

**REPORT FOR: Traffic and Road Safety  
Advisory Panel**

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**Date of Meeting:** 10 February 2010

**Subject:** Controlled Parking Zones and Parking Schemes – Annual Review

**Key Decision:** No

**Responsible Officer:** Brendon Hills – Corporate Director  
Community and Environment

**Portfolio Holder:** Councillor Susan Hall - Portfolio  
Holder for Environment Services and  
Community Safety

**Exempt:** No

**Decision subject to  
Call-in:** Yes

**Enclosures:**

**Appendix A:** Progress report on  
schemes since the last  
review.

**Appendix B:** Borough-wide map of  
Controlled Parking  
Zones/Residents' Parking  
Schemes

**Appendix C:** Proposed priority list for 2010/11 to 2013/14 and unprogrammed list

**Appendix D:** Estimated costs of Programme

**Appendix E:** Stages involved in preparing a CPZ

## **Section 1 – Summary and Recommendations**

This report reviews progress during the previous 12 months, details requests and representations received, and assesses and recommends priorities for the introduction and review of Controlled Parking Zones and associated parking restrictions.

### **Recommendations:**

for decision by the Portfolio Holder for Environment and Community Safety as delegated by Cabinet on 16/3/06 and Council on 27/4/06

- i) Subject to funding, the adoption of the priority list as shown at **Appendix C** as the controlled parking zone programme and the authorisation of officers to carry out consultation and scheme design for formal approval.

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

## **Section 2 – Report**

### **2.1 Background**

2.2 The annual review of Controlled Parking Zones (CPZs) / Resident Parking Schemes has been the means by which the priorities for existing and new CPZs are assessed and progress with consultations and implementation of schemes is reported.

2.3 This annual parking review for the borough as a whole includes assessments of existing zones and requests for new or extended zones, including petitions and other representations received in the last

12 months. The previous programme of works has been updated and reviewed in relation to progress on schemes and a revised programme is recommended as shown in **Appendix C**. The programme takes into account the council's financial position, staff resources and capital programme.

- 2.4 CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Transport Strategy and are an integral part of the council's local transport strategy, i.e. the Local Implementation Plan (LIP). Further restraint based parking standards in new developments as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than lead to reduced car use. Hence there are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport. CPZs incorporating residents parking schemes can improve safety, access and residential amenity and can assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available.
- 2.5 The council's programme of CPZ reviews, however, has historically been demand led. Progress on the CPZ programme priority list agreed by this Panel in February 2009 is at **Appendix A** for information.
- 2.6 A more recent initiative has been a programme of predominantly small scale double yellow line schemes, mainly at junctions and bends, where refuse vehicles and the emergency services have reported persistent access difficulties. This programme, known as the problem streets initiative, expanded during 2008/09 and 2009/2010 to include sections of roads which either fall outside the review programme, or where it is some time before a review in the area is due to start. 23 sites were treated in 2007/8, 37 sites in 2008/9 and 30 sites in 2009/10.
- 2.7 Options considered**
- 2.8 A CPZ is an area where parking is restricted during a period or periods specified on signs on its boundary. Other parking restrictions within the zone, for instance on main roads, are separately signed. At its simplest a CPZ may just consist of single yellow lines, but they generally incorporate parking bays; in most cases these are permit bays. In shopping or commercial areas the pay and display bays allow for short term parking for customers during the working day. For flexibility some bays are designated for shared use, which allow for the display of either a permit or a pay and display ticket. Almost all permits are issued to residents whose addresses are within the zone. Residents may also purchase permits for visitors. There are only a very few permits issued to businesses (for operational purposes),

schools, health care workers etc and there are strict eligibility criteria in place.

- 2.9 CPZs therefore provide preferential parking rights for (resident) permit holders during the hours of the zone. Whilst the zone hours in some instances may be only one hour in the middle of the day, this effectively protects parking in residential areas from long stay parking by commuters or local workers. Disabled blue badge holders are allowed to park free of charge in all parking bays except those designated for a special purpose, such as doctor's parking bays.
- 2.10 Yellow line only CPZ schemes where there is no demand for on-street residents' parking have the advantage of being cheaper and more environmentally friendly because the only signs normally needed are at the entry points. However such schemes should be used with great caution, as even a minority of residents who need on-street parking for themselves or their visitors may be severely disadvantaged. There are already locations such as around Canons Park Station where such schemes, implemented in the past, are resulting in requests for resident's bays, presumably as a result of increasing car ownership per household.
- 2.11 **Appendix B** is a Borough map showing the existing CPZ's. A review of existing and potential zones is set out in section 2.35 below, including petitions received in the last 12 months. Based on the review of areas set out below and petitions received, **Appendix C** shows the recommended programme and priority list for the next 3 years and the unprogrammed list. The list is based on the previous agreed priority list, allowing for schemes that have been completed, other events during the year that might have affected the programme, and available funding. The estimated cost of the programme is shown at **Appendix D**.
- 2.12 Programme review process and budget considerations
- 2.13 The rationale for the revised programme review process was explained in the report to this Panel in February 2009.
- 2.14 The programme review process which occurred over the last three years has provided a more realistic approach to programme and resource planning. There were however the inevitable additional demands introduced as a result of consultation feedback and objections raised during statutory consultation. For instance the West Harrow CPZ consultation resulted in unprecedented levels of communication by telephone, email and letter. This has resulted in delays to other schemes.
- 2.15 At the time of writing the Harrow Capital Budget has not been finalised but has provisionally been reduced from that in previous years. More details are contained in the finance section of the report.

