

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

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<b>Date of Meeting:</b>	23 <sup>rd</sup> November 2011
<b>Subject:</b>	Olympics 2012 - Temporary proposals for mitigating parking pressures around Jubilee Line Stations
<b>Responsible Officer:</b>	Brendon Hills - Corporate Director Community and Environment
<b>Exempt:</b>	No
<b>Enclosures:</b>	<b>Appendix A</b> - Temporary Parking Controls - Plan of Full Scheme  <b>Appendix B</b> - Temporary Parking Controls - Plan of Minimum sized scheme

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

The panel received a report on the likely impact of traffic and parking during the Olympics at the September 2011 meeting. This report provides additional details on the proposal to implement temporary parking controls in the lead-in period and during the 2012 Olympic and Paralympic Games. It also sets out the costs and methodology about how such measures can be implemented.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety either option 1 or 2:

1. the introduction of temporary parking controls on roads around stations at Stanmore, Canons Park, Queensbury and Kingsbury within Harrow to deal with additional parking pressures during the Jubilee, Olympic Games and Paralympic Games period. The introduction and administering of these temporary parking controls estimated at £55K, be made from an allocation from the 2012/13

Harrow Capital programme for traffic and parking schemes, subject to confirmation of this funding by cabinet;

2. that consideration be given to erecting advisory posters at a cost of £6K in these areas to indicate that parking controls will be vigorously enforced during the Games period to minimize the negative impact on residents and businesses.

**Reason:** To consider and mitigate the effects of the 2012 Olympic and Paralympic Games on residents and businesses within Harrow.

## **Section 2 – Report**

### **Background**

- 2.1 At the September panel meeting a report on the traffic and parking impacts of the Olympic and Paralympic Games together with Jubilee events and associated cultural events was considered.
- 2.2 The Panel agreed that a further more detailed report be submitted to this meeting of the Panel on the actual costs and methodology of introducing temporary parking controls around Jubilee Line Stations on Harrow's highway network. These would be aimed at mitigating the potential effects of the additional traffic and parking around the above stations which are considered to be the ones most vulnerable in the borough. This is due to the fact that they will serve the Olympic Village, Wembley complexes as well as other Central London sites used for Olympic events and associated cultural events in this important period for London. The recommendations of the Panel were ratified by the Portfolio Holder for Environment and Community Safety which became effective from 22<sup>nd</sup> October 2011.

### **Temporary parking control measures**

- 2.3 It has already been established that travel to Olympic venues for those other than participants and officials will be 100% by public transport. It is therefore considered that Jubilee Line stations will be very attractive for drivers travelling to London intending to access any of the main venues and events.
- 2.4 Discussions have continued with the Department of Transport (DfT) who have been working with the Olympic Organising Committee for a consistent approach to introducing temporary parking controls for situations nationwide like those faced in the borough.
- 2.5 A traffic sign strategy has been published and confirms the principles previously discussed with DfT. The strategy sets out the sign faces to be used and the criteria for erecting temporary signs. To avoid having to seek special DfT authorisation for any additional signing for temporary

controls the DfT will list all boroughs who are seeking possible measures and have agreed that Harrow will be included.

- 2.6 As part of a more detailed evaluation officers looked at two different options which were as follows:
- a) A maximum size scheme covering the area around all four Jubilee Line Stations including an enlarged area around the existing CPZ at Stanmore
  - b) A minimum size scheme covering three Jubilee Line Stations and encompassing very minor areas outside the current CPZ at Stanmore
- 2.7 If a temporary parking scheme was introduced households and businesses in the area would be eligible for permits at no cost to themselves. This is because the scheme is of a temporary nature to address a specific major event.
- 2.8 Currently where there are existing parking controls such as the Stanmore CPZ (Zone B Mon-Fri 3pm-4pm, Zone H Mon-Sat 10am-11am & 3pm-4pm) the take up of permits is relatively low because there are many households that do not need to purchase a permit as they are not affected by the operational hours. This is due to the fact that Harrow customises the hours of parking controls to have maximum effect but cause minimum inconvenience to residents or their visitors.
- 2.9 The introduction of extended hours and days of operation to give local people protection from Olympic visitors would require many more permits to be issued both inside existing zones and in new designated zone areas. In the parking signing strategy it appears that 10am to 9pm, 7 days per week is a favoured period of temporary control.
- 2.10 The two options that have been considered can be seen in appendices A and B and indicate the extents of the zones of protection and existing zones. The costs for both options have been estimated on the basis of the following activities being required:
- Printing, administration and issue of temporary permits
  - Temporary zone entry Signs - Metal Reflective & removal
  - Temporary street signs - Foamex non reflective & removal
  - Temporary obliteration of current sign faces & reinstatement
  - Temporary no waiting cones to prevent parking displacement on key parts of the highway network
  - Making traffic regulation orders
  - Associated staff costs of designing and implementing the schemes
- 2.11 These activities can be split into two main elements of the scheme. The first is the introduction of the physical infrastructure and its subsequent removal at the end of the period of operation. The second is the cost of issuing and administering the permits. The infrastructure costs are capital costs whilst the permits administration is a revenue cost.

