

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

**Portfolio Holder Environment
Services & Community Safety**

- Information Sent

Record of Environment and Community Safety Portfolio Holder's Decision Upon Receipt of Recommendation from the Traffic and Road Safety Advisory Panel meeting held on 17 June 2009

Subject:	West Harrow Area Proposed CPZ – Results of the public consultation
Status:	Public
Date of Decision:	
Declaration of interest by Portfolio Holder (if any):	
Key decision (Yes/No?):	No
Urgent/ Non-Urgent:	Non-urgent
Options considered by Advisory Panel:	Whether the recommendations of the report be approved.
Additional Options considered/ identified by Portfolio Holder:	
Decision:	<p>The Portfolio Holder:</p> <p>*a) deferred decision for further information and or consultation;</p> <p>*b) agreed with the recommendations of the above named Panel/CF which were as follows;</p> <p>*c) disagreed with the recommendations of the above named Panel/CF which were as follows;</p> <p>(*please delete as appropriate)</p> <p>(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;</p> <p>(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;</p>

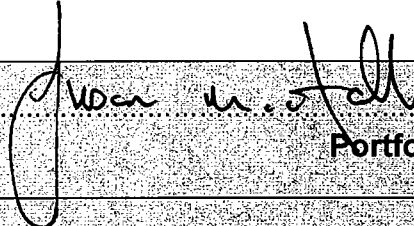
- (c) that double yellow line restrictions be introduced at the junctions/locations shown at Appendix E, but their extent be modified where possible in line with consultation feedback and site geometry;
- (d) that the two new CPZ areas, as shown at Appendix J and K, each to comprise:
 - (i) Western zone - 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. "

Reasons for decision:

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

Additional Reasons for decision identified by

Portfolio Holder (if any):

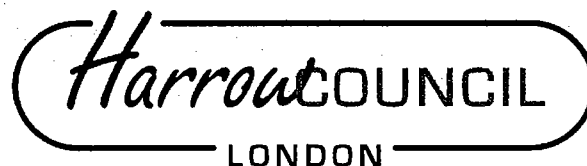
Signature:	 Portfolio Holder
Name:	(please print)
Date:	14/7/09

Note: White sections of the form should be completed by the initiating department prior to receipt by the Portfolio Holder. The Portfolio Holder is requested to complete the grey sections of the form.

FOR RETURN TO MIRIAM WEARING / DAMIAN MARKLAND, DEMOCRATIC SERVICES, ROOM 143, EXTENSION 2542 / 2785.

NOTE TO PORTFOLIO HOLDER: Please note that once you have taken this decision the Authority is required, in accordance with the decision of Extraordinary Council at its meeting held on 28 May 2002 (Minute 27) to publish a record of your decision within two clear working days. In order to facilitate this, it is important that you return this document as soon as possible.

Thank you for your co-operation.



To: All Members of Council
Voting Co-opted Members of Overview and Scrutiny Committee
Libraries
Local Press

cc : Group Offices
Barry Phillips, Traffic & Road Safety Team Leader
John Edwards, Divisional Director of Environmental Services

15 July 2009

Individual Portfolio Holder - Record of Decision

- | | |
|-------------------|---|
| PHD 012/09 | Burnt Oak Broadway Area Proposed Parking Controls – Consultation results |
| PHD 013/09 | Headstone South Parking Review and possible Pinner Road Area CPZ and associated waiting restrictions – Objections to Traffic Regulations Order |
| PHD 014/09 | West Harrow Area Proposed CPZ – Results of the public consultation |
| PHD 015/09 | Allocation of £100,000 Transport for London (TfL) funding |

In accordance with paragraph 20 of the Access to Information Procedure Rules set out in Section 4 of the Council's Constitution, I attach a record of decisions taken by the Portfolio Holder for Environment and Community Safety.

Decisions of the Executive and Portfolio Holders shall not be implemented for five clear working days following their publication. A decision may only be called in during this five-day period, in accordance with Overview and Scrutiny Procedure Rule 22. The possible grounds for a Call-in request are set out in paragraph 22.5 of the Overview and Scrutiny Procedure Rules. A proforma for Members' use is available from Miriam Wearing, Senior Democratic Services Officer.

I set out below the relevant dates for the implementation of the attached decisions:-

Publication of decision	15 July 2009
Deadline for Call-in	5.00pm on 22 July 2009
Decision implemented if not Called-in	23 July 2009

If you require more information on the Call-in Procedure, please contact me.

Yours sincerely



Damian Markland
Democratic Services Officer

Tel: 020 8424 1785
Email: damian.markland@harrow.gov.uk
Fax: 020 8424 1238

**Record of Environment and Community Safety Portfolio Holder's Decision
upon Receipt of Recommendation from the Traffic and Road Safety
Advisory Panel meeting on 17 June 2009**

Ref: PHD 012/09

Subject:	Burnt Oak Broadway Area Proposed Parking Controls – Consultation results
Date of Decision:	14 July 2009
Declaration of interest (if any):	None
Key decision (Yes/No?):	No
Urgent/Non Urgent decision?:	Non-urgent
Public/Exempt?:	Public
Options considered:	Whether or not to approve the recommendation of the Traffic and Road Safety Advisory Panel
Any other option identified by the Portfolio Holder:	No
Decision:	That: a) a new controlled parking zone be proposed in Argyll Gardens, Bacon Lane, Berridge Green (consecutive numbers 9 to 14), Burnt Oak Broadway (odd Nos. 53 to 319), Camrose Avenue (odd Nos 75 to 67), Columbia Avenue, Gordon Gardens, Kenmore Gardens, Northolme Gardens, Oakleigh Avenue (between Burnt Oak Broadway and The Chase), Park Way, Penylan Place (consecutive Nos 5 to 10), Stag Lane (even No. 2 to 26), Strathmore Gardens, The Chase (between Bacon Lane and Columbia Avenue), The Highlands, Vancouver Road, as shown on the CPZ zone plan at Appendix F; b) short-term pay and display parking bays be introduced in Burnt Oak Broadway service road, Bacon Lane, Columbia Avenue, access road between 195 to 199 Burnt Oak Broadway, Oakleigh Avenue and The Highlands as detailed on plans 2, 4 and 5 at Appendix D. The



To: All Members of Council
 Voting Co-opted Members of Overview and Scrutiny Committee
 Libraries
 Local Press

cc : Group Offices
 Barry Phillips, Traffic & Road Safety Team Leader
 John Edwards, Divisional Director of Environmental Services
 Stephen Freeman, Traffic Management

22 July 2009

Individual Portfolio Holder – Record of Decision (REVISED)

PHD 014/09 West Harrow Area Proposed CPZ – Results of the public consultation

In accordance with paragraph 20 of the Access to Information Procedure Rules set out in Section 4 of the Council's Constitution, I attach a record of a decision taken by the Portfolio Holder for Environment and Community Safety.

Decisions of the Executive and Portfolio Holders shall not be implemented for five clear working days following their publication. A decision may only be called in during this five-day period, in accordance with Overview and Scrutiny Procedure Rule 22. The possible grounds for a Call-in request are set out in paragraph 22.5 of the Overview and Scrutiny Procedure Rules. A proforma for Members' use is available from Miriam Wearing, Senior Democratic Services Officer.

I set out below the relevant dates for the implementation of the attached decisions:-

Publication of decision	22 July 2009
Deadline for Call-in	5.00pm on 29 July 2009
Decision implemented if not Called-in	30 July 2009

If you require more information on the Call-in Procedure, please contact me.

Yours sincerely

Miriam Wearing

Miriam Wearing
Senior Democratic Services Officer

Tel: 020 8424 1542
Email: Miriam.wearing@harrow.gov.uk
Fax: 020 8424 1238

**Revised Record of Environment and Community Safety Portfolio Holder's
Decision upon Receipt of Recommendation from the Traffic and Road Safety
Advisory Panel meeting on 17 June 2009**

Ref: PHD 014/09

Subject:	West Harrow Area Proposed CPZ – Results of the public consultation
Date of Decision:	14 July 2009
Declaration of interest (if any):	None
Key decision (Yes/No?):	No
Urgent/Non Urgent decision?:	Non-urgent
Public/Exempt?:	Public
Options considered:	Whether or not to approve the recommendation of the Traffic and Road Safety Advisory Panel
Any other option identified by the Portfolio Holder:	No
Decision:	<p>(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 to be delegated to officers, the elements of which are as specified in (c) to (e) below;</p> <p>(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;</p> <p>(c) that double yellow line restrictions be introduced at the junctions/locations shown at Appendix E, but their extent be modified where possible in line with consultation feedback and site geometry, as indicated at Appendix L;</p> <p>(d) that the two new CPZ areas, as shown at Appendix J and K, each to comprise:</p> <p>(i) Western zone - Heath Road, The Gardens, Wilson Gardens, western parts of Bouverie Road, Butler Road and Vaughan Road, northern section of Drury Road,</p>

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.

Reasons for decision: To control parking in the West Harrow area as detailed in the officer's report.

Is the decision subject to call-in?

YES

*YES - The call-in period expires on 29 July 2009 (5.00pm)
The decision can be implemented on 30 July 2009 if not called in.*

CALL-IN - *this is the process whereby a decision taken by the Executive or a Portfolio Holder may be examined by the Overview and Scrutiny Committee. The Overview and Scrutiny Committee may recommend that the Executive reconsider the decision.*

For further information, please contact Miriam Wearing on 020 8424 1542 or by e-mail: miriam.wearing@harrow.gov.uk

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

17 JUNE 2009

Chairman: * Councillor John Nickolay

Councillors: * Mrinal Choudhury * Julia Merison
 * Susan Hall (5) * Jerry Miles
 * Nizam Ismail * Mrs Vina Mithani (3)
 * Manji Kara * David Perry
 * Ashok Kulkarni

Advisers: † Mr A Blann * Mr L Gray
 † Mr E Diamond * Mr A Wood

* Denotes Member present
 (3) and (5) Denote category of Reserve Member

[Notes: Councillor Brian Gate also attended this meeting to speak on the item indicated at Minute 165 below.

Councillor Janet Mote also attended this meeting indicated at Minute 158 (2) below. Councillor Phillip O'Dell also attended this meeting to speak on the item indicated at Minute 162 below.

Councillor Anjana Patel also attended this meeting to speak on the item indicated at Minutes 165 and 166 below.

Councillors Sasikala Suresh and Asad Omar also attended the meeting for the item indicated at 163 below but did not speak.

Councillor Bill Stephenson also attended this meeting to speak on the items indicated at Minutes 163, 166 and 167 below].

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - West Harrow Area Proposed Controlled Parking Zone - Results of the Public Consultation**

The Panel received deputations on this item from representatives of the St. Peters Medical Centre and the West Harrow Residents Group objecting to the proposed parking controls including a Controlled Parking Zone (CPZ) in West Harrow. A representative from St Peter's Medical Centre reported that:

- medical staff based at the surgery and those working out in the community would need unrestricted access to the surgery, which would be prevented if parking controls were introduced;
- purchasing parking permits for all staff could be expensive to the Medical Centre;
- disabled patients with mobility problems might not continue to attend the surgery if the proposed parking controls were introduced;
- the revised scheme could present parking problems for other surgeries and businesses within in the area.

A representative of the West Harrow Residents Group contended that:

- the consultation process had not been conducted properly and effectively;
- the officer report did not present the findings of the consultation correctly;
- the proposed recommendations would exacerbate the parking within the West Harrow area;
- the West Harrow community would become fragmented if the parking scheme was implemented.

In response to the deputations an officer confirmed that the proposals had been modified following views expressed by residents as part of the consultation process. He reported that visitors to the Medical Centre with a Blue Badge could park on yellow

lines and in permit bays, adding that healthcare workers could apply for postcode permits.

The Conservative Group tabled an amendment to the recommendations contained in the officer report regarding the proposed CPZ area. It was noted that the amendment reduced the extent of the proposals to areas where there was substantial majority support from residents for parking controls. Officers explained that the tabled amendment outlined new proposals for two separate CPZ areas. The Panel agreed to the circulation of the revised recommendations and plans in the tabled document.

The meeting was adjourned for 20 minutes to allow the Panel and members of the public to read the revised recommendations and attached new appendices.

An officer introduced a report on the findings of the public consultation, stating that:

- the parking controls including a possible new CPZ had been proposed following receipt of a petition and requests from residents in the consultation area to introduce a parking scheme to address their concerns about parking and improve access for emergency vehicles;
- a CPZ had been proposed where the majority of residents who responded had either said they wanted a CPZ or said that if one were to be introduced nearby they would want to be included;
- Appendix J replaced the third table of Appendix F in the original report and corresponded to the revised two CPZ areas as outlined in the revised recommendations;
- Appendix K showed the new proposed Eastern and Western Zones that replaced the single CPZ proposed in Appendix H within the original officer report;
- the consultation responses from those living within the proposed Eastern Zone with its close proximity to Harrow Town Centre showed majority support for additional hours of control in the afternoon and on Saturday to address parking pressures caused by commuters and shoppers (see Appendix J);
- the consultation responses from those living within the proposed Western Zone (the area around West Harrow station) showed support for one hour controls on weekdays to address commuter parking;
- the CPZ had not been introduced in roads and parts of roads where a majority of residents were clearly opposed to the introduction of a CPZ;
- Appendix L showed modified detailed parking restriction proposals across the consultation area to reflect the new proposed CPZ areas. The extent of double yellow lines had been significantly reduced outside the proposed CPZ areas.

Speaking as a backbencher, Councillor Brian Gate contended that:

- a majority of residents living within the consultation area did not support the implementation of the scheme;
- residents believed that the proposed parking controls would not address the existing parking problem and promote community cohesion within the consultation area;
- residents had signed a petition against the implementation of the proposed scheme;
- officers should be encouraged to consider alternative ways to introduce parking controls that would engage residents and consider their views.

Following views expressed by Councillors' Gate and Patel, both of whom represented the West Harrow Ward, a Member of the Panel expressed the view that, the proposed Eastern Zone where there was strong support for a CPZ should proceed and that there had also been a clear majority in support of the scheme in roads and parts of roads within the Western Zone.

The Labour Group proposed an amendment that the proposed Eastern CPZ area should be introduced and the Western CPZ area around West Harrow station should be excluded. When put to the vote this amendment failed.

In response to questions from Members of the Panel, Backbenchers and deputators, officers confirmed that:

- recommendations for the scheme would be considered by the Portfolio Holder for Environment and Community Safety;
- traffic orders would be drafted and advertised after recommendations for the scheme had been agreed;
- notices would be advertised in a local newspaper, the London Gazette and be posted on street furniture;
- leaflets would be sent to everyone within the consultation area in parallel with the statutory consultation period advising people of the revised proposals;
- objections to the scheme at the statutory consultation stage would be considered at a future meeting of this Panel;
- the Portfolio decision would be subject to a Call-in period.