- 2.16 Arrangements have been introduced to manage the expectations of residents for better information about scheme development and progress following initial consultation, typically a year previously. Progress information is provided on the council website, people are advised how they can contact the council for the results of consultation and street notices are posted when the draft traffic orders are advertised. There has been increasing demand for progress information to be delivered to each household. With the Stanmore CPZ review 4000 information leaflets were distributed at the statutory consultation phase and similarly around 1800 were distributed for the West Harrow CPZ review. Public Exhibitions now feature on all but the very smallest of schemes. This clearly provides an enhanced consultation process to the community but has cost and programme implications. In Autumn 2009 an independent quality assurance system was established covering the consultation process and management, collation and presentation of results. This is covered in more detail in 2.19
- 2.17 Although the estimated costs of schemes shown later in this report have been reviewed to more accurately reflect likely costs of both consultation and implementation, work is ongoing to develop a more robust estimating process. This has been achieved by an on-going review of the actual costs of most recent schemes, against which the cost of proposed new schemes can be benchmarked. The cost estimate will be based initially on the outline extent of the CPZ scheme or review, and then refined when the results of consultation determine the final extent. Although that may result in the final costs being more or less than the original estimate, the differences, in the main, are unlikely to be significant and it will, in either event, enable the programme to be adjusted. However there may always be the situation as already mentioned where a scheme potentially exceeds the normal levels of staff involvement and consultation and cost. Progress on the CPZ programme is now included in the information report that is a standing item on the Panel's agenda, and members will be advised of any adjustments to the programme through this process.
- 2.18 This process enables the programme to be managed more effectively and flexibly and enable the Panel and the Portfolio Holder to make more informed decisions about workload and priorities although it should be borne in mind that the programme in **Appendix D** does not represent all the schemes that officers within the parking design section are involved in. It should also be recognised that in view of the factors outlined above, costs and available budget in future years are indicative only at this stage. In particular, the programme for 2011/12 shown in **Appendix D** is not fully developed at this stage, but it will be developed as the programme in years 2010/11 is delivered and there is more certainty about costs and priorities.

2.19 In Autumn 2009, the council commissioned an independent report on local procedures for consultation and Quality Assurance. The study looked at the existing procedures for consultation and its strengths and weaknesses. Some of the recommendations were to clarify roles and responsibilities in consultation and to suggest things like issuing a simple reminder letter mid way through the consultation period to encourage response, remind people of contact details should they have questions before responding and also trying to identify people who may not have the necessary consultation material (mainly in properties sharing a communal letterbox). The remaining recommendations relate to the collation, analysis and presentation of consultation results. The procedure now incorporates independent checks to ensure the robustness of the consultation and give confidence to the public on the results. This is particularly important given that the public's responses are frequently conflicting, even over a relatively small area, and the principle that a majority view of respondents will decide the outcome.

## **2.20 Policy issues and review of scheme design principles**

2.21 As referred to above, the size of some of the CPZ areas and the wide variety of parking issues that are considered within these reviews has led to completion of these reviews taking longer and costing more. The most recent example is West Harrow CPZ, although it is generally acknowledged that that case has been somewhat unprecedented in our experience.

2.22 The problem associated with parking which is either obstructive or in a position which affects road safety has deteriorated in recent years probably due to increased vehicle ownership. This continued to be a problem even with the introduction of CPZ's, especially if their operational hours are limited say to one hour. Even with all day parking controls, problems can occur at evenings and weekends. To address this problem, double yellow lines are now proposed at all junctions within and surrounding CPZ scheme areas. Although the Highway Code states that drivers should not park within 10m of a junction, this distance is used as a starting point and the actual distance required may be less than 10m and is determined by using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance. Although the council is under no requirement to provide on-street parking, this procedure allows as much on street parking that can safely be accommodated as possible.

2.23 As parking pressures increase, the public perception that CPZs should expand overall on street parking provision increases the amount of communication from the public. The council can only sanction parking where it is both safe and does not cause undue obstruction and the overall quantity of parking during the controlled hours may actually reduce. This, together with double yellow line proposals at junctions,

leads to CPZs being more contentious which has the effect of increasing the level of resources required.

2.24 Consideration of smaller reviews elsewhere and particularly possible new CPZs, would in some respects address the issues raised by the Sustainable Development and Enterprise Scrutiny Sub-Committee that were considered in the 2007 review by the Panel (referred to in paragraph 2.27 below). This should lead to a focussed, more responsive approach. Consideration of very small or single street schemes, however, is not supported as this would tend to just move problems by displacing parking to surrounding streets.

### **2.25 Consultation stages involved in preparing a CPZ**

2.26 The length of the process for investigating and designing a CPZ is influenced by the extent of consultation undertaken. A summary of the typical stages involved in the process is shown in **Appendix E**.

2.27 The logic to this approach is explained in previous annual review reports. A consequence of this approach is that reviews of the larger CPZs in particular can take 18 to 24 months, or even longer, from start to finish. Concern has been expressed for some years that it takes so long to implement measures and that the programme is slow to respond to specific needs. As reported in the 2007 annual review, the Sustainable Development and Enterprise Scrutiny Sub-Committee asked that this Panel be made aware of the Sub-Committee's wish to encourage positive use of small scale parking restriction and CPZ areas, and this is referred to in paragraph 2.24 above. The process (shown in **Appendix E**) necessarily includes local consultation on detailed proposals and statutory consultation to ensure any scheme properly reflects the needs of the community as a whole and is defensible against minority objections. Stages 1 and 2 are often combined if the area for consultation upon detailed proposals can be identified without an "in principle" consultation.

2.28 The process of reviewing the larger CPZs, including an holistic approach to traffic issues, has led to increasing complexity, resulting in multiple consultations of residents and businesses. These reviews have taken longer to complete and have absorbed a large proportion of reduced CPZ resources to the detriment of smaller area schemes. The time period between successive reviews has been lengthened and it has sometimes proved impractical to carry out the 12-month review (subject to demand) as laid out in **Appendix E**. Addressing any issue resulting from a review or especially extension, for instance due to displaced parking, may take quite a number of years. People just outside the consultation area can feel particularly aggrieved if parking problems develop in their road.

2.29 To address this, in the case of the Wealdstone reviews for example, consultation on whether further consultation was wanted was carried

out in a buffer area around the main area being considered for an extension. Occupiers in most roads within the buffer area requested further consultation, which resulted in more extensive proposals than the original consultation. The further consultation went ahead in advance of implementing the already agreed scheme in order to reduce the period when peripheral roads suffered displaced parking. Despite the extent of the agreed scheme being made clear in this re-consultation, there was still insufficient support for any significant further extension. It appeared that people were considering the current parking situation rather than potential problems when the agreed scheme was implemented. Although it can be argued that residents have been given an opportunity to join the scheme, it is anticipated that there may be calls for immediate further consultation in areas just outside the extended CPZ, whilst the first opportunity to revisit the area at the next review will be several years away.

