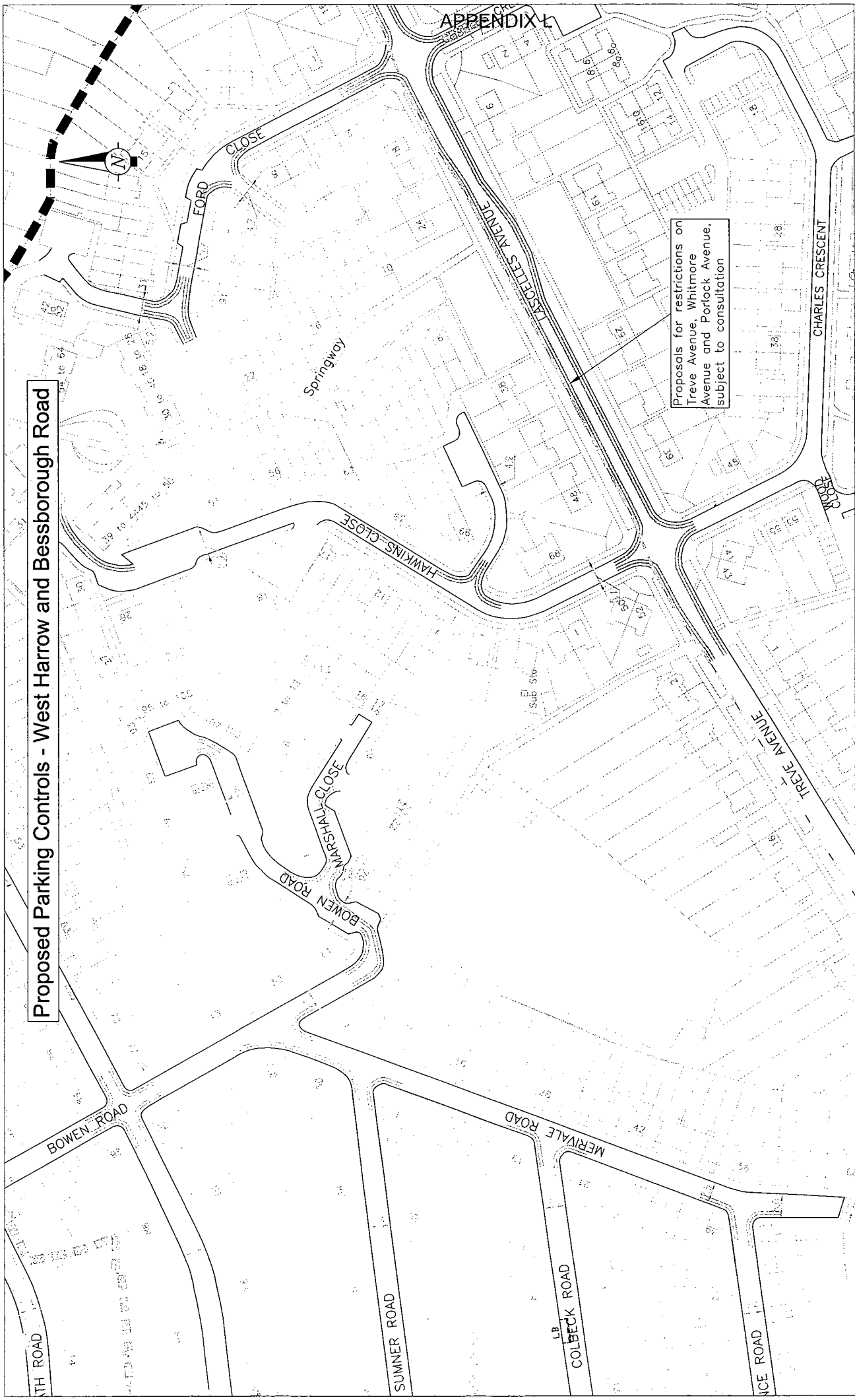
- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone time)
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines



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SCALE: 1:1250
Plan 6

Proposed Parking Controls - West Harrow and Bessborough Road



Proposals for restrictions on Treve Avenue, Whitmore Avenue and Porlock Avenue, subject to consultation