Resolved to RECOMMEND: (To the Portfolio Holder of Environment and Community Safety)

That (1) 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 (3) to (5) below;

(2) people at addresses within the proposed new controlled parking zones, described in (4) 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;

(3) double yellow line restrictions be introduced at the junctions/locations shown at Appendix E, but their extent be modified where possible in line with consultation feedback and site geometry, as indicated at Appendix L;

(4) the two new CPZ areas, as shown at Appendices J and K, 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 10.00 am to 11.00 am,
- (ii) Eastern Zone - Badgers Close, Butler Avenue and eastern parts of Vaughan Road and Butler Road to operate Monday to Saturday 10.00 am to 11.00 am and 2.00 pm to 3.00 pm;

(5) 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;

(6) a report on the results of statutory consultation and the re-consultation referred to in (2) above, be considered by a future meeting of this Panel prior to a final decision on what scheme proposal should actually be implemented;

(7) 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;

(8) re-consultation / further consultation be carried out in roads or sections of roads outside the zones described in (4) above to gauge the level of support for further extension of the permit parking and CPZ to these roads, approximately 6 months after recommendation (4) above has been implemented, subject to the availability of funding.

Reason for Recommendation: To control parking within the West Harrow area as detailed in the report.

RECOMMENDATION 2 - Allocation of £100,000 Transport for London (TfL) Funding

The Panel received deputations on this item from staff and pupils at Hatch End High School, requesting that a pedestrian crossing be introduced outside or near to the front gate of the school. It was stated that:

- a pedestrian crossing would provide a clear right of access to the school for pupils and patrons of the school travelling on public transport;
- a crossing near to the school would improve safety for pupils, staff, young children and the elderly attending the school or living nearby;
- traffic approaching the area around the school travelled at speeds that failed to consider the safety of residents and pupils trying to cross the road;
- a crossing provision should be implemented before the age of transfer to High school is lowered in the 2010-11 academic year;
- pupils have been encouraged to use alternative forms of transport to a car in order to reduce the likelihood of accidents around the school;

The Panel also received a deputation from the Governors of Longfield First and Middle Schools requesting that the Panel consider revising the traffic light phasing at the junction of Imperial Drive and the Ridgeway in North Harrow. A representative of the Governors advised the Panel that:

- parents, teachers and residents living near to the junction had requested that pedestrian crossing facilities be provided at the junction;
- people found it difficult to use the crossing point during certain times of the day as some motorists did not stop when the traffic light controls changed;
- children from other schools in North Harrow also use the crossing before, during and after school hours;
- revising traffic light phasing at the junction would promote the schools' travel plan and fulfil the Mayor's Transport Strategy;

An officer tabled an amendment to Table 2 contained in the report as some text had been omitted from the published report. The Panel unanimously agreed to the circulation of the tabled amendment.

The officer then introduced a report on the potential schemes for using the £100,000 local transport fund received from TfL for use during 2009/10. He reported that the potential schemes met the (London) Mayor's Transport Strategy and some of Harrow Councils' Corporate Priorities for 2009/10 and requested that the Panel consider Appendix A in the report and recommend priorities for spending the money allocated.

During a discussion on the potential schemes, Members of the Panel commented that a number of the schemes could be addressed in other ways and that schemes that directly affected schools and vulnerable people should be prioritised. In light of these comments and the report, Members of the Panel.

Resolved to RECOMMEND: (To the Portfolio Holder of Environment and Community Safety)

That the £100,000 of TfL local transport funding be applied to:

- (1) address problems relative to pedestrian phasing at the junction of Imperial Drive and the Ridgeway;
- (2) a parking scheme in Stafford Road, that would improve road safety and access for emergency vehicles, refuse collections and the special needs bus service.

Reason for Recommendation: In order for the London Borough of Harrow to spend the £100,000 allocated by Transport for London for transport issues.

RECOMMENDATION 3 - Headstone South Parking Review and Possible Pinner Road Area Controlled Parking Zone (CPZ) and associated waiting restrictions - Objections to Traffic Regulation Orders

A Ward Councillor who had made a request to speak at the Panel meeting, which had formally been agreed, stated that:

- petitions signed by a large number of residents objecting to CPZ proposals on the County Roads leading off the Pinner Road had been presented to the Panel meeting on 26 November 2008;
- ward Councillors were pleased that the Panel had considered residents' comments at previous meetings;
- the proposed CPZ included a small number of roads adjacent to the Pinner Road and would not resolve parking problems but would create parking for residents during weekdays and at weekends;
- pay and display restrictions should be introduced for business and patrons parking near to the Pinner Road;
- a review of the scheme after it had been implemented would be useful to gauge how effective it had been in addressing parking issues.

In response to his comments, a Member of the Panel advised that, the extent of proposed double yellow lines had been reduced at many locations and further reductions were proposed at locations shown at Appendix C of the officer report. The proposals would provide as much parking for residents as practicable in the final scheme. She added that, officers would re-consult residents around the new CPZ 6-12 months after the scheme was implemented.

An amendment was proposed by a (Labour) member to implement all the recommendations excluding the CPZ. When put to the vote this amendment failed.

Members of the Conservative Group moved that the recommendations as tabled be agreed.

Resolved to RECOMMEND: (To the Portfolio Holder of Environment and Community Safety)

That (1) the traffic orders be amended as detailed in Appendix C to address the formal objections to the advertised traffic orders for the Headstone South parking review proposals for the reasons given in the report, that further objections be set aside, that the objectors be informed and officers proceed with the order making and implementation of a scheme comprising in summary:

- a) a new CPZ including the following addresses Pinner Road 1 to 255 odds and 2 to 204 evens; Bedford Road 1 to 7 odds and 2 to 8 evens; Devonshire Road 1 to 35 odds and 2 to 42 evens; Rutland Road 1 to 9 odds and 2 to 8 evens; Pinner View 2 to 26 evens; and Neptune Road operating; Monday to Friday 11.00 am to noon;
- b) parking spaces (and associated waiting restrictions) in the first sections of Devonshire Road, Oxfordshire Road, Rutland Road, Bedford Road and Pinner View leading from Pinner Road, controlled between Monday – Saturday 8.00 am - 6.30 pm as detailed in the advertised traffic order;
- c) revised waiting and loading restrictions on Pinner Road between its junctions with Greenhill Way and Station Road, North Harrow; and
- d) junction double yellow line – no waiting at any time waiting restrictions as detailed in the advertised traffic orders but as amended as shown in Appendix C be introduced;

(2) officers be instructed to re-consult people from addresses peripheral to the new CPZ between 6 and 12 months after implementation to assess/reassess support for being part of the CPZ.

Reason for Recommendation: To control parking in roads as set out in the report.

RECOMMENDATION 4 - Burnt Oak Broadway Proposed Parking Controls - Consultation Results

An officer presented a report of the Corporate Director of Community and Environment which summarised the findings of the public consultation on the implementation of a CPZ, associated parking and loading provisions and restrictions in Burnt Oak Broadway.

In response to questions by a Member of the Panel relating to the proposed parking charges, the officer advised that the scheme had been developed in conjunction with proposals that Barnet Council had in their area and could be modified at the statutory consultation stage when finalised proposals from Barnet Council are outlined.

Resolved to RECOMMEND: (To the Portfolio Holder of Environment & Community Safety)

That (1) a new controlled parking zone be introduced in Argyll Gardens, Bacon Lane, Berridge Green (consecutive numbers 9 to 14), Burnt Oak Broadway (odd Nos. 53 to 319), Camrose Avenue (odd Nos 75 to 67), Columbia Avenue, Gordon Gardens, Kenmore Gardens, Northolme Gardens, Oakleigh Avenue (between Burnt Oak Broadway and The Chase), Park Way, Penylan Place (consecutive Nos 5 to 10), Stag Lane (even No. 2 to 26), Strathmore Gardens, The Chase (between Bacon Lane and Columbia Avenue), The Highlands, Vancouver Road, as shown on the CPZ zone plan at Appendix F;

(2) short-term pay and display parking bays be introduced in Burnt Oak Broadway service road, Bacon Lane, Columbia Avenue, access road between 195 to 199 Burnt Oak Broadway, Oakleigh Avenue and The Highlands as detailed on plans 2, 4 and 5 at Appendix D. The proposed operational hours are 8.am to 6.30pm Monday to Saturday inclusive for a maximum stay of 2 hours with no return within 4 hours. The proposed parking charges are 50p per half hour or part half hour;

(3) short term shared use pay and display parking bays be introduced in Bacon Lane, and Vancouver Road as detailed on plans 2 and 4 at Appendix D with the same operational times and charges as in item (2) above;

(4) long term shared use pay and display parking bays be introduced in Bacon Lane, The Chase, Northolme Gardens and Columbia Avenue as detailed on plans 2 and 4 at Appendix D. The proposed operational hours are 8.00 am to 6.30 pm Monday to Saturday inclusive for a maximum stay of 4 hours with no return within 5 hours. The proposed parking charges are 50p per half hour or part half hour;

(5) loading bays be introduced in Oakleigh Avenue, The Highlands and in Burnt Oak Broadway service road as detailed on plans 4 and 5 at Appendix D;

(6) one-way working be introduced in Park Way as detailed on plan 5 at Appendix D;

(7) loading restrictions be introduced at the following junctions: Bacon Lane with Burnt Oak Broadway, Selwyn Court and Vancouver Road; Columbia Avenue with Burnt Oak Broadway and Vancouver Road; Burnt Oak Broadway with access road between Nos. 237 to 239 Burnt Oak Broadway; Oakleigh Avenue with Park Way and Vancouver Road; The Highlands with Park Way; Stag Lane with Park Way; the entire north east side of Burnt Oak Broadway service road; north east side of Park Way and service road at the rear of 129 to 149 Burnt Oak Broadway all as detailed on plans 2, 4 and 5 at Appendix D;

(8) no waiting at any time restrictions (double yellow lines) be introduced at all locations within the consultation area including those roads within the recommended CPZ area and those outside this area as detailed on the plans 1 to 5 inclusive at Appendix D and;

- (i) that officers be authorised to make minor amendments and finalise the detailed design of the parking controls in accordance with Appendices D and F, and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, and to implement the scheme subject to consideration of objections; and
- (ii) that the Traffic and Highway Network Manager be authorised to determine any objections to the scheme received as a result of the statutory consultation or otherwise in consultation with the Portfolio Holder.

Reason for Recommendation: To control parking in roads as set out in the report.

PART II - MINUTES151. **Appointment of Advisory Panel Chairman:**

RESOLVED: To note the appointment at the meeting of Cabinet on 14 May 2009 of Councillor John Nickolay as Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2009/10.

152. **Attendance by Reserve Members:**

RESOLVED: To note the attendance at this meeting of the following duly appointed Reserve Members:-

Ordinary Member

Councillor Yogesh Teli
Councillor Jeremy Zeid

Reserve Member

Councillor Susan Hall
Councillor Vina Mithani

153. **Declarations of Interest:**

RESOLVED: To note that the following interests were declared:

<u>Agenda Item</u>	<u>Member</u>	<u>Nature of Interest</u>
13. Headstone South Parking Review and Possible Pinner Road area Controlled Parking Zone (CPZ) and associated waiting restrictions – Objections to Traffic Regulation Orders	Councillor Julia Merison	Councillor Julia Merison declared a prejudicial interest in that her sister was a trader on the Pinner Road. Accordingly, she left the room during the discussion and decision making on this item.
14. West Harrow Area Proposed Controlled Parking Zone – Results of the Public Consultation	Councillor Brian Gate	Councillor Brian Gate declared a personal interest as a resident of Butler Road, West Harrow and that his wife was employed by St. Peters Medical Centre in Colbeck Road, West Harrow. Accordingly, he remained in the room and took part in the discussion on this item.
	Councillor Asad Omar	Councillor Asad Omar declared a personal interest in that he lived near to the Ridgeway, Harrow. Accordingly, he remained in the room during the discussion and decision making on this item.
	Councillor Anjana Patel	Councillor Anjana Patel declared a personal interest in that she lived on the Ridgeway, Harrow. Accordingly, she remained in the room during the discussion and decision making on this item.
15. Allocation of £100,000 Transport for London (TfL) funding	Councillor Bill Stephenson	Councillor Bill Stephenson declared a personal interest in that he was a Governor of Hatch End High School. Accordingly, he remained in the room and took part in the discussion on this item.

154. **Right of Members to Speak:**

RESOLVED: That, in accordance with Committee Procedure Rule 4.1, the following Councillors, who were not Members of the Committee, be allowed to speak if they wished to on the agenda items indicated:

<u>Councillor</u>	<u>Agenda Item</u>
Brian Gate	Item 14 – West Harrow Proposed CPZ
Janet Mote	Item 7 – Petitions
Phillip O'Dell	Item 11 – Information Report on Petitions
Anjana Patel	Item 14 – West Harrow Proposed CPZ Item 15 – Allocation of TfL funding
Bill Stephenson	Item 12 – Headstone South Parking Review Item 15 – Allocation of TfL funding Item 16 – Information Report – Progress Update on Key Traffic and Parking Schemes
Asad Omar	Item 12 – Headstone South Parking Review
Sasikala Suresh	Item 12 – Headstone South Parking Review

155. **Appointment of Vice-Chairman:**

RESOLVED: To appoint Councillor Manji Kara as Vice-Chairman of the Traffic and Road Safety Advisory Panel for the 2009/10 Municipal Year.

156. **Minutes:**

RESOLVED: That the minutes of the meeting held on 11 February 2009 be read and signed as a correct record of the meeting subject to the addition of:-

'An Advisor, on behalf of all the Advisors, also thanked the Chairman.'

in Minute 149.

157. **Public Questions:**

The Panel received a late request for a public question from a member of the public.

RESOLVED: That a written response to the question raised would be provided to the member of the public.

158. **Petitions:**

Petitions presented at the meeting:

1. Councillor John Nickolay presented a petition containing 84 signatures on behalf of residents in Kings Road, Harrow objecting to the proposed parking restrictions. The terms of the petition included the statements:
 - "... The street is made up of houses with no shops and businesses and it is too far from the tube station for it to be used by commuters parking and journeying into London ..."
 - "... Putting yellow lines on the road will make residents lives unnecessarily difficult especially with the proposed time restrictions ..."
 - "... We are genuinely very concerned that freeing up the road will encourage speeding ..."
2. The Governors of St John Fisher Roman Catholic First and Middle School presented petitions signed by parents, governors, teachers and pupils of the school respectively. The petitions containing 704 signatures from parents, teachers and governors and 403 from pupils requested Members of the Panel to consider providing an "uncontrolled" pedestrian crossing in Pinner Road near its junction with Melrose Road, to assist with the school's walk to school initiative.