2.30 When the Panel considered the Wealdstone report in September 2007 it accepted a revised approach whereby there was automatic consultation in roads just beyond an extension or new CPZ between 6 to 12 months after its implementation subject to availability of funding and evidence of displaced parking. This may well lengthen the overall period for a review but it should simplify the process thus allowing more reviews to take place simultaneously. The other benefits are:-

- it will be less critical determining the first detailed consultation area as, providing there is an extension, further consultation can be matched to new parking patterns;
- occupiers in the second consultation will be able to see the effects on parking caused by the extension rather than having to anticipate parking problems, which may or may not materialise;
- roads where there was insufficient support in the first consultation would have a second opportunity without waiting for the next full review.

2.31 Co-ordination with other traffic management initiatives, such as customer parking, reviewing main road restrictions, or junction restrictions to address access or visibility problems within the study might also influence programmes.

2.32 Where area wide CPZ's are proposed and consulted upon it is now the practice to also propose double yellow lines at junctions, bends and other areas where obstruction can occur. These restrictions are required for safety and are therefore not optional and not subject to majority support from residents and businesses. Consultation material asks for people's comments on these lengths of double yellow line and officers do take these into account and make small adjustments where practical. Consultation material produced in the last 12 months makes it clear that these lengths of yellow line are not optional.



2.33 The 6-12 month reviews, as already highlighted, are designed to make small changes like changing lengths of yellow line, small adjustments to the CPZ boundary to deal with parking displacement and similar scale issues. In the case of the review of Stanmore CPZ Zone H that was implemented a year ago, there have been requests to change the zone time and days covered both by residents and the Watling Medical Centre. Although this is dealt with below on the section devoted to Stanmore it should be noted that such major changes are outside the scope of the 6-12 month reviews that were envisaged.

2.34 Reviewing the operational times of a CPZ is a fundamental issue and the process for doing so is essentially the same as introducing the CPZ in the first place, including informal re-consultation of the whole zone, statutory consultation and advertising traffic orders and ultimately, if agreed, changing all the parking signs affected.

### **2.35 CPZ areas and reviews**

### **2.36 Harrow town centre review and extension**

2.37 The last completed review of the seven CPZ's based around Harrow town centre resulted in an extension to Zone S on the eastern periphery in April 2004. Four further areas were identified on the periphery of the existing zones and these were individually programmed for reviews. These areas are called Pinner Road area, Bessborough Road area, Kenton Road area and Harrow View area. There are also a number of issues within the current zones that will be picked up as part of the review. Progress has been made in 2008/09 mainly in the Pinner Road area and Bessborough Road area reviews.

2.38 In the Pinner Road area local consultation took place on a variety of parking restriction proposals during September 2008. These parking proposals included a new one hour zone based on the county roads to the east of Pinner View; revised parking restrictions on Pinner Road; pay and display in side roads for the shopping parade and junction double yellow lines throughout Headstone South ward. The scheme was approved by the Panel in June 2009 but implementation has unfortunately been delayed due to the unforeseen and extensive work involved on West Harrow CPZ. However, the scheme will be implemented by the end of March 2010.

2.39 In the Kenton Road area there are outstanding requests to join Zone S by residents of Woodway Crescent and Rufford Close. There have been frequent complaints, mainly via telephone calls, about difficulty in finding parking in both roads and access issues in Rufford Close. Measures to deal with the problems in the section of Woodway Crescent and Rufford Close to be taken forward in isolation were programmed for 2008/09 but have not been significantly advanced due to demand for staff resources on other reviews. Consultation was undertaken in September 2009. The consultation results for Rufford

Close were inconclusive because some residents wanted parking measures which were not lawful. Consequently residents in Rufford Close were re-consulted in December 2009. The results of consultation and the way forward have been reported to the Portfolio Holder for Environment and Community Safety for a decision.

- 2.40 There have been further requests to deal with parking congestion in Carlton Avenue, the only other road close to Kenton Station without parking controls (apart from a short section at Kenton Road end). Parking congestion now exists throughout the road. The study area is also expected to include Mayfield Avenue and adjacent roads. These have existing yellow line only restrictions and requests for residents' parking have been received. It is recommended that this area is taken third within the central Harrow review.
- 2.41 A stakeholder meeting was held in December 2008 for a combined review covering the Bessborough Road area and the area around West Harrow London Underground station. A CPZ scheme went to public consultation in April/May 2009. The consultation proved to be controversial with areas supporting a CPZ and areas against. In June 2009, the Panel approved a scheme to advance to statutory consultation consisting of two separate zones, one around West Harrow Station consisting of a one hour restriction 10-11am Monday to Friday and another at the Bessborough road end of Vaughan Road 10-11am and 2-3pm Monday to Saturday. It had previously been reported to the Panel that these areas were the main focus of requests from residents for parking controls. However it was identified that if these two potential areas for CPZ were tackled separately there was potential for the area in between to suffer from displacement from both areas and it was agreed that the consultation should embrace the whole area. The decision was subject to call in initiated by residents in July 2009 but the Panel found no grounds and the proposals went to statutory consultation in September 2009. The results were reported to the Panel in November 2009 where the areas were fine tuned to reflect the views of those who supported the CPZ and those who did not. The recommendation to the Portfolio Holder was to proceed and it is intended that the two CPZ zones and double yellow lines at junctions, bends etc throughout the consultation area will be implemented by the end of March 2010.
- 2.42 The Harrow View area has yet to be fully defined by stakeholders but is expected to also include Salisbury Road, Buckingham Road, Balfour Road and part of Cunningham Park. Taking into account feedback from the previous consultation and considering the proximity to the Town Centre, a one-hour residents parking scheme is envisaged here. This scheme is now programmed to start in 2011/12.
- 2.43 Within the existing Town Centre CPZ area there are previous requests for parking facilities from a dentist on the corner of Harrow View/Radnor Road and a medical practice in Bethacar Road. The

traders in Headstone Road and Lowlands Road have requested more short term parking to be made available for their customers. In each of these instances consideration will be given to converting some residents' bays to shared use "pay and display"/residents' spaces. Subject to funding, consideration will be given to whether these can be dealt with ahead of the CPZ review.

