

Committee:	Traffic and Road Safety Advisory Panel
Date:	15 th September 2009
Subject:	<p>INFORMATION REPORT- Petition Relating to:</p> <ol style="list-style-type: none">1. Stuart Avenue, Stiven Crescent and Primrose Close – the condition of the road surface and rat running traffic.2. Tithe Farm Avenue and Barn Mews – alternatives proposals to a 20 mph zone around Roxeth Manor School3. Belmont Circle - request for Pay and Display parking4. Blenheim Road West Harrow- request for Pay & Display parking5. The Broadway, Wealdstone-objections to CPZ6. Rees Drive, Chavalier Close, Partridge Close, Stanmore-request to amend/remove yellow lines
Responsible Officer:	Brendon Hills- Corporate Director Community and Environment
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety Portfolio Holder
Exempt:	No
Enclosures:	Appendix A- Roxeth Manor First and Middle School - 20 mph zone Appendix B-Stanmore CPZ statutory consultation document and plan

SECTION 1- Summary

This report sets out details of the petitions that have been received and listed above.

FOR INFORMATION

SECTION 2: Report

2. Petitions

2.1. **Stuart Avenue, Stiven Crescent and Primrose Close, Rayners Lane**

2.2. A petition was presented to the full Council meeting on 9th July 2009 by a local ward councillor. The petition contained 102 signatures and requests that the council urgently address the condition of the road surfaces in Stuart Avenue, Stiven Crescent and Primrose Avenue and urgently undertake an investigation to establish a solution to the increased traffic caused by drivers using Stuart Avenue, a narrow residential road, as a rat run.

2.3. The petition states:-

“We the undersigned request that Harrow Council urgently address the appalling condition of the road surfaces in Stuart Avenue, Stiven Crescent and Primrose Close.

The roads are patched, rutted, potholed, and have a constant layer of stones/grit, which makes the roads a serious risk to car drivers, cyclists and pedestrians alike.

We call on the council to urgently act to address our concerns and have the road resurfaced.

We the undersigned also call on Harrow Council to urgently undertake an investigation to establish a solution to the increased traffic caused by drivers using Stuart Avenue a narrow residential road as a rat-run.”

2.4. The petition has been acknowledged and the lead petitioner has been advised that the petition would be reported to this meeting of the Panel.

2.5. A copy of the petition has been passed to Harrow Engineering with regard to the surfacing issues and they are investigating these separately and will respond directly to the lead petitioner.

- 2.6. With regard to the rat running issues it is widely acknowledged that rat-running is an urban environmental problem stemming from increasingly high levels of traffic congestion on the main roads. To address this problem effectively, an area-wide approach has to be adopted to ensure that localised problems have been alleviated and not merely displaced elsewhere. As requests for these measures out-strips available resources, schemes are prioritised on a criteria-linked basis.
- 2.7. In light of the concerns raised in the petition we will carry out some initial investigations including a traffic survey which will record speed and traffic volumes. Excessive speeds are generally managed by traffic calming measures, subject to the road meeting an established set of criteria. A check a personal injury accidents has revealed that there have been no reported accidents in the area within the last three years and therefore this area is unlikely to be given a high priority.
- 2.8. Tithe Farm Avenue and Barn Mews – Alternatives proposals to a 20 mph zone around Roxeth Manor School**
- 2.9. Transport for London (TfL) has approved a programme of 20mph schemes on the basis of the council's 2009/2010 Borough Spending Plan (BSP) submission, which sets out the borough's programme of schemes and priorities, including Roxeth Manor First and Middle School.

As a result a draft 20 mph zone proposal (see **Appendix A**) was designed for the roads surrounding Roxeth Manor First and Middle School and local residents were consulted on the proposals in June 2009.

Of the 173 properties consulted 66 returned their questionnaires giving a response rate of 38.2 percent. The overall results for the zone show an overwhelming support for the scheme. A detail analysis of the consultation results, excluding the petition, is given in Table 1 below.

Table 1

Street Name	Yes	No	Don't know/ No opinion	Total	Response rate
Minehead Road	21 (84%)	4 (16%)	0	25	32%
Merlins Avenue	14 (74%)	4 (21%)	1 (5%)	19	40%
Tithe Farm Avenue	14 (82%)	0	3 (18%)	17	46%
Tithe Farm Close	4 (100%)	0	0	4	36%
Malvern Avenue	1 (100%)	0	0	1	100%

TOTAL	54 (81.8%)	8 (12.1%)	4 (6.1%)	66	38.2%
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- 2.9 During the consultation period in addition to the completed questionnaires we received a letter of support from Tithe Farm Avenue Neighbourhood Watch for the need for road humps and a petition consisting of 28 signatures from 27 addresses in Tithe Farm Avenue objecting to the scheme and suggesting alternatives. The details of the petition are contained below:

“We the undersigned residents of Tithe Farm Avenue and Barn Mews, agree and join in to the objections raised by a resident (name and address given). We live under the flight path of Northolt Airport and (resident’s name) did not stress enough about the increasing pollution we suffer in the street due to increased number of flights the additional pollution from cars slowing down and then accelerating will add to our misery. In addition our insurance premiums might also go up due to possibility of property foundations being rocked by the extreme vibrations.