Harrow Council LONDON

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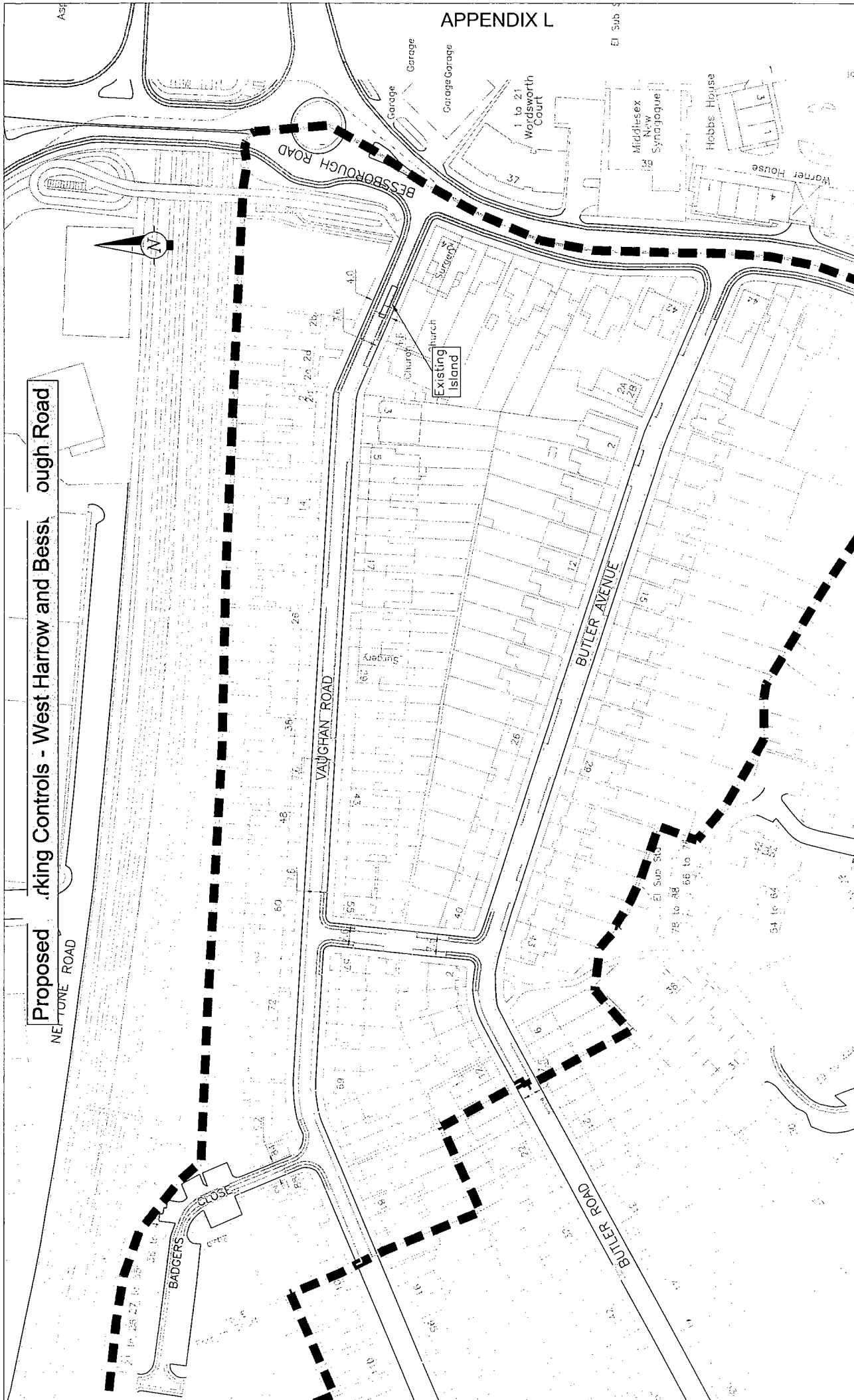
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Plan 7

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Boys
- Existing Yellow Lines