- 2.44 Some residents of Whitehall Road have expressed concern that since the introduction of Sunday charging in the car parks, shoppers are parking in the residents bays and particularly on yellow lines (where it can be obstructive), which do not apply on Sunday. A similar problem has been reported in Bonnersfield Lane, particularly between Courtfield Avenue and Station Road. Double yellow line waiting restrictions will be considered on the inside of the bend to ensure that there is sufficient space for two-way traffic and to maintain visibility around the bend. Some of these isolated problems could be taken forward ahead of the general CPZ review if resources permit.
- 2.45 In the last year we have received a number of requests to look at the parking in Springfield Road and St Kildas Road close to Greenhill Way. The problems appear to centre around vehicles which claim to be loading and unloading (currently there are no loading restrictions) and blue badge holders who are visiting the town centre which are exempt from the waiting restrictions for up to 3 hours. There is no programme to review these areas. Disabled parking around the town centre has to some extent been looked at as part of the scheme in Station Road to introduce two way buses, and new disabled bays are being proposed which could affect parking patterns. It is suggested that these areas be monitored and reviewed as and when resources permit.
- 2.46 Wealdstone review and extension (Zones C and CA)**
- 2.47 The larger Wealdstone CPZ, Zone CA was extended in April 2008. During the on-site works to introduce the extension to the CPZ in the remaining section of Spencer Road a petition was received opposing the scheme from residents of that road. After consultations with the Portfolio Holder it was agreed that the works should proceed to conform to the previous decision but that people living in the road should be re-consulted 12 months after completion of the CPZ extension. A consultation was carried out in July/August 2009. which showed residents wanted this section of Spencer Road removed. The Portfolio Holder has written to residents informing them that she has agreed to this course of action, and the necessary legal procedures required are in place and the lines and signs should be removed by the end of March 2010. Significant parking problems have occurred in The Broadway just outside the extended CPZ. The carriageway is too narrow to accommodate the parking which occurs on both sides. Residents of The Broadway including the temple were consulted at the same time as Spencer Road. There was no majority support to join the CPZ but changes to the waiting restriction on the west side and "no

waiting at any time” restrictions are proposed on the eastern side. These proposals are proceeding to statutory consultation.

- 2.48 Following representations it was agreed by the Portfolio Holder to carry out consultation during 2009/10 in Oxford Road to propose the removal of the permit bays which can cause problems with large vehicles passing each other. Public consultation was carried out in August 2009 and there was majority support. The necessary legal procedures are being completed to allow the bays to be removed as soon as practicable.
- 2.49 No further review of the Wealdstone zones is currently programmed.

### **2.50 Stanmore review**

- 2.51 Stanmore has two CPZs comprising of Zones 'B' and 'H', which were introduced in 1994 and reviewed in 1996 and 2004. Since the last review the new Wembley Stadium has opened and as Stanmore underground station is a popular transport link to the stadium a review is currently being carried out to deal with the effects of event day parking. A stakeholder meeting was held in July 2007 to establish the overall extent of the review area, and consultation regarding amendments to the existing controlled parking zones and the possible extension of zone boundaries was carried out from the 3 January to the 1 February 2008. A leaflet and questionnaire was distributed to over 4,000 premises, both within the existing Zones B and H, and around their fringes.
- 2.52 The results of various consultations as part of reviews of the two Stanmore CPZs - Zones 'B' and 'H', were reported to this Panel in June and September 2008. There was no consensus for changing the present separate zone hours. Relatively small extensions to each zone were agreed by the Panel and implemented in March/April 2009. The scheme was substantially funded from a Section 106 contribution by the developers of Wembley Stadium.
- 2.53 The Panel agreed that a review should be undertaken 6-12 months after the scheme was implemented. A number of requests have been received for changes which were reported to the Panel in November 2009 in the Progress Report. Many of the requests relate to small changes to parking bays and yellow lines and requests to look at small extensions of the CPZ to deal with displaced parking. However there have been requests, including petitions to the Panel for more major changes which involve changing the times of restriction and days that the CPZ operates. Reviewing the operational times of a CPZ is a fundamental issue, however, and the process for doing so is essentially the same as introducing the CPZ in the first place, including informal re-consultation of the whole zone, statutory consultation and advertising traffic orders and ultimately, if agreed, changing all the parking signs affected. These changes are outside the scope of the 6-

12 month reviews as envisaged when the Panel accepted the process following the Wealdstone review in 2007 and the resources that have been allocated to the review.

- 2.54 A petition from the Watling Medical Centre Patients Forum, reported to the November Panel, requests that the current CPZ control hours around the practice, which are Monday to Saturday 10am to 11am and 3pm- 4pm be changed to better suit the surgery by having a single 2 hour restriction to coincide with their lunchtime 12 noon to 2pm. A further petition from the Berry Hill residents group requests that the existing control hours be replaced by a single 1 hour restriction at lunchtime and that the Saturday parking controls are removed as they are. In addition it was requested that the Saturday restrictions be removed due to inconvenience to family and friends. They also request that a scheme be put in place in collaboration with Brent Council for major Wembley events which fall on a Saturday and Sunday. Changing the hours/days of control in the CPZ, as already stated, is essentially the same as introducing a new CPZ. The estimated costs of changing the hours and days of control, assuming they received majority support from residents affected are between £40-45K. This is outside the level of funds which are shown in **Appendix D** for reviewing and making all the changes requested in Stanmore, subject to the agreement of the Panel. In respect of the request for a scheme of parking controls for major weekend events at Wembley this is not practicable. It was subject to several reviews by officers during the development of the Stanmore CPZ proposals. Unlike Brent Council, Harrow only had the one - off Section 106 funding and no revenue funding source to pay for the staff, signing changes and legal orders that are required in a scheme such as Brent installed around Wembley Stadium.
- 2.55 Over the last month a number of requests have been received for additional parking controls in Green Lanes. Presently there are controls operating from 8am to 10am Monday to Friday which were introduced in late 2007. When the Stanmore CPZ review commenced in Jan/Feb 2008 a petition with 84 signatures from residents in Green Lane stating they did not want additional parking controls/be included in a CPZ was received and reported to the Panel in February 2008. The Panel agreed that Green Lane should be excluded from the review. The requests cite problems of commuter parking taking place after 10am and obstructive parking causing problems at peak traffic times. We have also received a request to deal with obstructive parking in Culverlands Close at the northern end of Green Lanes and problems with the lack of on-street parking adjacent to St Johns C of E School and surrounding properties. A joint traffic and parking proposal designed to address a number of local issues is being developed to be consulted upon in 2010/11. This will, if implemented, have some effect on traffic flows in the road. It is suggested that a review of parking at the Uxbridge Road end of Green Lanes is undertaken at this time in the Problem Street programme.

