

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

Date of Meeting: 24th November 2010

Subject: INFORMATION REPORT
Pinner Road, Harrow - Parking
Enforcement

Responsible Officer: Brendon Hills - Corporate Director
Community and Environment

Exempt: No

Enclosures: Appendix A - Plan of parking scheme
implemented on 1 May 2010

Section 1 – Summary

This report sets out details of parking enforcement in the vicinity of Pinner Road as requested by the Panel at the meeting on 16th September 2010

FOR INFORMATION

Section 2 – Report

Introduction

- 2.1 At the last meeting on 16 September 2010 the Panel requested that “information about parking enforcement in the vicinity of Pinner Road be provided at the next meeting of the Panel in November 2010”. This arose from discussions at the Panel meeting, about the petition from the local businesses who have requested the removal of parking controls on Pinner Road implemented on 1 May 2010.
- 2.2 To remind members of the Panel about the changes a plan of the location is shown in **Appendix A**.
- 2.3 The restrictions that existed prior to the implementation of the scheme on 1 May 2010 date back to 1978. The waiting restrictions on Pinner Road were originally Mon-Sat 8am-6.30pm and terminated in the side roads generally 18 metres from the main road junction. In addition there was a loading restriction of Mon-Fri 8.00-9.30am and 4.30-6.30pm along the main carriageway. The only exception to the above was a short section on the southern kerbline, between Bedford Road and Oxford Road, where the waiting restriction was Mon-Fri 8.00-9.30am and 4.30-6.30pm.
- 2.4 The actual times and dates that enforcement has taken place are not recorded. However the records show that 138 Penalty Charge Notices (PCN) have been issued in this area between 1 May 2010 and 20 October. These fall into the following categories:
- Waiting Restriction 4 no.
 - Waiting & Loading Restriction 100 no.
 - Restricted Bus Stop 9 no.
 - Footway 23no.
 - Pedestrian Zig Zags 2 no.
 - Total 138 no.
- 2.5 The frequency of parking enforcement is set out in the Local Implementation Plan (LIP). This is the document, approved by the Mayor of London, which sets out how Harrow will meet the objectives of the Mayor’s Transport Strategy. Chapter 7 covers the area of parking enforcement.
- 2.6 Chapter 7 Parking & Enforcement Plan sets out the following:

“Parking Enforcement specification – key provisions

The minimum frequency of patrol by parking attendants is set according to the type and duration of restrictions. There are also requirements regarding the variation of times of visits. Typical patrol frequencies are:

- 8am to midnight / at any time 4 per day
- 8am to 6.30pm 3 per day
- 8am-9.30am & 4.30pm-6.30pm 2 per day

- 1 hour CPZs 1 per day
- Car parks 3 per day

In order to focus on appropriate priorities and not “soft targets”, the distribution of Penalty Charge Notices in relation to contraventions is specified by percentage bands for each category. This is monitored quarterly to ensure that the maximum of the percentage band is not exceeded. The following shows the hierarchy and the percentage bands:

| CONTRAVENTION CATEGORY | MIN% | MAX% |
|--|------|------|
| Yellow line | 50 | 75 |
| Pay and Display and other regulated on-street bays – eg disabled | 15 | 30 |
| Footway / verge | 10 | 15 |
| Car parks | 10 | 20 |
| Other | 0 | 5 |

- 2.7 A report is contained elsewhere on the agenda to this Panel Meeting outlining the preparation of LIP2 . Under the new guidance issued by TfL on the preparation of LIP2 the Parking and Enforcement Plan will no longer be contained within the LIP but will become a standalone document. Work has already started on reviewing the document and once drafted will be reported to the Panel. The aim is to have the new document finalised in order to synchronise it with the formal adoption of the New LIP.
- 2.8 Enforcement officers will continue to keep the level of enforcement at Pinner Road and its surroundings under review.

Section 3 – Further Information

- 3.1 The purpose of this report is to follow up a request from the Panel for information. No updates will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates required.

Section 4 – Financial Implications

- 4.1. There are no financial implications arising from this report

Section 5 – Corporate Priorities

- 5.1. The parking enforcement action detailed in the report accords with our wider corporate priorities to deliver cleaner and safer streets, build stronger communities and improve support for vulnerable people. The principle of enforcing parking controls is also integral to delivering the Mayor’s Transport Strategy and the Council’s LIP. This is especially of relevance as Pinner Road forms part of London’s Strategic Road Network.

Section 6 - Statutory Officer Clearance

Name: Kanta Hirani



on behalf of the
Chief Financial Officer

Date: 2nd November 2010

Section 7 - Contact Details and Background Papers

Contact:

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Background Papers:

London Mayors Transport Strategy

Harrow Local Implementation Plan