3. Representatives from Hatch End High School presented a petition containing 1023 signatures from parents, pupils and teachers of the school. The terms of the petition were as follows:

"We the undersigned, as pupils or parents from Hatch End High School, request that Harrow council put a zebra crossing outside the main gates of our school, on Headstone Lane."

4. A representative of residents living within the Headstone South ward presented a petition containing 102 signatures from residents living on Victor Road, Sidney Road, Edward Road, Albert Road and Pinner View. Signatories of the petition requested the Council to reduce the proposed length of the double yellow lines on these roads.

5. Representatives from St Peter's Medical Centre in Colbeck Road, Harrow presented a petition containing 66 signatures on behalf of patients and staff of the centre. The terms of the petition were as follows:

"We believe that charging patients to park outside St Peter's Medical Centre will potentially impose a charge for accessing our services on vulnerable groups of patients such as, those with limited mobility and in effect tax staff who work at St Peter's Medical Centre for providing a service to the patients of West Harrow. We do not believe that parking restrictions on Colbeck Road are necessary."

6. Councillor Brian Gate presented a petition containing 16 signatures on behalf of patients and staff of GP Direct, Butler Avenue, Harrow. The terms of the petition were as follows:

"We would like to petition against the proposed parking restrictions in Butler Avenue, due to the fact that this will affect the patients who attend our surgery at 43 Butler Avenue. This will particularly affect the elderly and young families, should they be restricted in parking and unable to gain access to the surgery freely. Having to park further away from the surgery may impact upon our patients on medical grounds, as being unsafe."

7. A representative of the West Harrow Residents Group presented a petition containing 983 signatures of residents of West Harrow objecting to the proposed parking controls and double yellow lines.

159. **Deputations:**

RESOLVED: That, in accordance with Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution), deputations should be received in respect of:

- Agenda Item 14 residents concerns about the proposed Controlled Parking Zone (CPZ) and the results of the Public Consultation;
- Agenda Item 14 concerns about the proposed Controlled Parking Zone (CPZ) received from St. Peters Medical Centre;
(see Minute Item 165)
- Agenda Item 15 concerns regarding the lack of pedestrian crossing facilities outside Hatch End High School;
- Agenda Item 15 concerns regarding the lack of pedestrian crossing facilities at the junction of Imperial Drive and the Ridgeway, North Harrow.
(See Minute Item 166)

160. **References from Council and Other Committees/Panels:**

The Panel received a reference from the Cabinet meeting held on 14 May 2009. The reference referred to a petition, which had been presented by Councillor Margaret Davine. The petition containing 36 signatures of residents of Collier Drive and surrounding roads requested action to tackle congestion and improve the state of alleyways in the area.

RESOLVED: That the petition be received and noted.

161. **Appointment of Advisors:**
The Panel considered a report by the Director of Legal and Governance Services.
- RESOLVED:** That the following non-voting advisors be appointed to the Panel for the 2009/10 Municipal Year:
- Mr Alan Blann representing CTC Right to Ride
Mr Eric Diamond representing the North West London Chamber of Commerce
Mr Len Gray representing Pedestrians' Interests
Mr Anthony Wood representing Harrow Public Transport Users' Association.
162. **INFORMATION REPORT: Petitions received prior to this meeting (1) Hibbert Road, Wealdstone, (2) Lake View, Edgware, (3) High Street, Edgware, (4) County Roads off Pinner Road, Harrow, (5) Ruskin Gdns, Cowbridge Road and Repton Road, Kenton (6) Linden Close, Stanmore:**
The Panel received a report of the Corporate Director of Community and Environment outlining details of petitions that had been received since the Panel meeting in 11 February 2009.
- Speaking on behalf of the Ward Member for Wealdstone, a Member of the Panel reported that the majority of residents living near to Belmont School supported the parking proposals and scheme included in the report.
- In response, a Member of the Panel advised that the proposed scheme could be placed on the "problem street" list.
- RESOLVED:** That the report be noted.
163. **Headstone South Parking Review and Possible Pinner Road Area Controlled Parking Zone (CPZ) and associated waiting restrictions - Objections to Traffic Regulation Orders:**
(See Recommendation 3)
164. **Burnt Oak Broadway Area Proposed Parking Controls - Consultation Results:**
(See Recommendation 4)
165. **West Harrow Area Parking Review and possible Controlled Parking Zone - Results of the local Consultation and proposals for Implementation:**
(See Recommendation 1)
166. **Allocation of £100,000 Transport for London (TfL) funding:**
(See Recommendation 2)
167. **INFORMATION REPORT - Progress Update on Key Traffic and Parking Schemes:**
The Panel received an information report of the Corporate Director of Community and Environment which provided an update on the progress of a number of traffic management projects within the Borough.
- RESOLVED:** That the report be noted.
168. **Extension and Termination of the Meeting:**
In accordance with the Advisory and Consultative Procedure Rule 13 (Part 4E of the Constitution) it was
- RESOLVED:** At (1) 9.55 pm to continue until 10.30 pm;
(2) 10.28 pm to continue until 10.45 pm.
169. **Date of Next Meeting:**
- RESOLVED:** To note that the next meeting of the Panel would be held on Wednesday 15 September 2009 at 7.30 pm.
- (Note: The meeting having commenced at 7.33 pm, closed at 10.45 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman



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 where 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

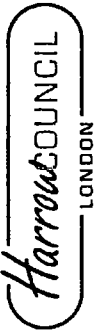
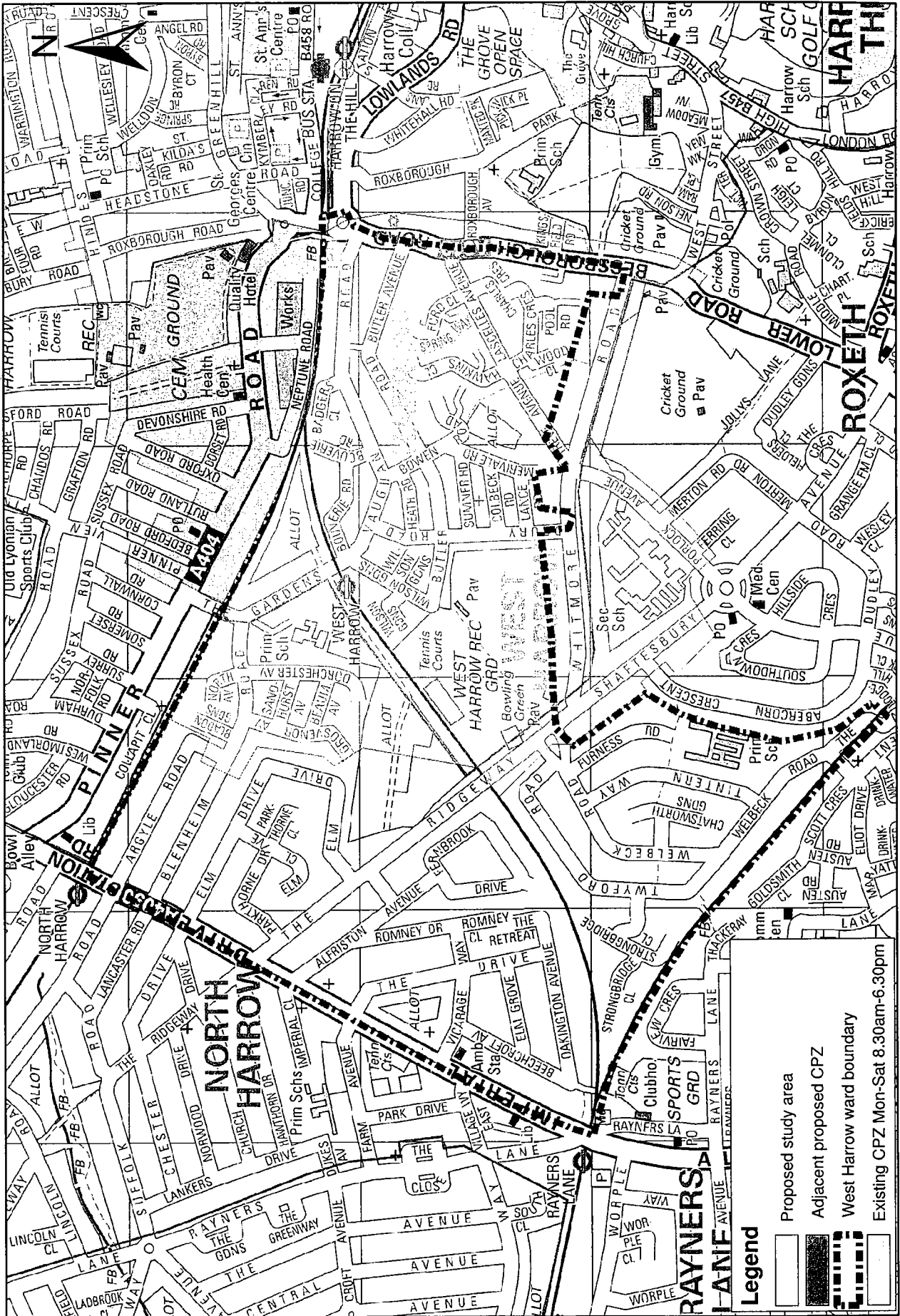
Background Papers:

- 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



0.8570 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.

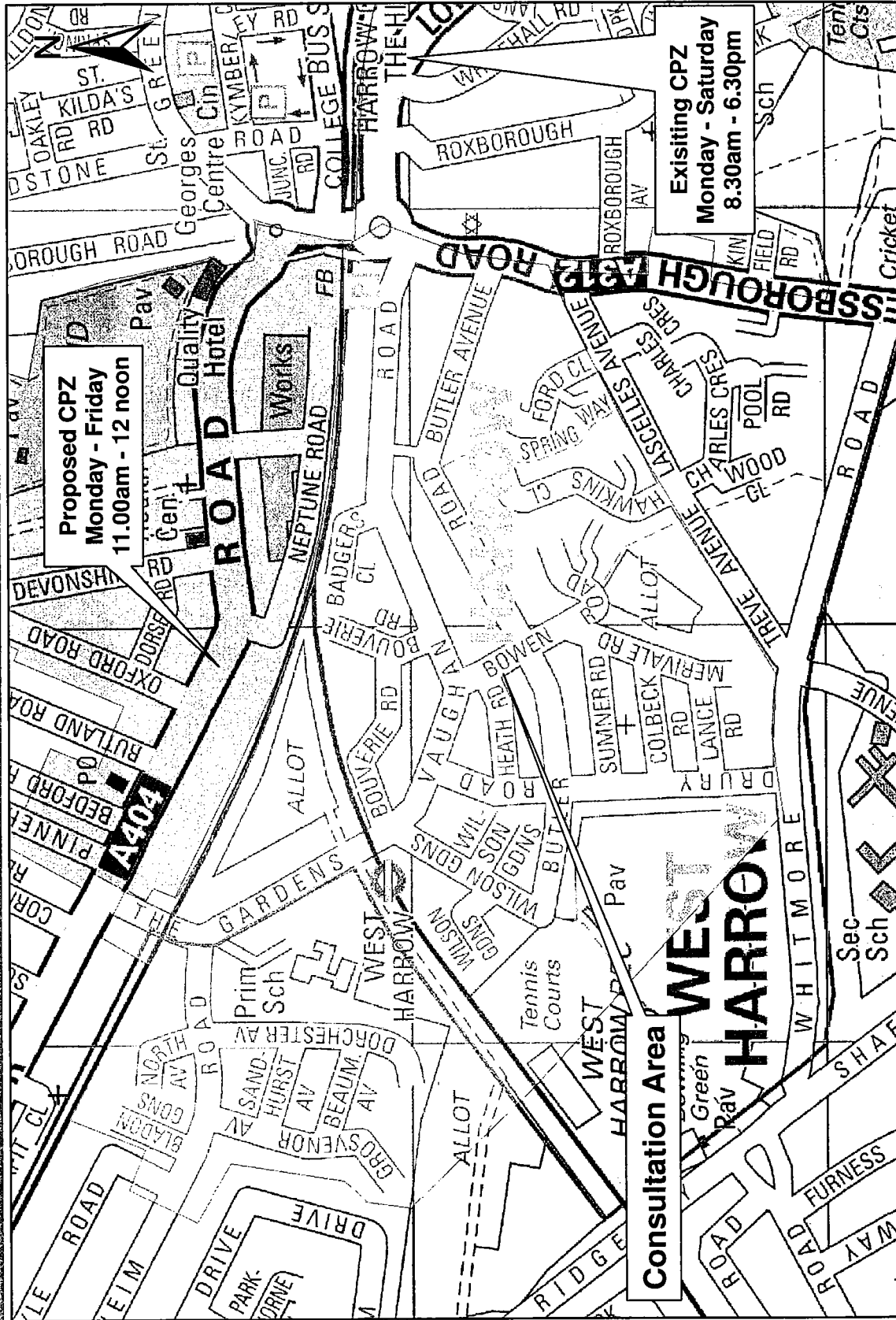
If there is a new CPZ the restrictions need to effectively stop people from outside creating parking problems but causing least inconvenience to you and your visitors. We are suggesting a scheme with parking restrictions from 10am to 11am each weekday to address the commuter parking issue so making it 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.

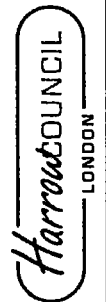
We are also taking this opportunity to introduce double yellow lines at all junctions, bends and pinch points in order to improve visibility for drivers and pedestrians, increase safety and deter obstructive parking, as set out in The Highway Code. These will be introduced regardless of whether a CPZ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

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

West Harrow Parking Consultation



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



Plan P1 - Consultation Area for West Harrow parking review and possible CPZ

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.