2.56 We have received requests for parking controls in Fallowfield where the road is narrow and residents are concerned about parking which takes place on both sides of the road and the effect on refuse vehicle and emergency vehicle access. There are double yellow lines at the junction with Stanmore Hill but it is alleged that the parked vehicles come from blocks of flats situated on Stanmore Hill. The site lies outside the Stanmore CPZ area. Although the site meets the problem street programme criteria the limited resources in 2009/10 has not permitted its inclusion and it is included in the programme for 2010/11.

### **2.57 Burnt Oak Broadway area**

2.58 A consultation exercise was carried out in The Highlands and associated roads to seek out the level of support for parking controls and road safety measures in 2006. In the annual review in Feb 2009 the area was raised in priority, in recognition of Barnet Council intention to introduce a large CPZ on their boundaries with Brent and Harrow abutting the area to the south of the A5. It is likely that this could displace the parking associated with the businesses in and around Burnt Oak Broadway into the unrestricted streets within the Harrow area.

2.59 A stakeholders' meeting was held in September 2008, attended by local representative of residents and business groups of Burnt Oak Broadway. Public consultation in the area bounded by Bacon Lane, Stag Lane, Broomgrove Gardens and Burnt Oak Broadway was carried out in April 2009.

2.60 The results of consultation were reported to the Panel in June 2009 which showed support for a CPZ in Bacon Lane, Vancouver Road, Columbia Avenue, the north western half of the Chase, Northolme Gardens, the western half of Oakleigh Avenue and the Highlands and cul-de-sacs off it. There was also support for introducing parking controls and a one way arrangement in Parkway.

2.61 Due to unforeseen pressures on other consultations it has not been possible to carry out statutory consultation on the above scheme in 2009/10. However it is included in the 2010/11 programme.

Adjacent to the CPZ consultation area is the Krishna-Avanti school on the old sports ground to the west of Broomgrove Gardens. The school opened in September 2009 and it is understood that only 3 of the 7 classes covering the pupil ages that make up the school intake are currently operating. There is a S106 agreement which provides for £40K to consult on and implement a CPZ around the school. Residents of Broomgrove Gardens did not support being included in the CPZ. Only one request has been received from a local resident requesting parking controls to deal with parking problems associated with the school. Some of these problems may be caused because the school onsite parking and dropping off facilities are not in use for constructional reasons. Because of these and the reasons the school is not fully in use it is

suggested that a formal consultation of parking associated with the school takes place in 2011/12 when the review of the Burnt Oak Broadway CPZ takes place. Residents will then be more fully aware of any parking problems and would likely be able to make a more informed decision. If the consultation was to take place earlier there is a risk that the full effects of traffic and parking will not be evident to local residents surrounding the school as not all the classes will be in use. Consequently this would mean the Section 106 monies would already be expended. and there would be no funding to carry out any further investigations or implement parking controls.

## **2.62 Edgware review and extension**

2.63 The existing scheme was implemented in January 2005. Following representations by residents outside the existing zone, consultation on a proposed extension to the zone TB was carried out in September 2008. The results and recommendations of this consultation were reported to the Panel meeting held on 26 November 2008. It was agreed to proceed to statutory consultation over a slightly smaller area with associated area wide double yellow lines at junctions, bends and other restricted areas.

2.64 During Statutory Consultation a number of objections were received in Lake View, mainly from residents who had not returned questionnaires with their views at the public consultation. It was decided to re-consult residents in Lake View and put the remaining CPZ proposals on hold. Re-consultation took place in October, after the summer holiday period and the results and statutory objections held over were reported to the Panel in November 2009. A scheme omitting Lake View and Dukes Avenue from the CPZ proposals was agreed and implementation is due by the end of March 2010.

## **2.65 Hatch End**

2.66 The Hatch End Association have requested a review of parking but remain neutral on the issue of a CPZ as it is not considered a priority by its members at present. The few letters of complaint received from the area refer to parking along The Broadway, in front of the shops. Some traders have indicated they would support "pay and display" in the service roads.

2.67 Consultation on proposals to introduce pay and display parking in the service roads off Uxbridge Road and introduce complementary parking charges in Grymsdyke car park was due to commence in 2009/10. However involvement in other parking consultations has precluded this and it is now in the programme proposed for 2010/11

2.68 A freight study has been undertaken in Hatch End in association with the West London Freight Quality Partnership (FQP) which proposes inset loading bays on Uxbridge Road and off the service road on the south side of Uxbridge Road. Site investigation has shown statutory

services lie under some of the locations which would be costly to deal with/divert. Only a limited amount of funding for implementing these proposals from Westtrans has come forward and two on street loading bays, one in Grymsdyke Road and the other in Cornwall Road are currently at statutory consultation. It is intended to progress the remaining facilities jointly with the pay and display proposals subject to funding being made available.

## **2.69 North and West Harrow**

2.70 The proposals for West Harrow have already been extensively covered in paragraph 2.41 above

2.71 The on-site car parking for the agreed supermarket re-development in North Harrow is limited. The Section 106 agreement includes a £30,000 contribution towards consultation and implementation of a CPZ. Funding would be available within 3 years of full occupation of the development. Due to the current financial climate and no clear indication of who will occupy the retail element of the development, the date when the 106 funding will become available is difficult to determine but is not expected to be forthcoming in the near future.