APPENDIX L



Proposed Parking Controls - West Harrow and Bessborough Road

Harrow COUNCIL LONDON

enterprise:mouchel

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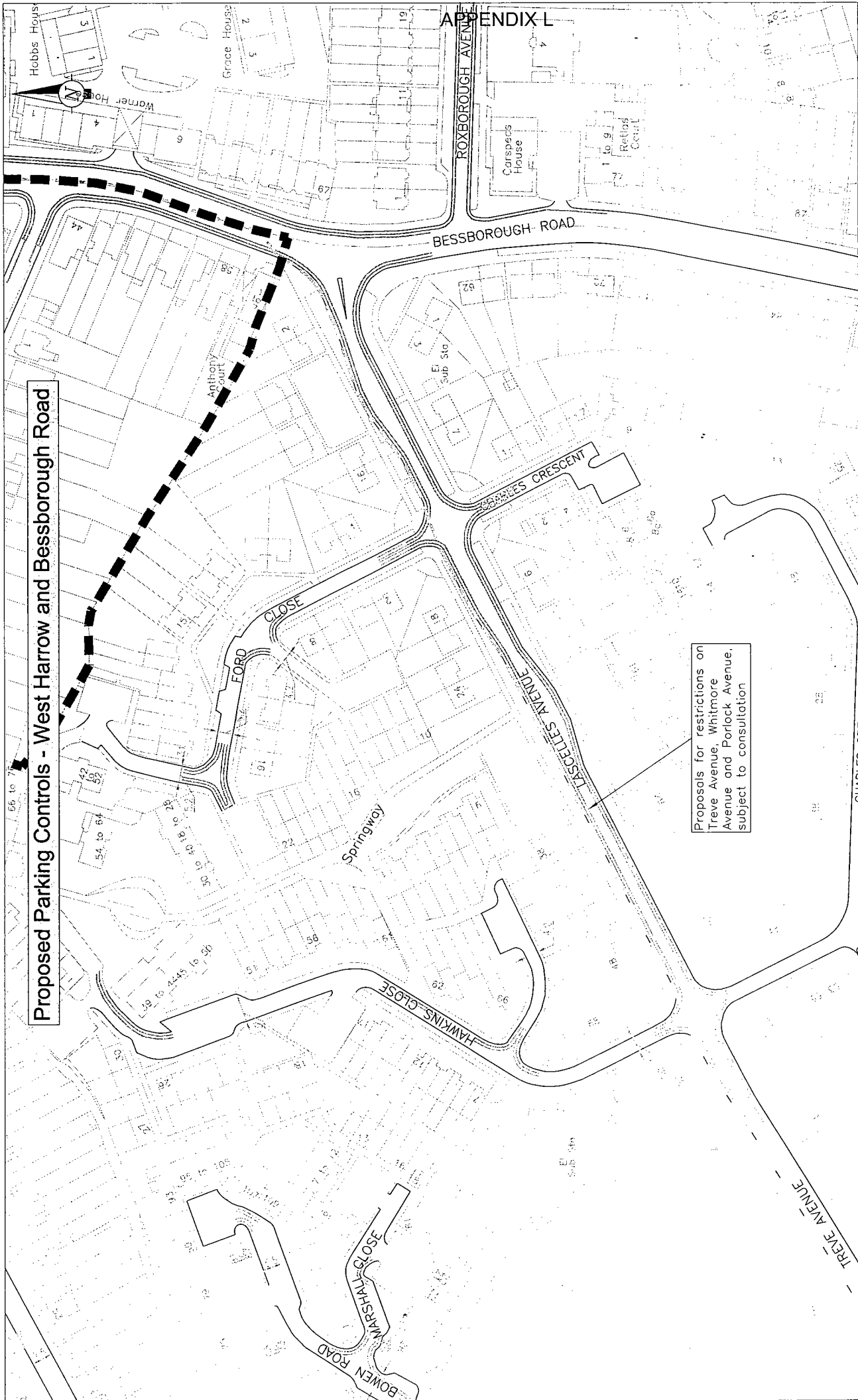
SCALE: N.T.S.

Plan 8

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

APPENDIX L



Proposed Parking Controls - West Harrow and Bessborough Road

Proposals for restrictions on Treve Avenue, Whitmore Avenue and Porlock Avenue, subject to consultation

Harrow Council LONDON

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SCALE: N.T.S.