There are other alternative to consider, which may a lot cheaper and likely to be more effective. They are:

- (A) Make Tithe Farm Avenue a one way street with no entry from Eastcote Lane*
- (B) Install a barrier at the junction of Tithe Farm Avenue and Minehead Road accessible only by essential services*
- (C) Paint DOUBLE YELLOW lines at both junctions of Tithe Farm Avenue”*

- 2.10 The Traffic Sign Regulations and General Directions 2002, and other technical advice notes require 20 mph zones to include such traffic calming features as to be self-enforcing, hence the proposed speed cushions. Other traffic calming measures, such as chicanes, are considered less feasible because of the loss of on street parking facilities.

Making Tithe Farm Avenue a one-way street may reduce traffic volume but would not reduce vehicle speeds in the road. Regrettably, vehicle speeds often increase because drivers know there is no oncoming traffic. Securing consensus for one-way working from the local community and the emergency services can also prove difficult because of the inconvenience it can cause.

The introduction of a road closure by barrier clearly would remove through traffic but is not considered feasible. There is insufficient space at the suggested closure location for a turning head for local traffic, including refuse vehicles. Further it is likely to be unpopular with the majority of local

residents due to inconvenience caused. It would also affect emergency access response times

No waiting at any time (double yellow lines) on the appropriate corners could be implemented with the 20 mph zone. This would not delay the scheme as consultation with the frontages could be carried out simultaneously with the statutory consultation. Waiting restrictions would not reduce vehicle speeds and therefore are not a substitute for the proposed traffic calming measures.

In light of the significant support for the 20 mph zone it is proposed to proceed to the statutory consultation stage for the introduction of the 20 mph zone including the speed cushions.

We will include in the scheme double yellow lines at junctions, as suggested by the petitioners, and advise local residents of the revision to the scheme at the statutory consultation stage.

We will write and inform the lead petitioner of the council's decision.

2.18 Belmont Circle – Request for Pay and display

2.19 A petition has been received containing 25 signatures from businesses and their customers at Belmont Circle. The petition requests that pay and display parking be introduced to the parking bays on the north side of the roundabout where the lead petitioner believes there is strong support locally.

2.20 There are 10 parking bays and 2 disabled bays marked perpendicular to the traffic flow around the roundabout that have no parking charge and no controls on the maximum stay. The petitioner states that vehicles in the non-disabled bays park for long periods of time and this is having an effect on local businesses.

2.21 The petitioner is concerned that customers are unable to park nearby to the premises and that that in the current economic downturn will have an effect on business viability and quotes that some premises have already closed.

2.22 The request asks that parking charges should not be high with preferably free parking for the first hour as they cite is available elsewhere.

2.23 There are two public car parks nearby which are also free. The first is on the old Belmont Station site which can accommodate around 53 vehicles and the other is in Kingshill Drive adjacent to the community centre which can accommodate around 20 vehicles.

2.24 It has been noticed at sites visits that there are a considerable number of vehicles that park across the end of the parking bays to deliver to or access the premises because there are no designated parking spaces

available. This can have an impact on the flow and safety of traffic using the roundabout.

2.25 The petition has been acknowledged and the lead petitioner advised that the petition would be reported to this meeting of the Panel.

2.26 There is nothing on the programme that was agreed at the February Panel meeting that could incorporate a review that could look at pay & display parking around Belmont Circle. It is therefore suggested that this request be considered by the Panel in February 2010 and the petitioners advised of this course of action.

2.27 Blenheim Road – Request for Pay and Display

2.28 A petition has been received containing 48 signatures from a premise in Blenheim Road in which the owner and customers support the introduction of Pay and Display parking.

2.29 The petition highlights that customers to the premise at 130 Blenheim Road have great difficulty in parking because the area is frequently occupied by commuters who leave their cars there all day.

2.30 The area is within the West Harrow CPZ consultation, the results of which were reported to the Panel meeting on 17th June 2009.