2.72 There have been calls for a residents' parking scheme to be introduced in parts of North Harrow close to the underground station but no clear pattern for a CPZ exists. There has been some parking impact from the occupation of the residential part of the development. Implementation of a CPZ around West Harrow station and the Pinner Road (Harrow end) area CPZ may cause increased parking pressures in North Harrow and this will be monitored in 2010/11 following implementation. It is therefore recommended that North Harrow be put on the priority programme to be reviewed during 2012/13.

2.73 Representations have been made for parking controls in Northumberland Road at the bend with Grove Road and also double yellow lines at the junction with Imperial Drive following the successful introduction of similar restrictions in 2009/10 at the junction of Argyll Road opposite. These sites are due to be taken forward in the Problem Street programme for 2010/11

## **2.74 Rayners Lane review and extension**

2.75 The last review and extension of the zone was completed in April 2002. A lay-by containing "pay and display" parking was provided in Warden Avenue in February 2004. Waiting restrictions were introduced in Village Way in January 2006 to address the problems of obstructive parking.

2.76 A stakeholders meeting was held in December which highlighted a number of roads where parking problems were raised by residents and councillors. These sites are currently being reviewed and will be the



subject of local public consultation shortly. Progress will continue in 2010/11 with the results presented to the June Panel meeting. Statutory consultation and implementation will follow later in the financial year.

## **2.77 Harrow Weald review**

2.78 Parking restrictions were introduced in Uxbridge Road between High Road and Bellfield Avenue in early 2005 to assist buses and general traffic flow. This has addressed parking problems associated with Harrow College (Harrow Weald Campus) along this section of Uxbridge Road. Parking has been displaced to the service road in High Road where there were already complaints about parking associated with Harrow College. A few complaints have also been received from The Coppins and the adjacent service road in Uxbridge Road.

2.79 Restrictions on High Road south of Elms Road were reviewed as part of the Wealdstone (CA) review but the northern end would form part of the Harrow Weald review. Two petitions calling for residents' parking to address parking problems attributed to the businesses in High Road remain outstanding. Based on proposed priorities this review is scheduled to commence in 2011/12.

2.80 Two petitions have been received concerning the parking on the west side of High Road, Harrow Weald just north of Whitfriars Avenue and the effect on restaurant trade in the evenings. Extensive discussions have been in place with TfL Network Assurance (NAT), as the road is part of the Strategic Road Network, on relaxing the parking restrictions in the evening. This has involved a considerable amount of survey work to meet the needs of NAT, who have the final decision. The work is being progressed jointly with a Local Safety Scheme. The statutory consultation process is due to commence shortly and implementation will be early in 2010/11 subject to dealing with any objections revived.

## **2.81 Pinner review**

2.82 In light of a petition from Albury Drive residents and other residents' concerns, parking restrictions were introduced last year on the northern side of Albury Drive, Pinner. This enabled two unobstructed running lanes to be maintained to ease congestion in the area. There have been other requests from residents of Albury Drive near Latimer Gardens for a residents' parking scheme. The residents were concerned that displaced parking will result because of the Pinner Wood Safe Routes to School proposals.

2.83 Requests for an extension of the scheme continue to be received from some residents who live on the periphery of the zone. Complaints continue to come in particular from Hereford Gardens, Rayners Lane and West End Lane near High View where there is a previously reported petition from residents requesting a CPZ. Double yellow lines

were implemented along a substantial length of West End Lane from High View to Elm Park Road and into Hazledene Drive to deal with parking issues in advance of the CPZ review. Residents of Hazledene Drive have asked for an early investigation into parking in the road caused by displaced cars, commuter parking and parent parking from a nearby school. Other surrounding roads have highlighted parking problems and officers have met representatives from the Safer Neighbourhood Team and residents groups to discuss the issues. It is clear that the parking problems can only be successfully dealt with by a comprehensive area review and not localised parking controls which are only likely to displace parking.

- 2.84 There are also a number of previous miscellaneous requests for alterations within the existing CPZ zone from occupiers of Barrow Point Avenue (including a doctors' surgery), Waxwell Lane, High View and Holwell Place (verge parking). Requests for parking controls have also been received from Nower Hill, The Chase and Oakhill Avenue.
- 2.85 There is a previously reported petition from 1999 and a deputation in 2001 from the residents of Pinner Green for an extension of the scheme. Pinner Green residents continue to request a residents parking scheme and problems have been reported by the local police.
- 2.86 There is a previously reported petition from residents of Grange Gardens, Pinner which is within the current CPZ. The concerns are that the current CPZ control period of 11am to noon on weekdays does not protect them sufficiently against evening and weekend parking.
- 2.87 Based on proposed priorities and resources the review of the Pinner CPZ is programmed to commence in 2011/12.

### **2.88 South Harrow stage 3**

- 2.89 The previous stage 2 extension became operational on 1 March 2004. The stage 2 review and stage 3 extension scheme has been implemented and became operational on 25 February 2008. The scheme mainly comprised an extension to the CPZ to cover roads in the Beechwood area, Kingley Road, Thornley Drive, part of Roxeth Green Avenue and a further section of Eastcote Lane, with pay and display in side roads leading from Northolt Road and free bays in Brember Road. Although Dudley Gardens and Fielders Close were excluded from the CPZ scheme, waiting restrictions have been introduced in these roads to address problems of obstructive parking.
- 2.90 A petition was received in May 2008 from residents in the northern half of Corbins Lane requesting inclusion in the CPZ. The inclusion of the southern half of Corbins Lane and adjoining length of Eastcote Lane in the recent CPZ extension was cited as causing problems due to displacement of parking. The petition was reported to the June 2008 meeting of the Panel. The review commenced at the end of 2009 and

includes Corbins Lane, Stroud Gate, Stanley Avenue and loading problems in Northolt Road on the boundary of the extended CPZ.