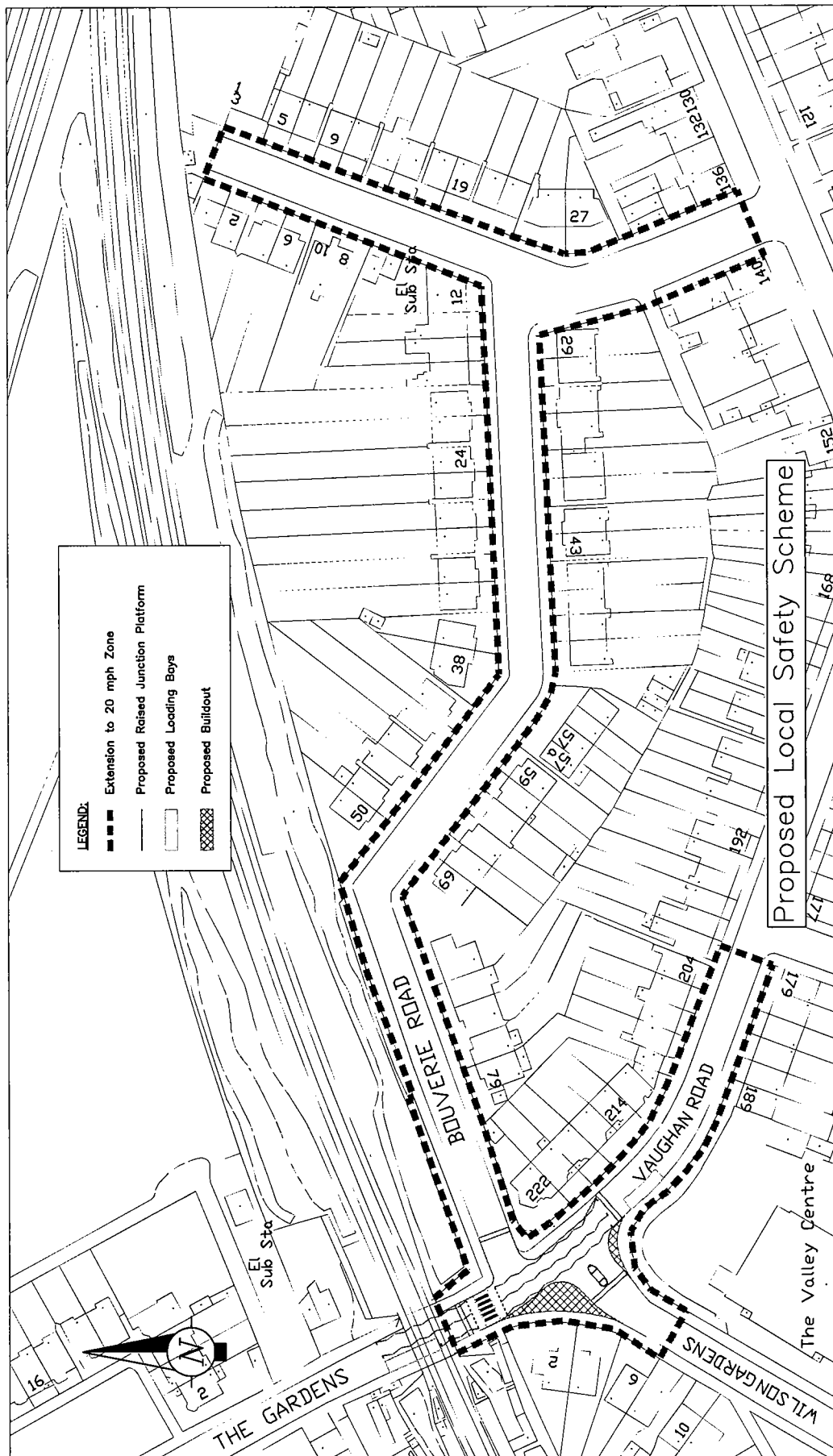
Panel meetings are at 7.30pm in the Civic Centre and are open to the public. Members of the public are not normally allowed to speak at these meetings. It is possible to make deputations to this meeting by making formal arrangements via Democratic Services sufficiently in advance of the meeting. Information 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.

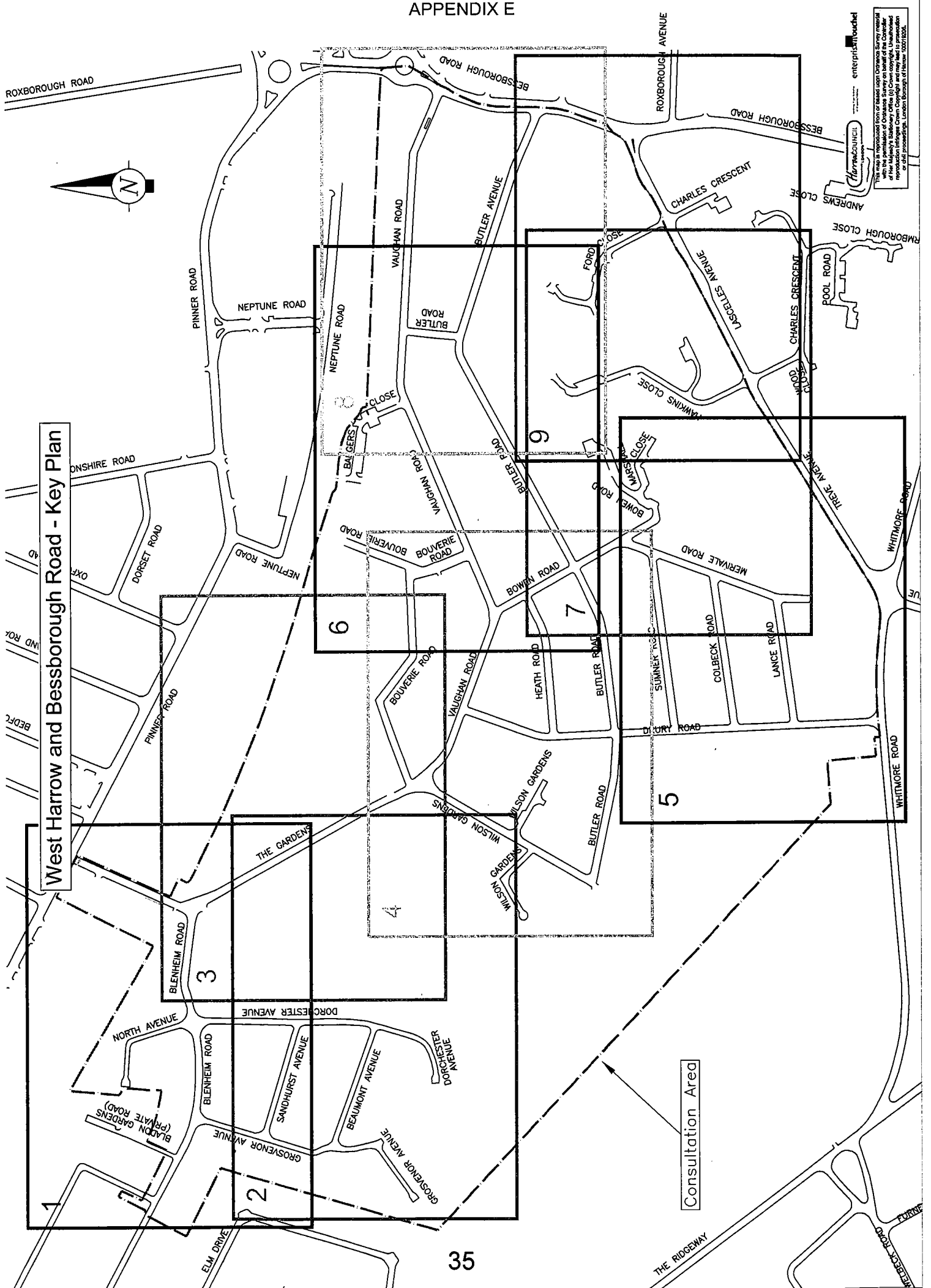
You may wish to keep this leaflet for future reference.

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** اذا 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 (ટ્રેન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો
- Hindi** यदि आपको अंग्रेजी 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 دیے گئے نمبر پر رابطہ کریں۔

Phone: 020 8416 8278



West Harrow and Bessborough Road - Key Plan

Consultation Area

enterprise | architect

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Proposed Parking Controls - West Harrow and Bessborough Road



Harrow COUNCIL **enterprisetravel**

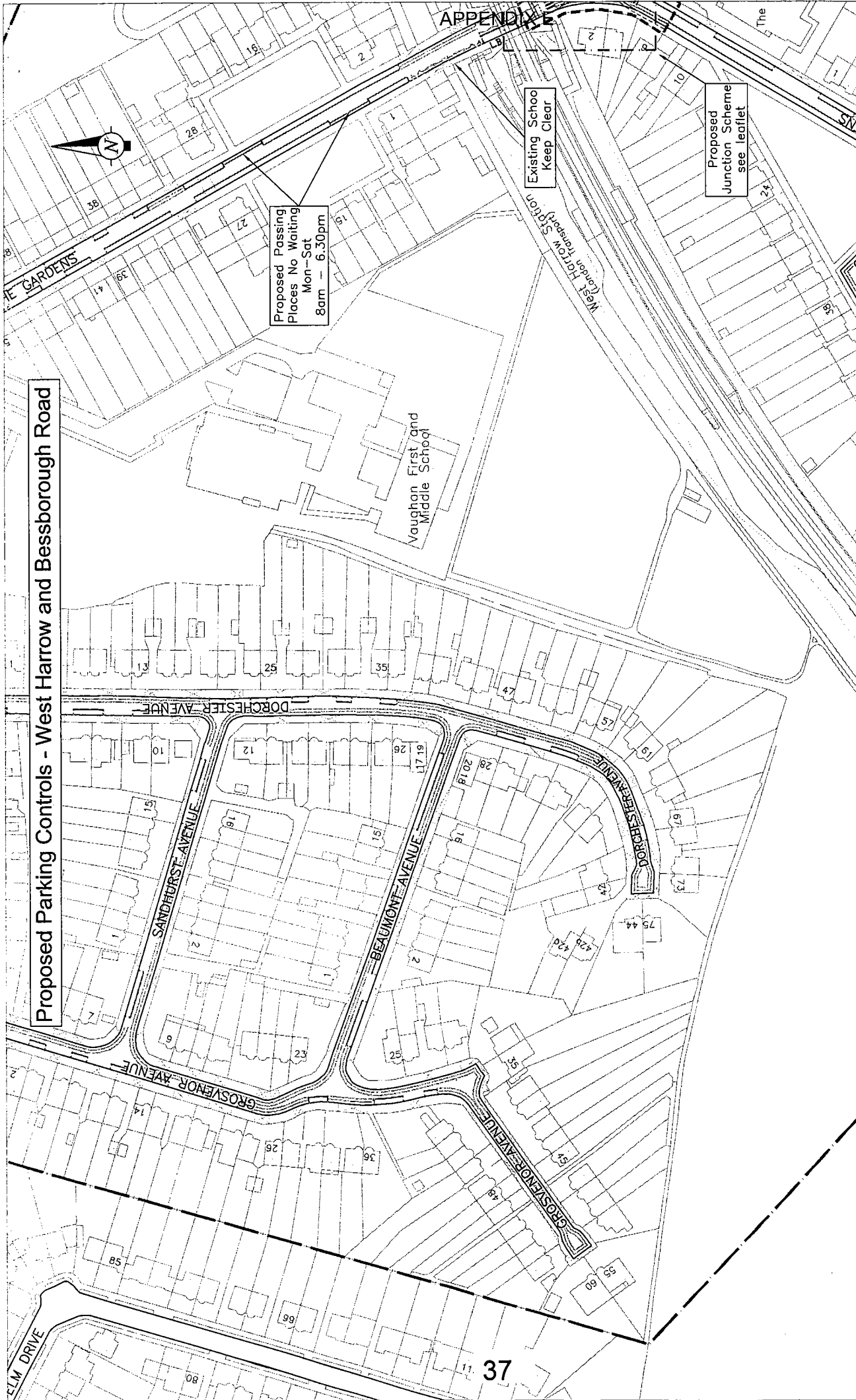
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SCALE: N.T.S.

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 Restrictions
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines
- Proposed Loading Bay
- Existing School Keep Clear markings
- Existing School Keep Clear



Proposed Parking Controls - West Harrow and Bessborough Road

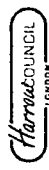
Proposed Passing Places No Waiting
Mon-Sat
8am - 6.30pm

Existing School
Keep Clear

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 Passing Places No Waiting (Mon-Sat 8am-6.30pm)
- Proposed 20 mph Zone
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines
- Proposed Loading Bay
- Proposed Loading Restrictions

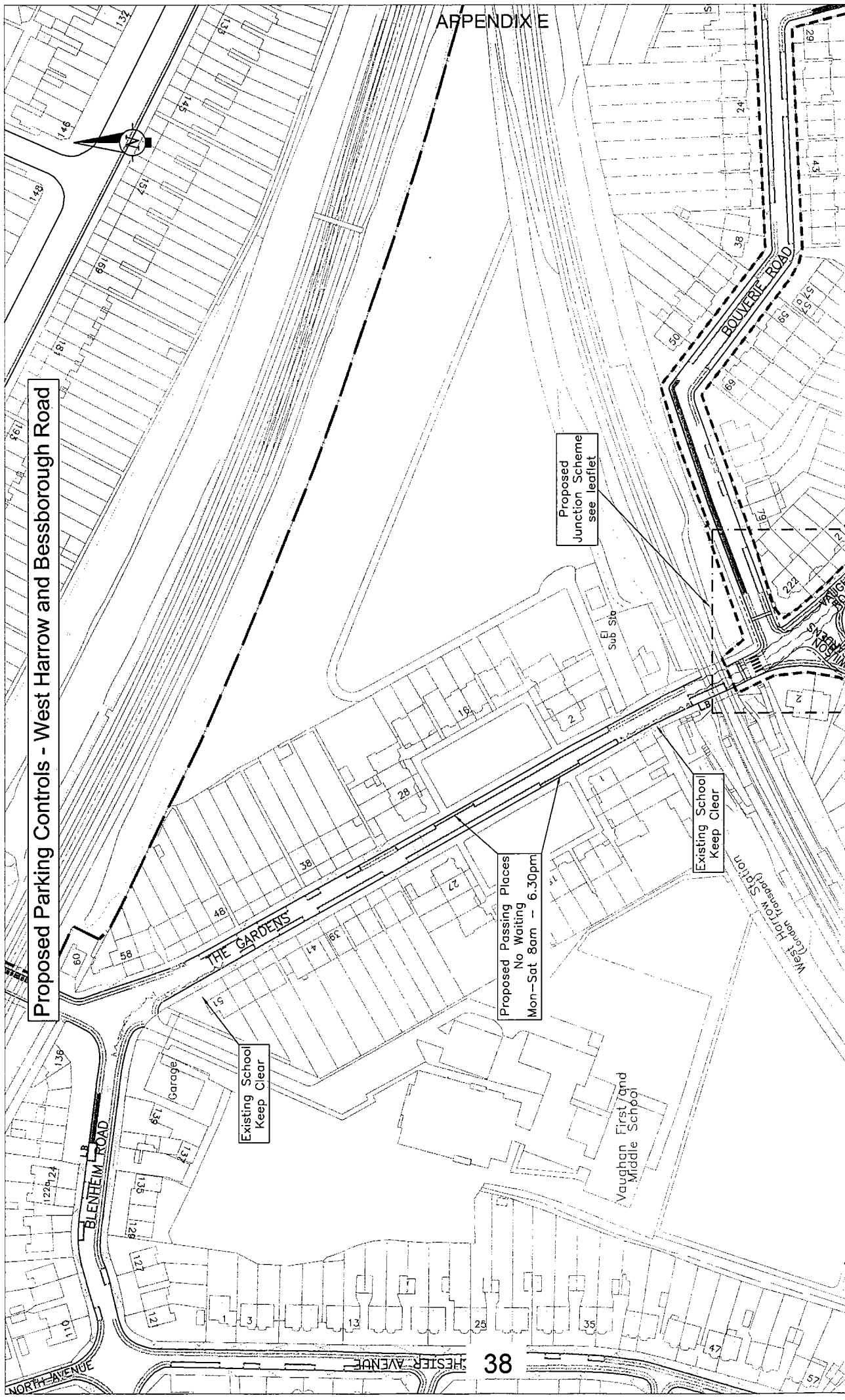


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Proposed Parking Controls - West Harrow and Bessborough Road