Plan 9

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines

**Exhibit 7
Badgers Close**

Road Name	Number of Addresses	Number of Responses	Response Rate	Question 3			Question 3	Questions 3&4			Questions 3&4
				Do you support the residents parking proposal in your street?	Yes	No		Don't know/ No response	Do you support a CPZ or if a CPZ is to be introduced in the road near to yours, would you then wish your road to be included?	Yes	
							Total Number of responses for Q3				Total Number of response for Q3 & Q4
Eastern Zone											
Badgers Close	49	6	12%	2	3	1	6	3	2	1	6
Badgers Close	49	6	12%	2	3	1	6	3	2	1	6

Line 1

Line 2

Notes:

Line 1 : Source data taken from Traffic and Road Safety Advisory Panel Report 17th June 2009 - Prepared by the Traffic Officers - Page 46

Line 2: Source data taken from Reported Tabled at Traffic and Road Safety Advisory Panel Meeting on 17th June 2009 - Prepared by theConservative Group - Appendix F

Commentary

1. Response rate of 12% is very low.
2. Of the residents who responded to question 3, the majority were against the scheme by 3 to 2.
3. Any answer to question 4 was irrelevant as based on the assumption that a road near you had said "yes" to the CPZ. Any recommendation based upon question 4 is hypothetical and misleading and must be disregarded. It is clear that on Badger's Close, of the 6 residents who responded, 1 resident did not understand question 4 by answering "don't know " and ended up losing his vote due to misleading question.

**Exhibit 8
Butler Avenue**

Road Name	Number of Addresses	Number of Responses	Response Rate	Question 3			Question 3			Questions 3&4			Total Number of responses for Q3 & Q4
				Yes	No	Don't know/ No response	Yes	No	Don't know/ No response	Yes	No	Don't know/ No response	
Eastern Zone													
Butler Avenue	62	16	26%	12	4	0	13	3	4				20
Butler Avenue	62	25	40%	19	6	0	20	5	9				34
Number of responses added in to show a Yes Majority		9											14

Line 1
Line 2

Notes:

- Line 1 : Source data taken from Traffic and Road Safety Advisory Panel Report 17th June 2009 - Prepared by the Traffic Officers - Page 46
- Line 2: Source data taken from Reported Tabled at Traffic and Road Safety Advisory Panel Meeting on 17th June 2009 - Prepared by theConservative Group - Appendix F

Commentary

- The data for Butler Avenue is flawed. 14 extra records which were not in the original TARSAP report prepared by the traffic officers have been added in to Tabled TARSAP report presented at the TARSAP meeting on the 17th June 2009. We have had confirmation from Stephen Freeman that a sub set of 20 extra responses received after the official closure of the public consultation (between 19 May 2009 and 16 June 2009.) were added in to the tabled report. Stephen Freeman has confirmed that these extra responses were from the whole West Harrow area and were essentially random from different roads with no large responses from a single road. So how can 14 (70% of the 20 extra responses) be all from Butler Avenue ? This evidence suggests that the data in the Tabled report has been doctored to show a majority Yes vote. Any recommendation based on this data is invalid.
- The response rate for Butler Avenue is very low on which to base a decision. A higher percentage response rate at least 60% or more needs to be obtained.
- At the TARSAP meeting on 17th June 2009 an independent deputation and petition against the CPZ was presented by the Medical Centres in the areas. We also have a signed letter from the Medical Centre in Butler Avenue against the CPZ. The medical centre provides an essential & necessary facility to residents in the area. Their letter explains how the human rights of their patients will be violated if a CPZ is brought in and the fact that their staff wont have any spaces to park will affect their ability to provide an effective service.

EXHIBIT 9

Email to Freeman 16 July 2009

From: asehdev [mailto:asehdev@dircon.co.uk]

Sent: 16 July 2009 17:26

To: 'stephen.freeman@harrow.gov.uk'

Subject: Our telephone call

Dear Mr Freeman,

Thank you for your time on the telephone today.

I understand that the tabled document that was presented at the TARSAP meeting on the 17th June was proposed by the conservative group. Councillor Kara proposed it and councillor Kilkarni was the seconder.

The traffic officers were involved in that they provided relevant data to the conservative group to produce the tabled document.

With regards to the authors of the report, these were the conservative group. For more details of specifically who, John Nicolay would have further information as he is the chairman of the panel and he was one member of the team that asked the traffic officers for data to produce the tabled document.

Since the closing date of 18 May 2009 for responses to be considered for the survey, you received an additional 20 responses between 18 May 2009 and 16 June 2009. These 20 responses were from the whole West Harrow area. They were essentially random from different roads with no large responses from a single road.

The tabled document would have used part (a sub group) of these 20 responses (only in the areas of the proposed revised eastern and western CPZ zones).

Kind Regards

Arun Sehdev