A contribution of £30,000 towards funding parking controls has been secured from the developer of Biro House, in Northolt Road, through a section 106 agreement. Funding is available for up to 3 years of completion of the development which occurred in 2009

2.91 Complaints have been received from residents of the south eastern end of Welbeck Road and surrounding roads. These concern the large amount of commercial vehicles from the industrial units in The Arches who use the surrounding roads to park and store vehicles. It was originally intended to address obstructive parking under the problem streets initiative however the limited resources and higher priority sites elsewhere have precluded this.. It is intended to include this area in the South Harrow CPZ review

#### **2.92 Kenton Road/Honeypot Lane near Kingsbury Circle**

2.93 There are previously reported petitions from residents of 41-48 Honeypot Lane requesting a residents' parking scheme for the service road in front of these properties. There continue to be requests from Orchard Grove for parking controls due to parking problems also attributed to Kingsbury underground station. There is also a previously reported petition from some residents of 704A to 736A Kenton Road for residents parking in front of the shops because of shoppers cars and conversely a request from the shopkeepers for "pay and display" in front of the shops because of residents' cars. Based on current priorities this is unprogrammed at present.

#### **2.94 Kenton station review**

2.95 This area is adjacent to the Central Harrow CPZ (Zone S). Complaints have been received about obstructive parking at the junctions of Willowcourt Avenue with Hillbury Avenue and Kenton Road. It is proposed to deal with these complaints by incorporating permit bays within the current yellow line waiting restrictions. This area is programmed to commence in 2013/14

#### **2.96 Sudbury Hill station area**

2.97 This scheme was implemented in conjunction with Brent Council and became operational on 22 December 2003. There have been reports of obstructive parking problems in Cavendish Avenue at its junction with Greenford Road. There is a shared use residents/pay and display on the eastern side of the road and CPZ zone time restriction on the opposite side which operates Monday to Friday from 11am to 12 noon. At peak times parking takes place which causes congestion. It is intended to consult and implement double yellow lines at the junction to

keep it clear. This will be incorporated into a cycling scheme nearby that will be implemented in 2010/11

## **2.98 Canons Park station area**

- 2.99 This area is substantially covered by a one hour waiting restriction scheme with the exception of Whitchurch Lane that generally has all day restrictions. This scheme pre-dates the introduction of residents' parking schemes in Harrow and can generally be considered as a controlled parking zone without residents' parking bay provision and entry/exit signs, but with signing in each road.
- 2.100 Extensions of waiting restrictions in Whitchurch Lane and in the Cloyster Wood area were introduced in 2002. The scheme was recently extended to include Howberry Close and Howberry Road, south of Wychwood Avenue. The Canons Park Residents' Association (CAPRA) and some residents have asked for this scheme to be reviewed /extended yet again.
- 2.101 Following a deputation for parking controls in Buckingham Road and surrounding area at the Panel meeting of 6 June 2006, it was agreed that the request be considered as part of the annual review of CPZs. Ghost capes (hatched road markings) were subsequently introduced at the junctions of Buckingham Road with Buckingham Gardens and Torbridge Close.
- 2.102 CAPRA has continued to request that the Canons Park Station area be tackled earlier than the programmed start. A meeting was held with representatives of CAPRA and the Portfolio Holder for Environment and Community Safety and it was agreed that a number of junctions off Howberry Road and the northern section of Buckingham Road would be tackled by the problem street programme. These were implemented early in the 2009/10 financial year.
- 2.103 CAPRA has also asked for parking in the Honey-pot Lane service road at its junction with Wemborough Road to be investigated. This was subject to a consultation exercise in May 2007 which did not demonstrate majority support for the scheme which has now been abandoned. A petition was received from traders in the service road and reported to the Panel in November 2009 who requested a variety of parking control measures. There is evidence of long term commuter parking in the service road and surrounding roads. Commuter parking also took place on Honey-pot Lane together with parking associated with redevelopment on the Old Government Offices site. Concerns from the Fire brigade about access by fire appliances, and drivers' concerns about traffic congestion resulted in the temporary installation of double yellow lines on Honey-pot Lane in Autumn 2009 from just south of Whitchurch Lane to Broadcroft Avenue. These will be reviewed before the 18 month expiry period.

- 2.104 A petition was received from residents in the lower section of Buckingham Road between both junctions of Chandos Crescent asking for parking controls to prevent commuter parking. This petition was reported to the June 2008 meeting of the Panel. This area would be included in the review.
- 2.105 Several residents in the area, where there is a one hour parking restriction but no resident bays, have approached the council as they are now experiencing parking problems due to insufficient off street parking. One of these resulted in a complaint to the Ombudsman. The Ombudsman did not find any grounds of maladministration by the council but did draw to the council's attention the need to consider individual residents' concerns when considering "blanket" policies of introducing parking restrictions. At the February 2009 meeting of the programme it had been stated that the review around Canons Station would commence in Winter 2010. However the reduction in finance available from the Harrow Capital programme for 2010/11 means that if the current reviews that have started are to be completed in 2010/11 and the commitment to 6-12 month reviews for recently implemented schemes are to be sustained then there is no finance or staff resources available to start the review until 2011/12.

#### **2.106 Harrow on the Hill area**

- 2.107 Representations continue to be received from residents of Harrow on the Hill reporting dangerous and obstructive parking and insufficient parking for residents, businesses and customers. The narrowness of many of the roads on the Hill mean that only very limited numbers of bays would be possible. Indications are that a permit parking scheme would not be supported. There are a number of locations where refuse vehicle access is problematic and these have been the subject of site meetings between officers and councillors. There is a need for further localised double yellow lines to address the obstructive parking. These sites are intended to be included in future problem street programmes.
- 2.108 A petition containing 33 signatures was presented to this Panel in November 2008 requesting a CPZ. The area is likely to present difficulties due to the narrow road widths and the nature of the area. It was originally programmed in 2009/10 to carry out a small amount of investigative work to see if embarking on a large and expensive consultation exercise on a CPZ was likely to produce an acceptable outcome for local residents and businesses in what is a very sensitive area. Unfortunately pressures on completing programmed reviews on parking elsewhere have meant this scheme has not been able to be progressed.