2.31 The length of road in question has 3 pay & display bays proposed as part of these proposals together within a loading bay to service the 6 premises which includes that of the lead petitioner. These proposals will be subject to statutory consultation commencing at the end of September 2009 and it is intended that the results of this consultation will be reported to the Panel meeting on 25th November 2009.

2.32 It is proposed that the petitioner be informed of the forthcoming consultation process leading forwards implementation if successful.

2.33 The Broadway, Wealdstone – Objections to CPZ

2.34 A petition containing 41 signatures from 23 properties in The Broadway has been received.

2.35 The petition states "*We, the undersigned, as residents of The Broadway Wealdstone would like to petition against the proposal for controlled parking in our street. We are strongly against the idea*"

2.36 The petition has arisen because a public consultation has been carried out to ask residents if they would support a CPZ. This arises from an outstanding request when the consultation on extending Zone C in Wealdstone was carried out in 2006.

- 2.37 The consultation is still ongoing at the time of drafting this report and so it is too early to give any indication of the formal results from completed questionnaires.
- 2.38 The petition will be considered alongside the results from the completed questionnaires.
- 2.39 The petition has been acknowledged and the lead petitioner informed that the petition would be reported to this Panel meeting for information as is the normal practice.
- 2.40 **Rees Drive, Chavalier Close, Partridge Close, Stanmore**
- 2.41 A petition has been received with 34 signatures representing 5 properties in Rees Drive, 6 properties in Chavalier Close and 7 properties in Partridge Close. The petition states “ *We the residents of the cul-de-sac areas of Rees Drive, Chavalier Close and Partridge Close estate wish to have the yellow lines amended/removed.....*”
- 2.42 The background to the petition is that the area was included in the review of the Stanmore CPZ Zones B and H as part of the work connected with the Wembley Stadium Event Day review initiated in January 2008.
- 2.43 The results of public consultation were reported to the Panel in June 2008 where the support from these roads for inclusion in an extension to Zone H (Mon-Sat 10am to 11am and 3pm to 4pm) was shown. The Panel recommended that these roads be included in the CPZ
- 2.44 The scheme as well as providing residents bays where possible also included double yellow lines at junction, bends and other areas where access was restricted by the narrowness of the roads or where turning heads in the cul-de-sacs was required to be kept clear.
- 2.45 Detailed Plans showing the proposals for double yellow lines and residents bays were circulated to residents at the same time as the statutory consultation and a copy of the consultation material is shown in **Appendix B.**
- 2.46 No objections from residents in any of the three roads were received at the time of statutory consultation and so the proposals were implemented. However, once the yellow lines had been laid some residents contacted the council stating that the yellow lines were too onerous. In the case of Rees Drive two site meetings have been carried out with residents representatives and there has been letters and email exchanged with residents.
- 2.47 It has been explained to the residents who have contacted the council that there will be a review of the additional yellow lines that were implemented in April this year when officers will look at any peripheral issues that are raised. This is programmed to commence in September 2009 and officers

will be following up on issues raised, there will not be any further leaflets distributed.

- 2.48 It is assumed that the residents in the above three roads have decided to forward their request for their roads to be included in the review in the form of a petition. The petition has been acknowledged and the lead petitioner informed that the petition will be reported to this Panel as normal practice.
- 2.49 The comments raised in the petition will be taken into account in the Stanmore CPZ review.

SECTION 3- Further Information

Appendix A- Roxeth Manor First and Middle School - 20 mph zone proposals

Appendix B- Stanmore CPZ statutory consultation document & plan

SECTION 4- Contact Details and Background Papers

Contact:

Stephen Freeman, Interim Traffic and Road Safety Team Leader,
Tel: 0208 424 1437, Fax: 020 8424 7622, email:stephenfreeman@harrow.gov.uk
Paul Newman, Interim Parking and Sustainable Transport Team Leader,
Tel: 020 8424 1065, Fax: 020 8424 7622, email:paul.newman@harrow.gov.uk