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

Existing School
Keep Clear

Proposed Junction Scheme
see leaflet

Existing School
Keep Clear

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

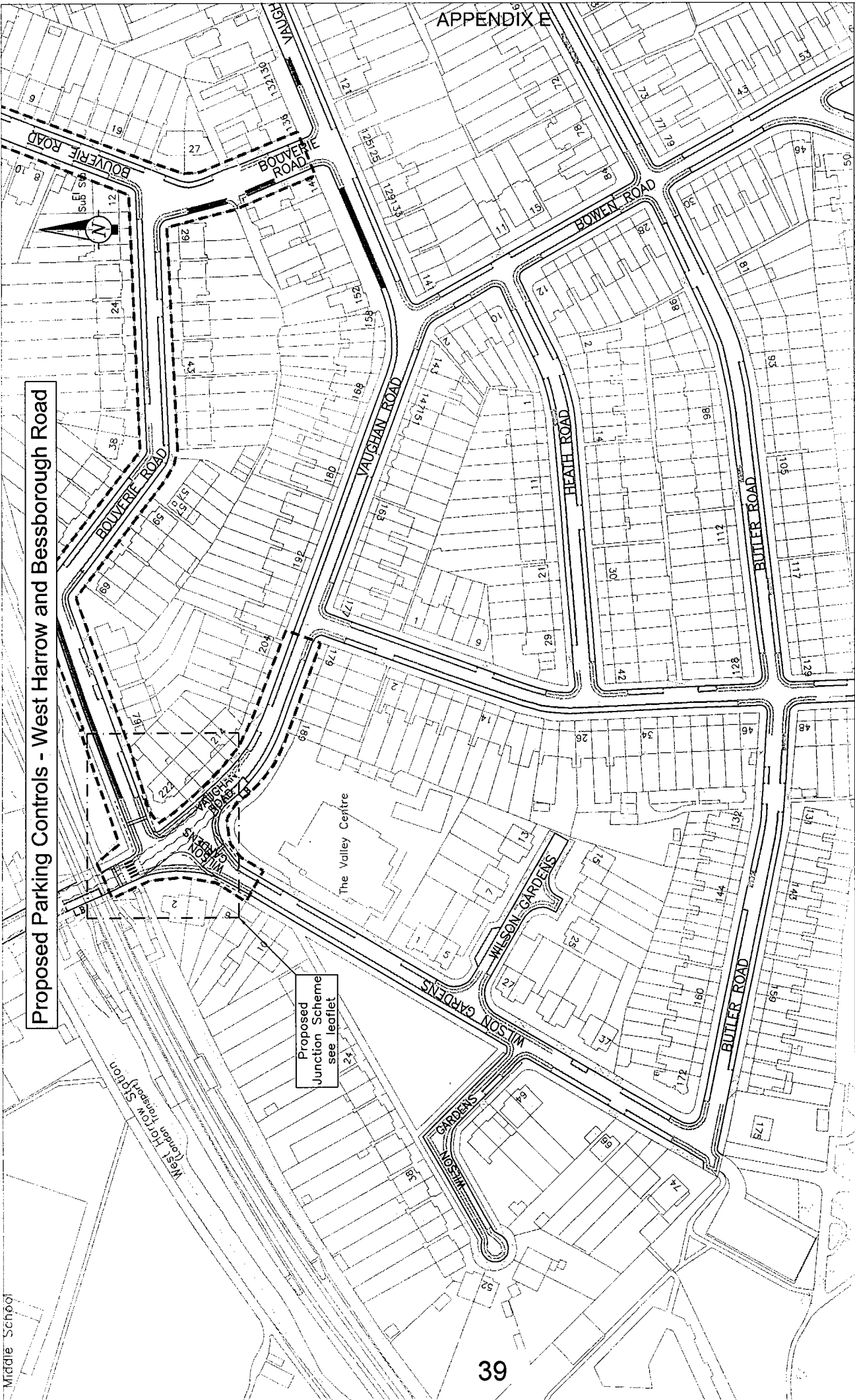
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










Plan 3



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)
-  Existing Drop Kerbs
-  Existing Disabled Bays
-  Existing Yellow Lines
-  Proposed Loading Bay
-  Proposed Loading Restrictions

Proposed Parking Controls - West Harrow and Bessborough Road



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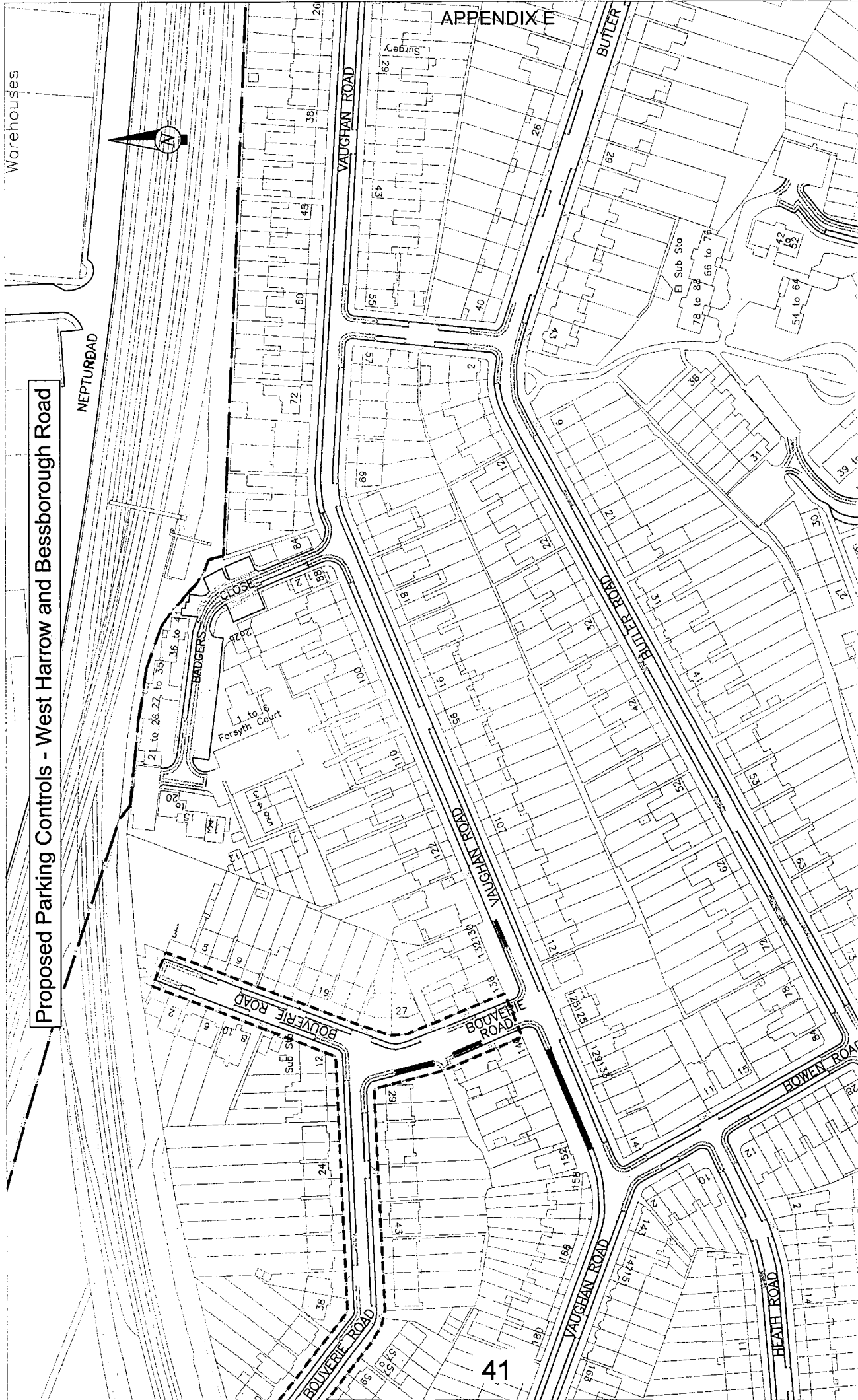
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SCALE: N.T.S.

Plan 5

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



Proposed Parking Controls - West Harrow and Bessborough Road

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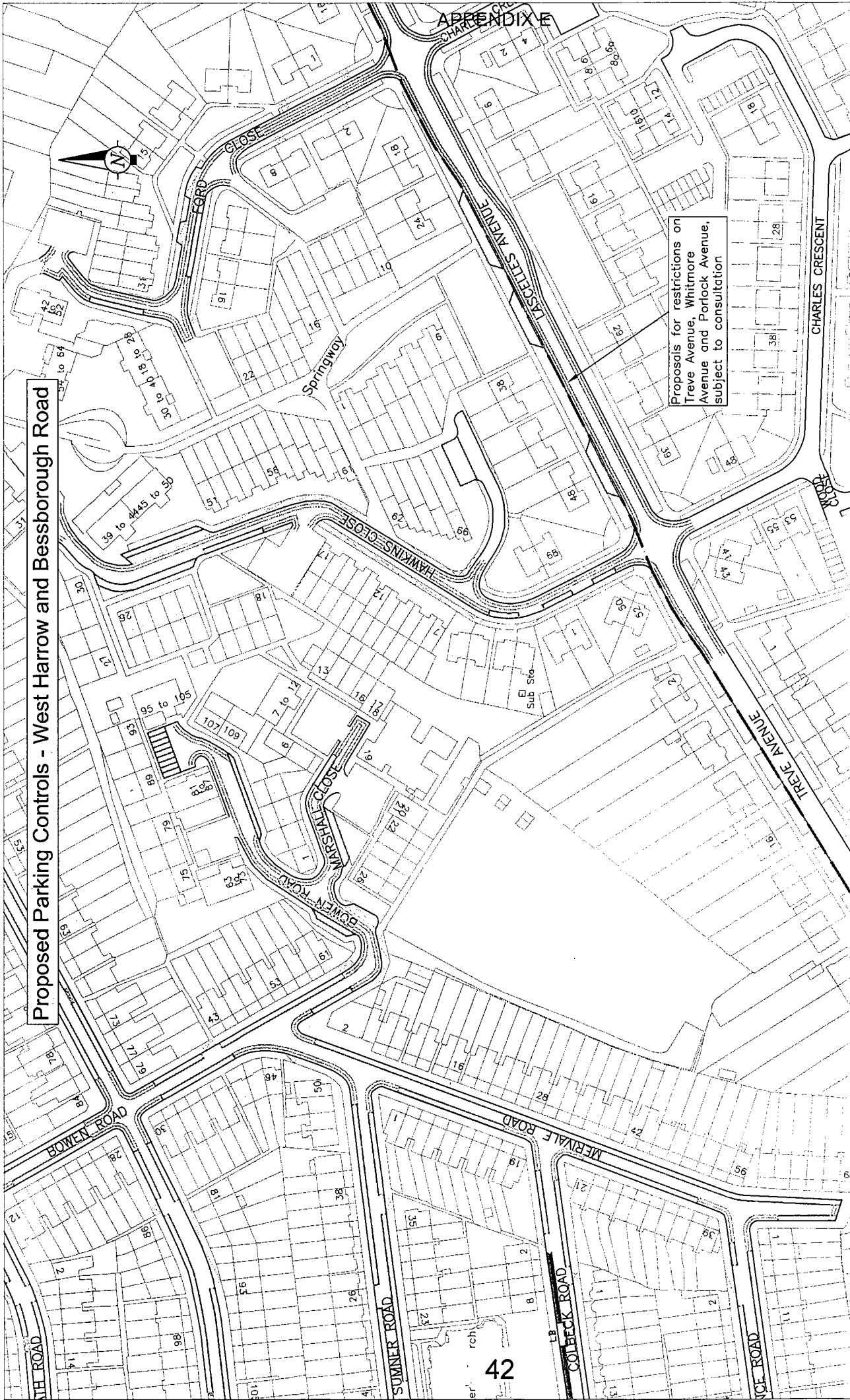
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Plan 6

- 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

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Proposed Parking Controls - West Harrow and Bessborough Road