#### **2.109 Headstone Lane station area**

- 2.110 Complaints from residents living close to Headstone Lane station have continued this year. Obstructive parking does appear to have got

worse, in one case with drivers parking and leaving their cars across the entrance to a home for the elderly resulting in them being unable to get service vehicles and ambulances into their property. This site is being addressed as part of the current problem street programme. This area has been placed on the list of priority schemes (for a possible new CPZ) for commencement in 2013/14.

- 2.111 It is intended to deal with any further isolated locations of obstructive parking which meet the prioritisation requirements and are serious enough not to wait for the area parking review to be dealt with under the problem street programme.

### **2.112 Harrow Weald/Hatch End – Courtenay Avenue Area**

- 2.113 There is a previously reported petition for a residents' parking scheme in this area, but the number of households signing the petition (14) is small compared to the size of the estate. The head petitioner continues to make representations.

- 2.114 A request has been received to address parking problems in College Road, especially around the vehicular entrance to the Harrow Weald tennis club where vehicles park close to or partially across the entrance. It is intended to address this in the area parking review which is programmed to start 2011/12.

### **2.115 Other Areas**

- 2.116 From time to time, residents from other areas on the uncommitted programme list ask for residents' parking schemes but the numbers are small and widely dispersed. Complaints from Camrose Avenue, Honey Pot Close (off Honey Pot Lane, Kenton East), Turner Road and Everton Drive (near Queensbury station), have been received.
- 2.117 Residents in Winchester Road, Malvern Gardens and Glebe Avenue / Crescent have raised issues about commuter parking in the roads nearest to Honey Pot Lane. The junctions and service road were subject to parking controls, implemented in 2009 as part of the problem street programme following residents concerns about emergency access. Communication suggests that there is currently no consensus from residents to proceed and consequently the area is on the unprogrammed list of schemes. The emergency services have not raised their concerns but the matter is due to be discussed at the next traffic liaison meeting in March 2010.
- 2.118 Complaints about obstructive parking have also been received from The Crescent, Willowcourt Avenue, The Chase, Fallowfield and Woodlands Road. This may be able to be addressed as part of the assessment referred to in paragraph 2.6 above

- 2.119 Complaints about obstructive parking have also been received from Mollison Way (whole length) and Alicia Avenue (Kenton West). This may be able to be addressed as part of the assessment referred to in paragraph 2.6 above
- 2.120 A complaint has been received about parking by non-residents in Grange Farm Close and a request for a CPZ. The matter was raised by a prospective parliamentary candidate on behalf of residents. It was explained that one of the ways of demonstrating there was substantial local support was by way of a petition, but no further request have been received.

### **2.121 Legal Implications**

- 2.122 Controlled Parking Zones can be introduced under powers given in the Road Traffic Regulation Act 1984.
- 2.123 There are minimum requirements for consultation and publication before making an order which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **2.124 Performance issues**

- 2.125 There are no Best Value performance indicators in relation to CPZs.
- 2.126 Although no funding is provided by Transport for London, CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's LIP.
- 2.127 The provision of CPZs meets the following priorities in the Mayor of London's LIP:
- 2.128 Priority IV Improving the working of parking and loading arrangements
- 2.129 Priority V Improving accessibility and social inclusion on the transport network

### **2.130 Equalities Impact**

- 2.131 The introduction of CPZs increases overall accessibility and social inclusion by the provision of additional parking for disabled people.

### **2.132 Community Safety (s17 Crime & Disorder Act 1998)**

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

## **2.134 Financial Implications**

- 2.135 Transport for London has not provided funding for CPZs in recent years as it considers that these should be funded by boroughs and only funds projects in exceptional circumstances. TfL did allocate £25,000 for disabled persons' parking spaces in 2009/10 and £25,000 has been allocated for 2010/11.
- 2.136 The funding available for 2009/10 from the Harrow Capital programme is £365K, of which £350K were for CPZ /parking reviews and £15K for the problem streets programme. An additional £50K was made available during the year for CPZ and £20K for problem streets making a total budget of £435K. The provisional total capital programme for Transportation in 2010/11, subject to final approval by cabinet, is £355k of which £310k has been provisionally allocated to the CPZ and problem street programme. The £310k for 2011/12 and £310k for 2012/13 and 2013/14 are provisional assumptions and have been used to populate the programme shown in **Appendix D**. The figures for years beyond 2010/11 will be subject to future reviews of the councils capital programme and may be optimistic. In previous years, up to £150k per annum of this has been required for other ad hoc traffic management schemes. However the proposed funding for 2010/11, which is a significant reduction in previous years, only allows £45k for this area of work.
- 2.137 The allocation for CPZs and estimated cost of the proposed programme is shown in **Appendix D**. It should be noted that the estimated costs have been prepared before consultation and design and are therefore provisional. The programme for 2011/12 and beyond is not fully developed at this stage, but it will be developed as the 2010/11 programme is progressed and implemented.

## **2.138 Risk management Implication**

- 2.139 The risk of not carrying out reviews of parking and CPZ and introducing parking controls is the adverse effect of road safety and the effect on National Indicator 47 and 48 (Killed and Seriously Injury KSI).
- 2.140 This project is not included on the Directorate risk register. When individual schemes are approved for implementation they will have their own generic risk register as part of the project management process.

## **2.141 Corporate priorities**

- 2.142 The delivery of the CPZ and problem street programme will accord with our corporate priority to the delivery of cleaner and safer streets.



### 2.143 Environmental Impact

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 (ie public transport, walking and cycling). CPZs and the review of parking restrictions address traffic congestion and road safety issues. The positive effect of CPZ on traffic and congestion issues will in turn have advantages with regard to air quality and pollution. Further details of the positive environmental benefits are covered in 2.1 above.

## Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 29 <sup>th</sup> January 2010		
Name: Rachel Jones	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 29 January 2010		

## Section 4 - Contact Details and Background Papers

**Contact:** Paul Newman, Interim Team Leader, Parking and Sustainable Transport; Tel: 020 8424 1065; E-mail: [paul.newman@harrow.gov.uk](mailto:paul.newman@harrow.gov.uk)

### Background Papers:

Previous reports to TARSAP  
Mayor of London Transport Strategy  
West London Transport Strategy  
Local Implementation Plan (LIP)  
Petitions  
Correspondence