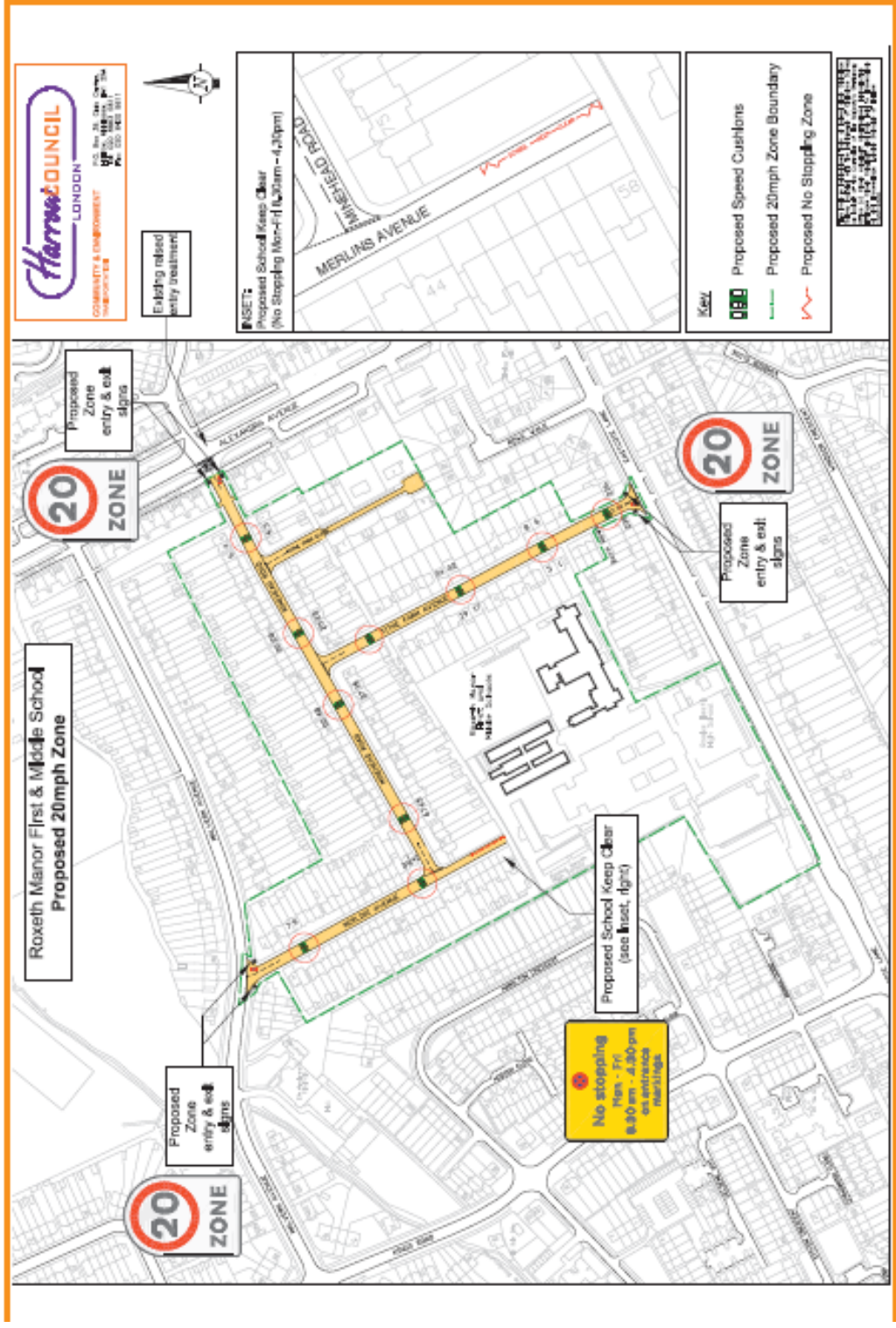
Background Papers:

Petitions and Reply to lead petitioners

APPENDIX A

Roxeth Manor Schools 20mph Zone Scheme

Roxeth Manor First & Middle School Proposed 20mph Zone



APPENDIX B



Working in partnership to improve Harrow



IMPORTANT - THIS AFFECTS YOU

Stanmore Controlled Parking Zone Review and Possible Extension

Consultation Results and the Way Forward



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

Albanian Njëqifite gjuhë Anglere nuk është gjuhë juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokument, ju lutemi kontaktoni numërin dhënë.

Arabic إذا كنت اللغة العربية ليست اللغة الأولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم

Bengali যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই ডকুমেন্টের ভাষাগুলোতে কোনো পরিচয় রাখেন তবে ইংরেজি নয় অন্য ভাষায় সেখানে 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 سند دارید، لطفاً با شماره داده شده تماس بگیرید.

Gujarati જો (પરિણતર) વાચન માટેના ના બીજા અને આ પ્રાથમિકતા સૂચક મહત્વની નોંધ (અનુભવ) મને જોડો બોલો કૃપા કરી જણાવે ૦૨૦૬ ૪૧૬ ૮૨૭૮

Hindi यदि आपको अपनी पसंद नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अर्थ समझने में कठिनाई हो, तो कृपया दिए गए नंबर पर बोलें।

Panjabi ਜੇ ਤੁਹਾਨੂੰ ਮੁੱਢਲੀ ਭਾਸ਼ਾ ਅੰਗਰੇਜ਼ੀ ਤੋਂ ਵੱਖਰੇ ਕਿਸ ਭਾਸ਼ਾ ਵਿੱਚ ਵਿਚਾਰ ਕਰਨਾ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਹ ਨੰਬਰ ਤੇ ਕਾਲ ਕਰੋ।

Somali Haddii Ingirisku usaan ahayn afkaaga koowaad aadna u baahan tahay turjumaad xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.