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

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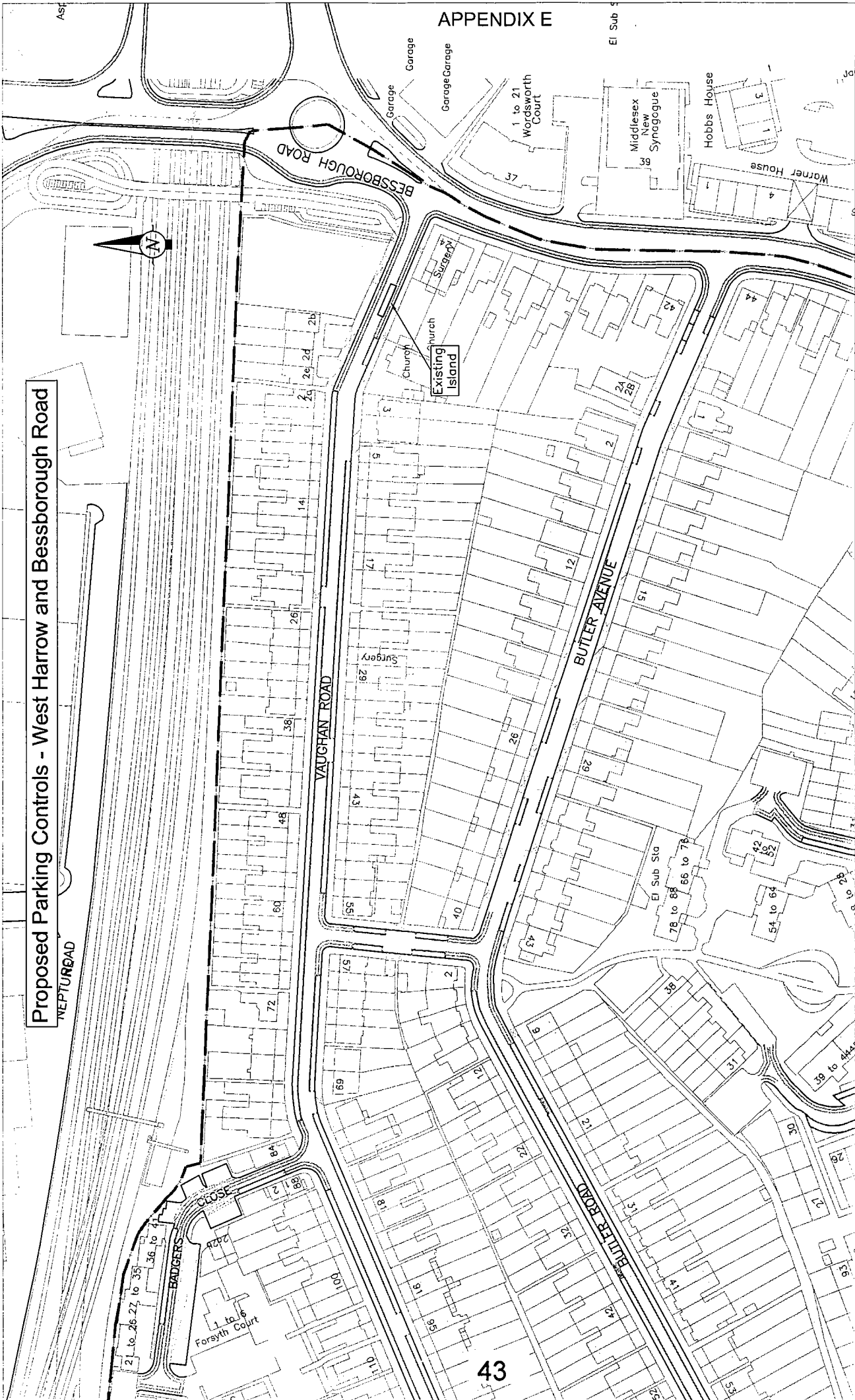
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Plan 7

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 Bays
- Existing Yellow Lines

APPENDIX E



Proposed Parking Controls - West Harrow and Bessborough Road

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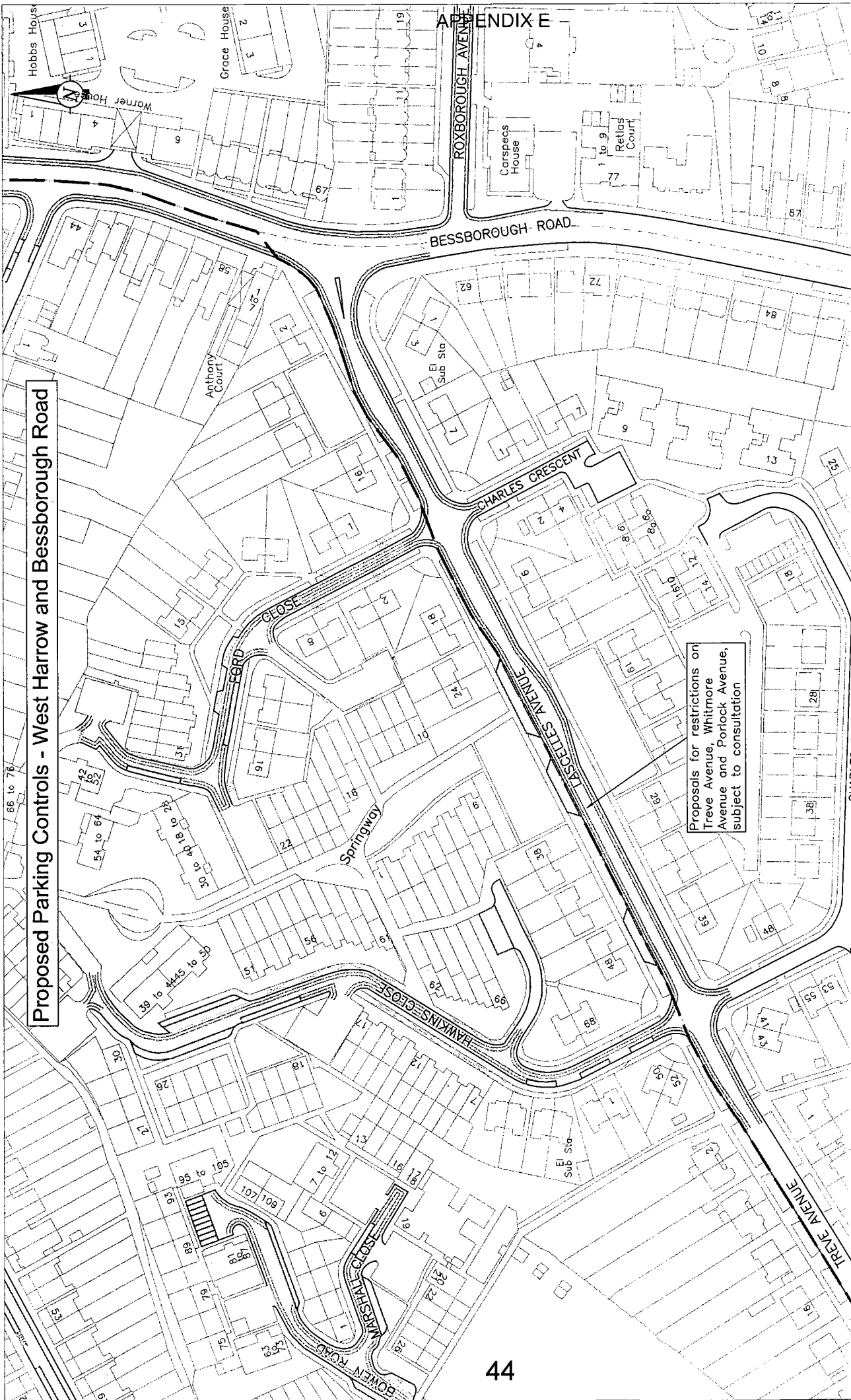
SCALE: N.T.S.

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)
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay
- Proposed Loading Restrictions

Proposed Parking Controls - West Harrow and Bessborough Road



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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 Boys
- Existing Yellow Lines

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

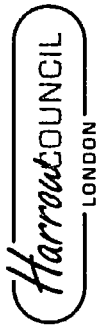
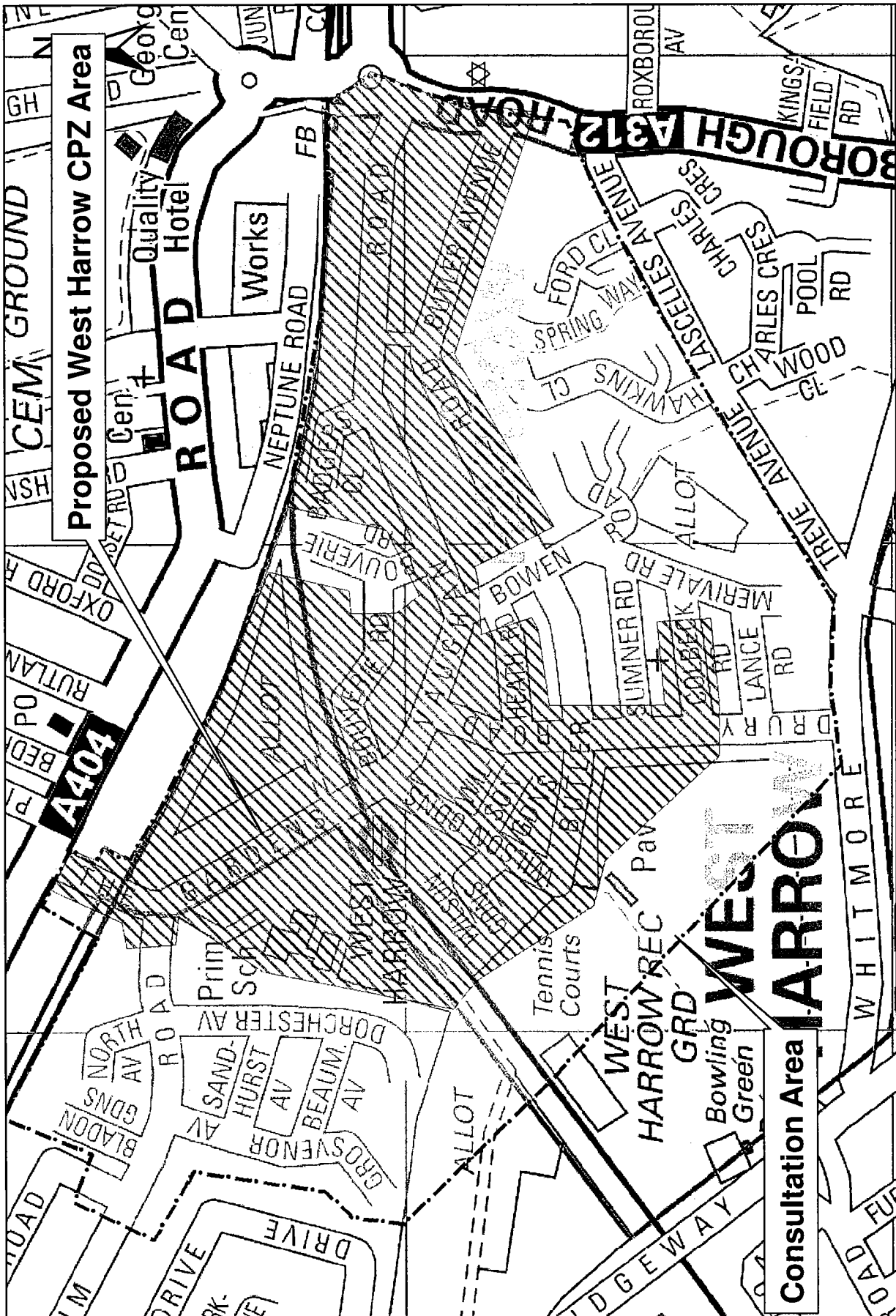
Appendix F - Responses from recommended CPZ area

Road Name	Number of Addresses	Number of Responses	Response Rate	Question 3 Do you support the residents parking proposal in your street?			Questions 3&4 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?				Question 5 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 only	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	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	N/A	14	21	9	7	
Vaughan Road	310	97	31%	51	42	6	N/A	N/A	N/A	27	38	15	27	
Wilson Gardens	59	22	37%	11	9	1	N/A	N/A	N/A	15	6	1	1	
Bouverie Road 28-79 & 41-50	37	11	30%	8	2	1	N/A	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	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	N/A	2	0	0	0	
Overall	899	321	36%	165	145	14	63	48	15	158	105	48	55	

Appendix G - Results of Snapshot Parking Survey

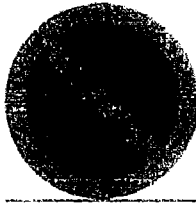
	Observed		Spaces provided in bays within proposals				Spare space overnight within bays	Spare space for residents day-time	
	Night-time parking	Total day-time parking	Day-time residents parking (estimate)	Permit only	Pay & Display only	Shared (P&D + Permits)			Total available to residents
Badgers Close	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		11	157	-23	75
Colbeck Road	29	18	11	27			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

Appendix H - Proposed area of West Harrow CPZ recommended



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

APPENDIX I



Controlled Parking Zone

SAY NO TO CPZ

West Harrow Action

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,

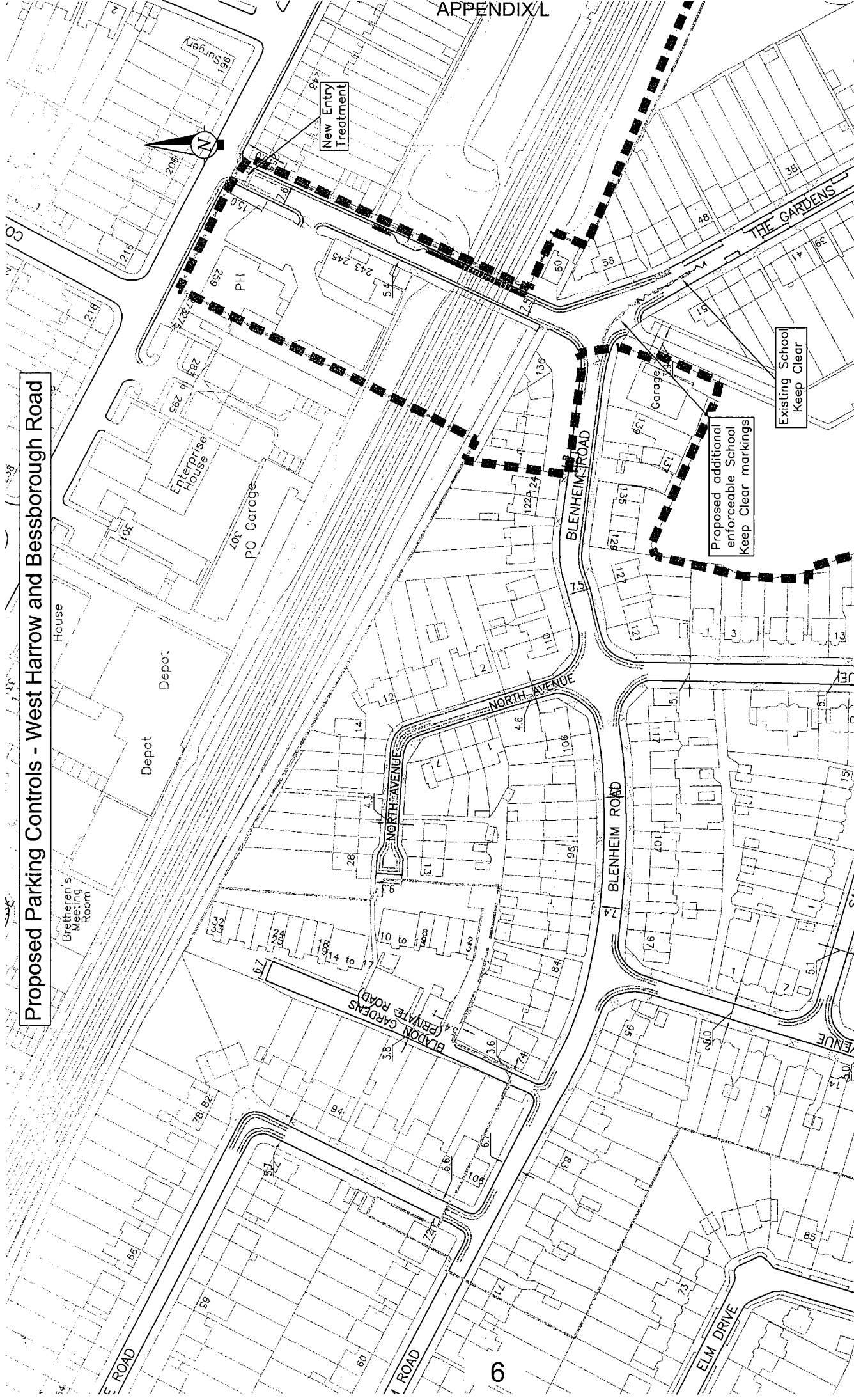
It only needs one road to agree to CPZ and that is the lever they need to make it compulsory for the rest of the estate.