Tamil இந்த ஆவணம் உங்கள் முக்கியமான மொழியில் இல்லை என்றால், தயவுசெய்து கீழ்க்கண்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும். 0206 416 8278

Urdu اگر آپ کی پہلی زبان انگریزی نہیں ہے، تو براہ کرم اس نمبر پر کال کریں۔

Ph: 0208 416 8278

Community & Environment Services

Stanmore CPZ Review

Background

Stanmore has two CPZs comprising of Zones, 'B' and 'H' (see the plan on the opposite page). These were introduced in 1994 and reviewed in 1996 and 2004. Since the last review the new Wembley Stadium has been opened. As Stanmore Underground Station is a popular transport link to the stadium, the parking situation in the existing Stanmore CPZ and around its fringes may have changed.

In January 2008 the council carried out a public consultation in Stanmore to 4000 residents and businesses asking people if they wanted changes to the existing Controlled Parking Zones (CPZ) as well as introducing new parking controls to the peripheral area.

The results from the consultation were collated, analysed and a report, which set out the findings and proposals, were presented at the Traffic and Road Safety Advisory Panel (TARSAP) meeting on the 18th of June 2008. These findings were agreed, but a few of the roads produced marginal or unclear results. Therefore it was recommended that residents of Court Drive, Dovercourt Gardens, Eaton Close, Elizabeth Gardens, 1-53 London Road, Pangbourne Drive and Rectory Lane should be re-consulted, on whether they wish to be included in the CPZ's.

If you wish to view the results of the TARSAP meeting, the report is available on line at: www.harrow.gov.uk and then via the Transport and Streets page.

A brief overview of the original and re-consultation results as well as the way forward will be discussed in this document.

* The Traffic and Road Safety Advisory Panel (TARSAP) consists of elected councillors from around the Borough.

What the Stanmore CPZ Review explored

Some of the main aspects we tried to address within the existing Stanmore CPZ were:

- minimising the effect of parking generated by Wembley Stadium, better use of the existing kerb space, such as the introduction of more Shared Use bays (Permit Holders and Pay & Display) or solely Pay & Display bays close to shopping areas.
- increasing visibility at junctions and bends and improving traffic flow in general by the relocation of bays and introduction of single and double yellow lines.

Outside of the existing Stanmore CPZ we predominantly addressed areas that suffer from Wembley Stadium event day parking, experience commuter parking or displaced parking from the existing Stanmore CPZ, especially in areas where there is a high residential demand for on street parking, experience obstructive parking at junctions, bends and narrow roads.

What next?

Statutory Consultation

The next stage is the Statutory Consultation*, which involves placing notices on-street, in the local newspaper, the 'Harrow Times', and the London Gazette. These notices also specify where the detail of the proposed scheme can be viewed and you can arrange to meet someone to explain them if required.

This ensures that you have your opportunity to make an formal objection or representation relating to the proposals. The plan in the centre of this leaflet indicates the proposals in the vicinity of your property.

If the centre pages do not contain a plan this means there are no proposals surrounding your property. Your comments will be taken into consideration

before making the final decision whether to implement the proposal, or make any changes to it.

A copy of the proposed orders and other documents giving more detailed particulars of the orders and the orders they amend, are available for inspection during normal office hours on Mondays to Fridays inclusive.

You can view these orders until the expiration of a period of 21 days from the date on which the notice is published (the date is expected to be the 20th of November), at the One Stop Shop at the Civic Centre.

* This leaflet is not part of the Statutory Consultation, but rather for your information.

Way forward

We will consider public responses to the Statutory Consultation* before making a final decision on what scheme we should put in.

Legal procedures, which the council must follow, means the earliest anticipated date for the implementation of any changes will be early 2009.

For Further Information

If you have any further questions, please contact the project engineer, Tobie Pretorius or Paul Newman (020 8424 1677 or e-mail tobie.pretorius@harrow.gov.uk or paul.newman@harrow.gov.uk).

* This leaflet is not part of the Statutory Consultation, but rather for your information.

You can also write to us at the address below.

Via the web

We will put the consultation results and other progress information on our website: www.harrow.gov.uk - look in "Transport and streets".

Traffic and Highway Network
Harrow Council
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