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.

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

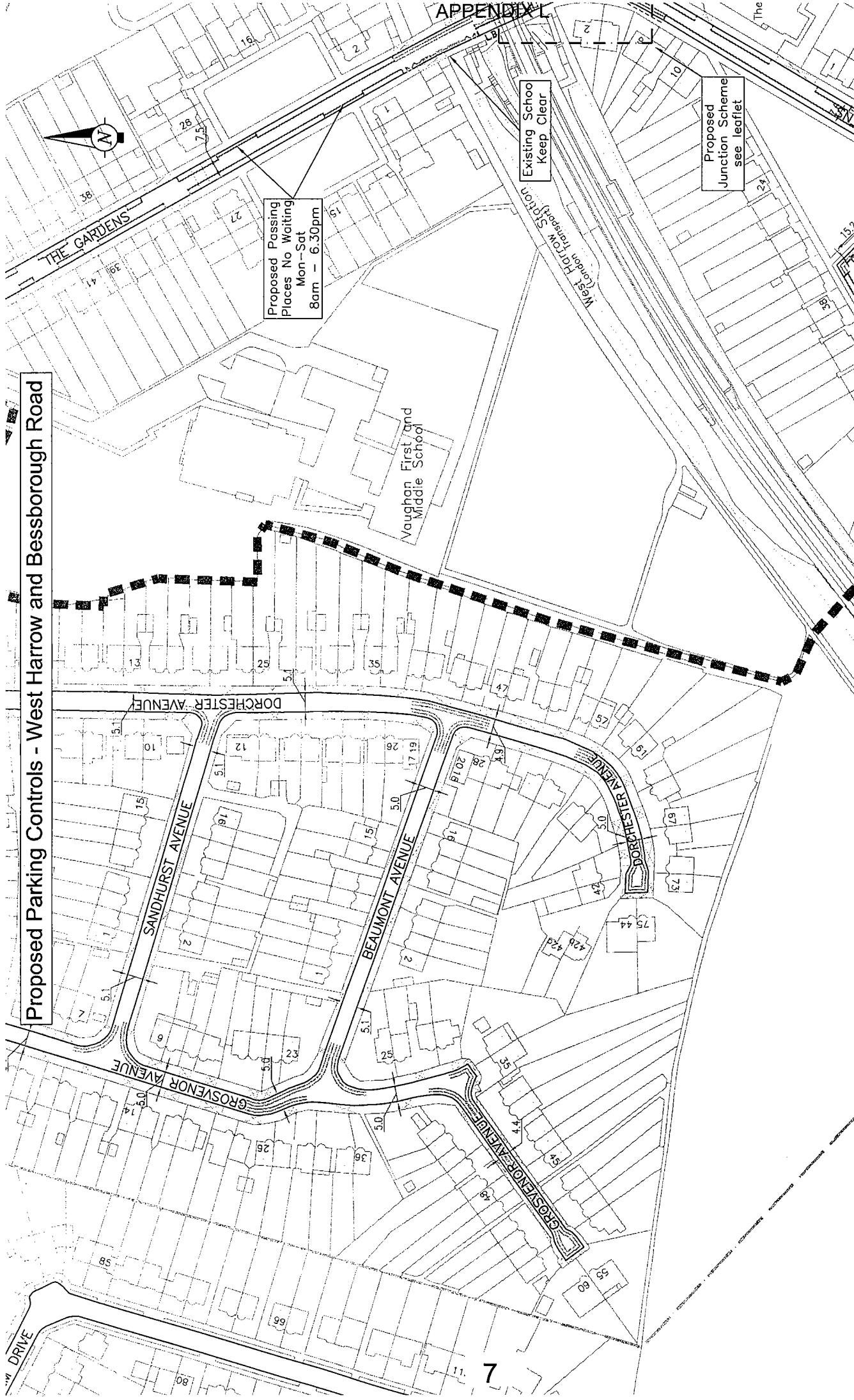
Proposed additional enforceable School Keep Clear markings

Existing School Keep Clear

New Entry Treatment

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 SCAJ.F. N.T.S. **Plan 1**

Proposed Parking Controls - West Harrow and Bessborough Road



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

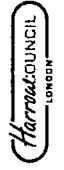
Existing School Keep Clear

Proposed Junction Scheme see leaflet

APPENDIX 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 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

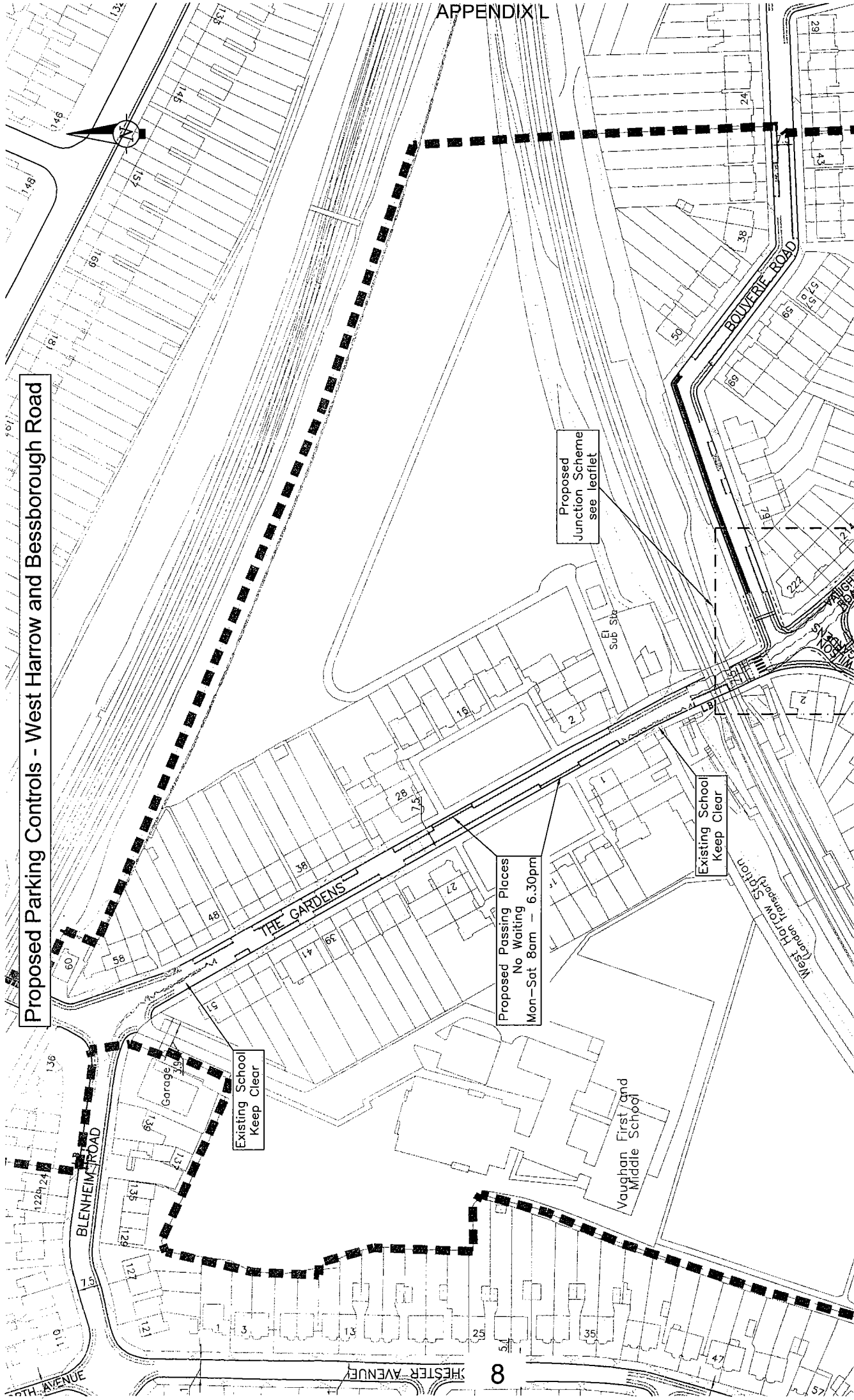


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Proposed Parking Controls - West Harrow and Bessborough Road

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 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

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SCAIF: N.T.S

Plan 3

Existing School
Keep Clear

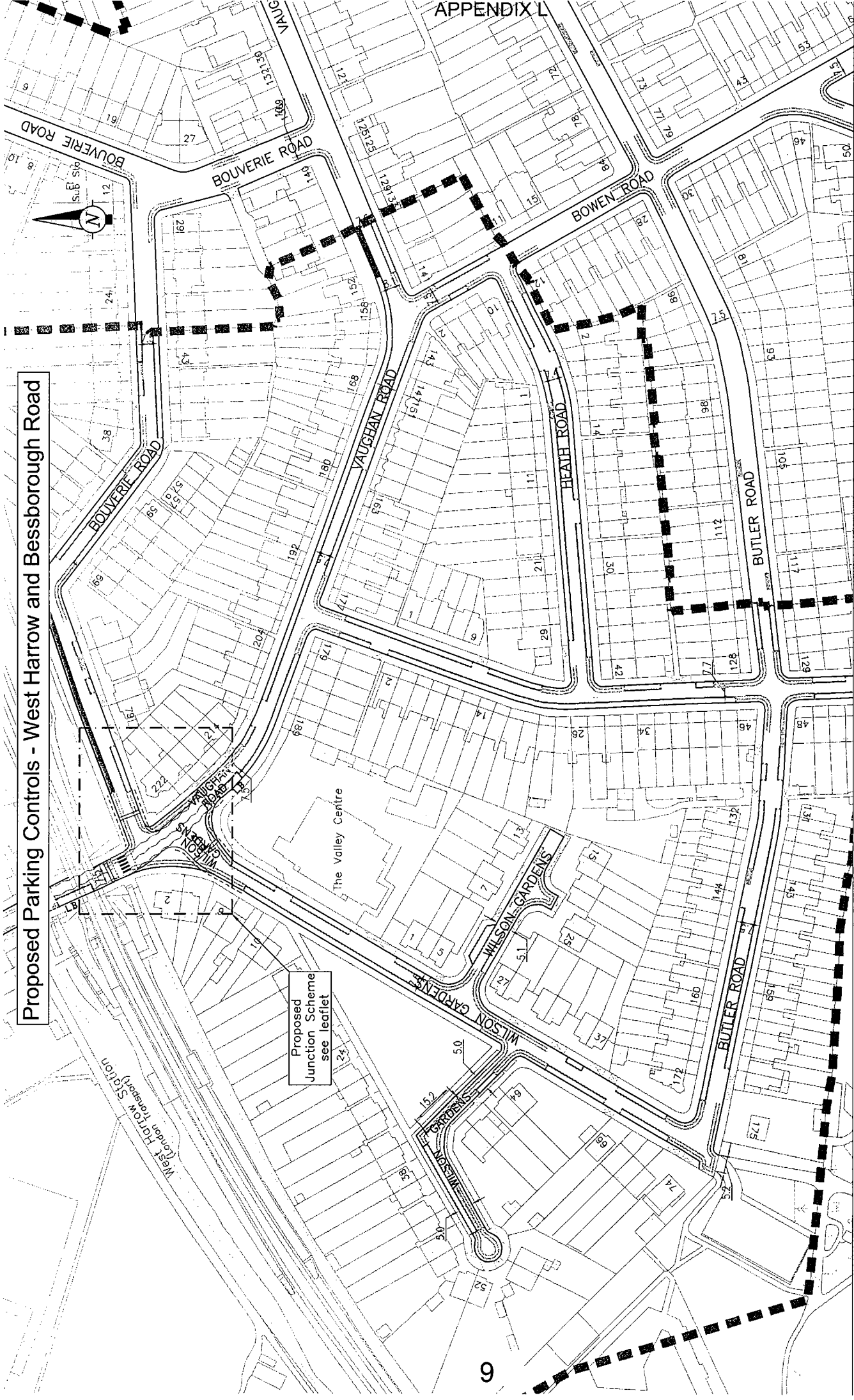
Proposed Passing Places
No Waiting
Mon-Sat 8am - 6.30pm

Proposed
Junction Scheme
see leaflet

Existing School
Keep Clear

Proposed Parking Controls - West Harrow and Bessborough Road

APPENDIX L



Proposed Junction Scheme see leaflet

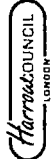
LEGEND:

- 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



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Proposed Parking Controls - West Harrow and Bessborough Road



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

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 Harrow Council
 LONDON

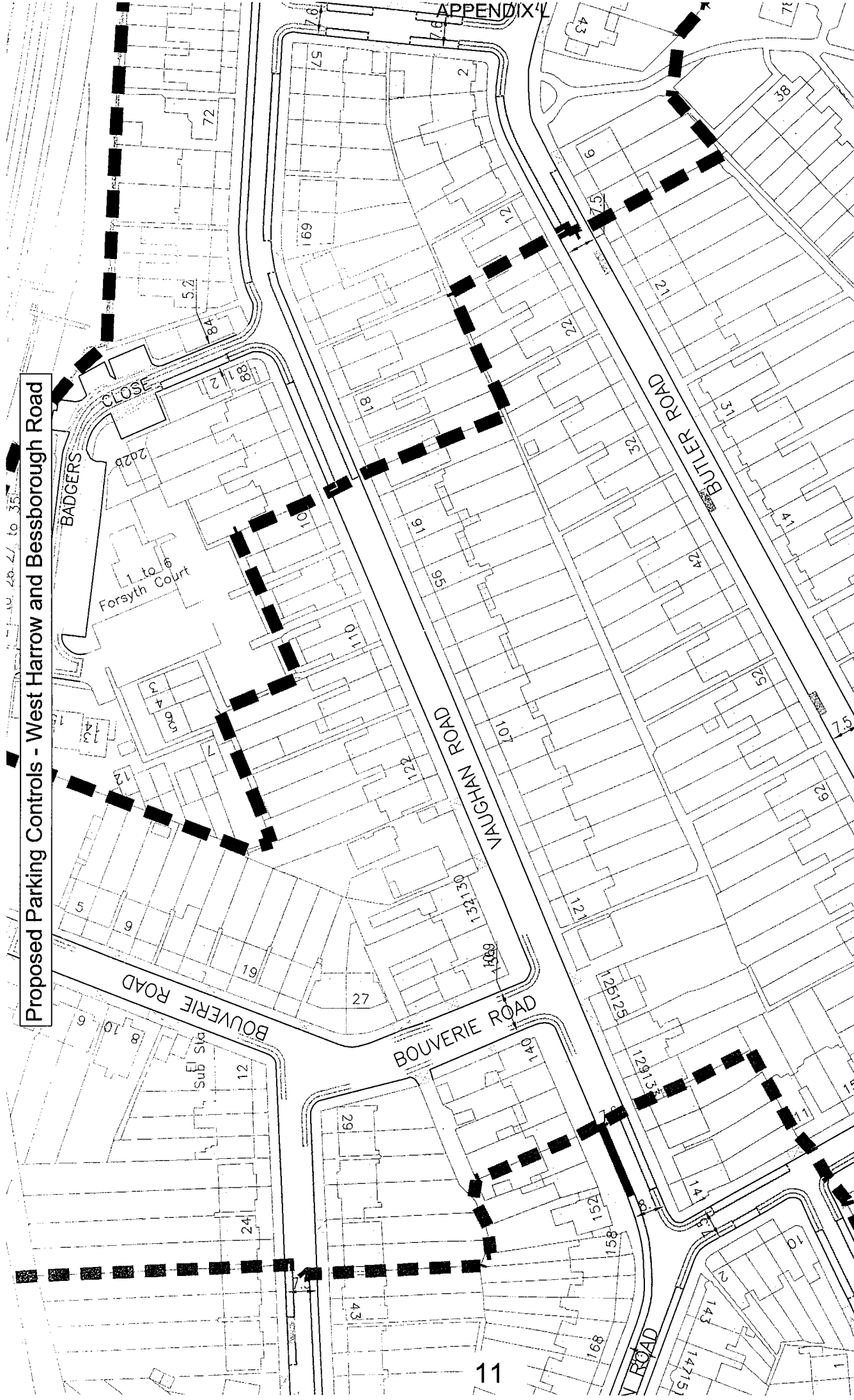
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LEGEND:

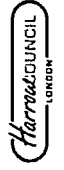
- Proposed Permit Parking
- Proposed Pay & Display Parking
- Proposed Shared use Pay & Display and Permit Parking
- Proposed Double Yellow Lines (No Waiting at any time)
- Proposed Yellow Line (Zone Time)
- Maximum extent of possible Controlled Parking Zone (Permit Parking Scheme)
- Proposed Loading Bay (LB)
- 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)
- 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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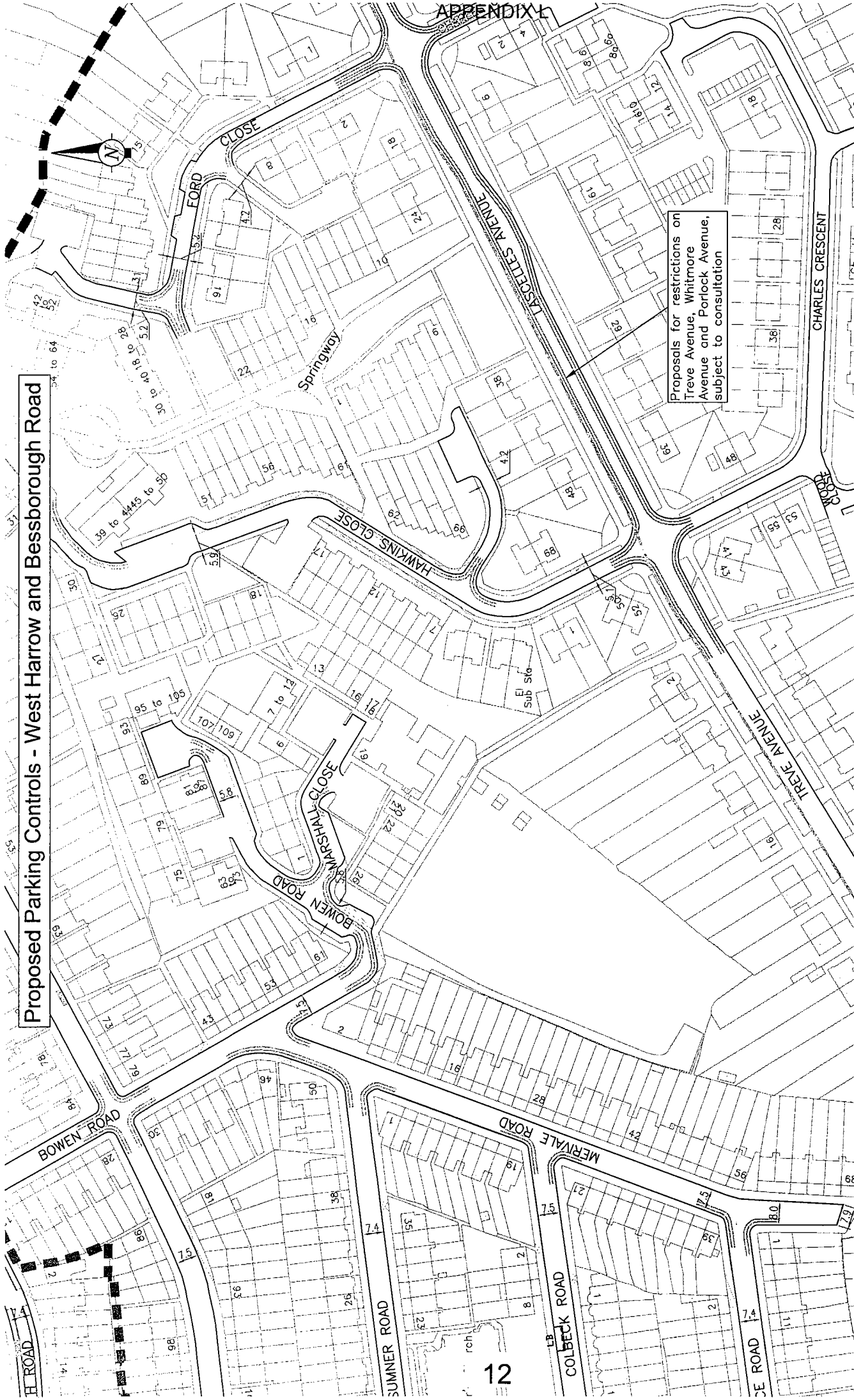
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APPENDIX 4

U. 40.41 to 35

11

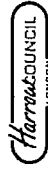
Proposed Parking Controls - West Harrow and Bessborough Road



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

LEGEND:

- Proposed Permit Parking
- Proposed Pay & Display Parking
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- Proposed Loading Bay
- Proposed Loading Restrictions
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- Existing Disabled Bays
- Existing Yellow Lines

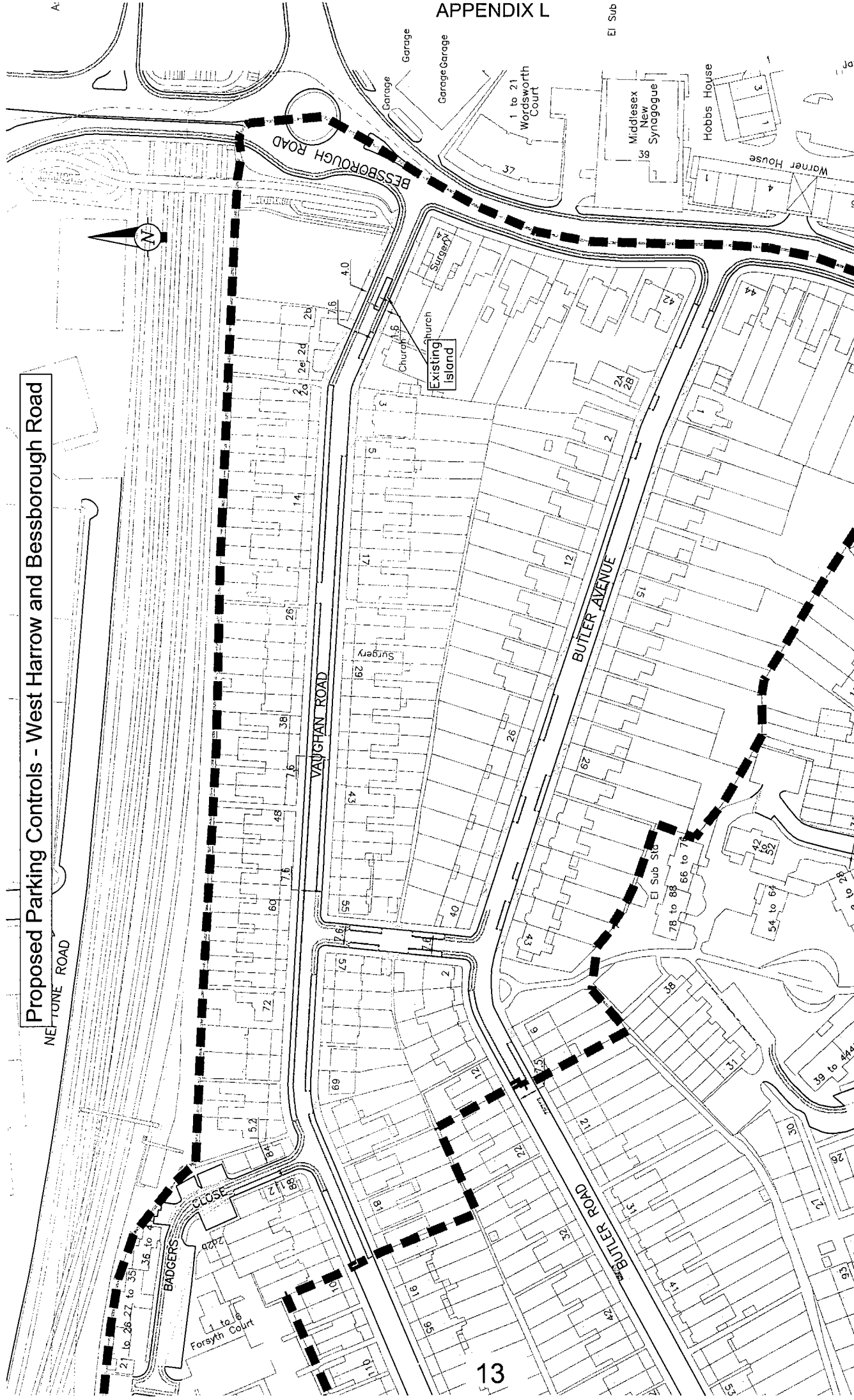


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Proposed Parking Controls - West Harrow and Bessborough Road

APPENDIX L



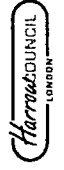
LEGEND:

- 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)

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

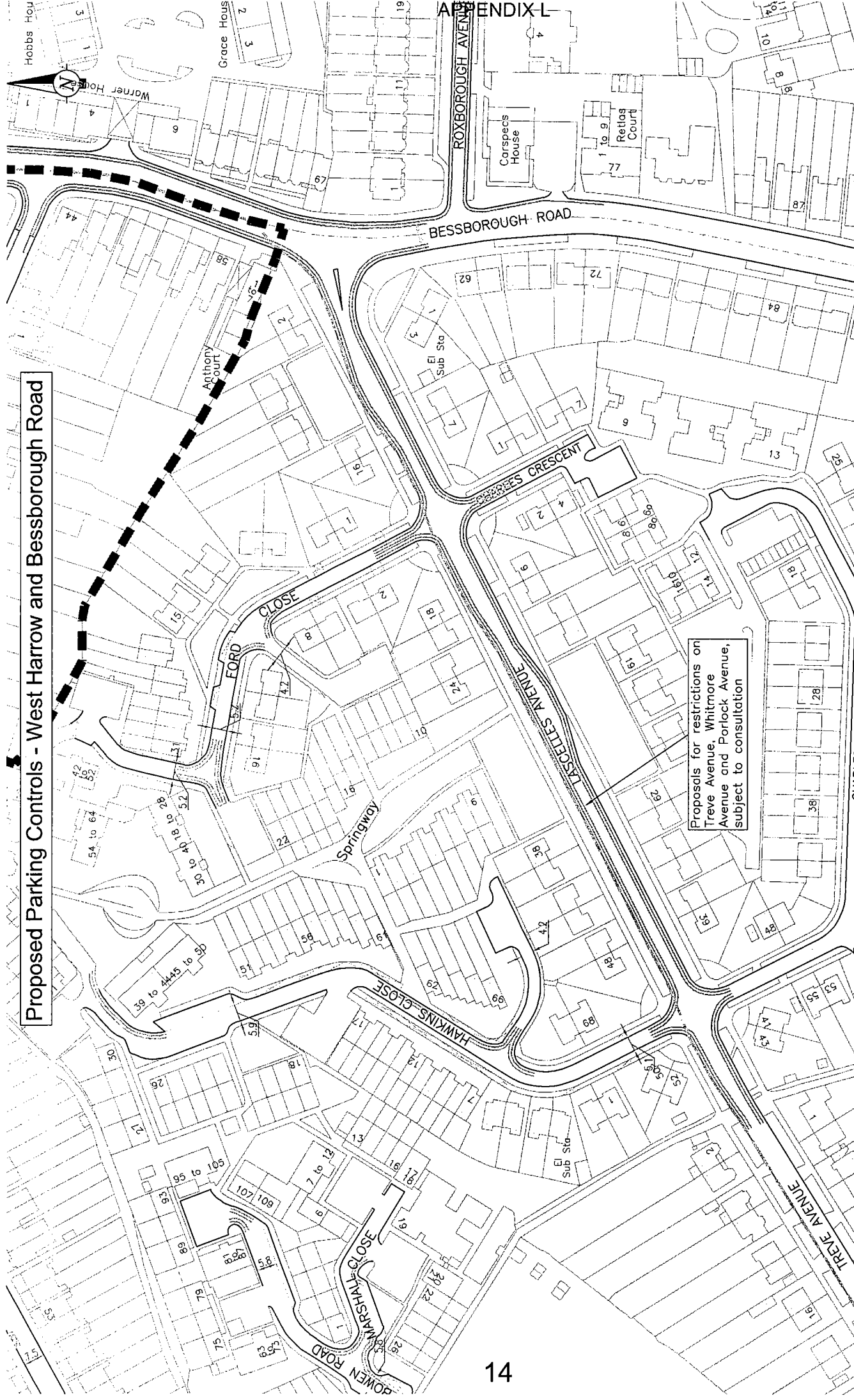
- Existing Drop Kerbs
- Existing Disabled Bays
- Existing Yellow Lines



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Proposed Parking Controls - West Harrow and Bessborough Road



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- LEGEND:**
- Proposed Permit Parking
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