2.12 When the panel consider costings for controlled parking zones it is usually the capital element that is provided. The cost of permits is identified for this scheme specifically because they could have a significant impact on the revenue budget as a consequence of permits being issued free. The permits element of the costs is significant due to the number of properties within the proposed zones and the high number of temporary permits that would need to be issued and administered. This equates to approximately 50% of the total cost.

2.13 The estimated costs are as set out in the table below.

<b>Scheme Description</b>	<b>Permits admin (revenue) £K</b>	<b>Infrastructure construct &amp; remove (capital) £K</b>	<b>Total cost £K</b>	<b>Extent of scheme</b>
Full scheme	131	131	262	Plan in appendix A
Minimum size scheme	55	55	110	Plan in appendix B

2.13 It is clear from the estimates above that the only option that might be viable is the minimum sized scheme.

### **Other options**

2.14 Clearly the costs of operating a temporary scheme of additional parking controls for the period around the Olympics is substantial and the balance of providing protection to local people against this cost has to be a material consideration. With potentially only limited finance available through the capital programme in 2012/13 the use of these scarce resources on temporary measures may reduce the number of permanent measures that can be delivered in the same year depending on the agreed allocation. There is already a high demand from the public for permanent parking control measures and this additional scheme could have a detrimental affect on the current forward programme of parking schemes.

2.15 If the cost of either option is considered unviable then the only remaining low cost option would be to use temporary signs/posters erected on major roads around the area with a suitable and conspicuous message regarding parking controls being vigorously enforced during the relevant period.

2.16 These posters would cost approximately £6000 to erect, maintain and remove and could be combined with a communication exercise through local media. This could give a positive and consistent message that we will keep the entire highway network operating freely and minimize disruption and inconvenience to Harrow residents and businesses. People driving to Harrow to travel onwards to the Olympic and related events can expect to receive a penalty if they don't park lawfully.

2.17 In practice this option relies on the impact of communication rather than enforcement being a deterrent to long stay parking in residential roads

because no additional parking controls would actually be introduced with this option.

### **Financial Implications**

- 2.20 There is no current funding specifically allocated to implement any temporary parking controls. Efforts have been made to source funding from Olympic related organizations through London Councils but nothing has been forthcoming.
- 2.21 The only option would be to fund the capital element of the temporary parking scheme from the Harrow Capital Programme for traffic and parking schemes. Bids have been submitted for 2012/13 that included a temporary parking scheme for the Olympics. At the time of writing the report the status of the bid was unknown.
- 2.22 When the capital allocations for 2012/13 are confirmed then the annual report presented to the February meeting of the Panel would need to consider and agree how the funds for the parking programme are allocated and prioritized.
- 2.23 There is a revenue implication of taking forward the scheme as a large number of temporary permits would be issued for free. This would mean additional costs to the council in terms of permit administration that will not be recovered in the usual way through levying permit charges. However, additional enforcement activity may also be required during this busy period when more traffic and parking contraventions are likely to occur and these costs may be offset by the income generated from penalty charge notices. It is not possible to quantify accurately the balance between costs and income as the likely offences rates during this period are subjective.

### **Risk management Implications**

- 2.24 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include any schemes which are an outcome of this report. The risk register is included in the Community & Environment Directorate Risk Register.

### **Equalities Implications**

- 2.25 An initial review of equality issues at the initial design risk assessment stage of the proposals has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

<b>Equalities Group</b>	<b>Benefit</b>
Women and vulnerable people	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces

	closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Mobility impaired	The use of double yellow lines at junctions will ensure crossing points are kept clear and accessible. Controlled parking facilitates parking by blue badge holders to allow easier access to parking and premises.
Children	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

### Corporate priorities

- 2.26 Any temporary parking measures in the report support the corporate priorities as follows:

<p><b>Keeping neighbourhoods clean, green and safe:</b>  Parking controls make streets safer by removing obstructive or dangerous parking. Streets are also easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews and also refuse collection services. Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
<p><b>United and involved communities, a council that listens and leads:</b>  The council will listen to the community in recommending a scheme that meets the needs of the majority of respondents who favour parking controls, whilst retaining the status quo where the majority do not support parking controls.</p>
<p><b>Supporting and protecting people who are most in need:</b>  Controlled parking zones generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.</p>
<p><b>Supporting our town centre, our local shopping centres and businesses:</b>  The removal of obstructive parking will provide better access to local businesses for customers and deliveries.</p>

### **Section 3 - Statutory Officer Clearance**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/11/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 09/11/11		

### **Section 4 - Contact Details and Background Papers**

#### **Contact:**

Paul Newman, Team Leader - Parking & Sustainable Transport  
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#### **Background Papers:**

Report to TARSAP 20<sup>th</sup> September 2011

Transport Plan for the London 2012 Olympic and Paralympic Games Jun 2011  
published by Olympic Deliver Authority

London Councils Member Briefing 2012 Transport

TfL London Streets Clearway 2012 Rules of Engagement for Planned Works  
May 2011

Local Area Traffic Management & Parking Plan Traffic Sign Strategy prepared  
for The Olympic organising Committee of the Olympic and Paralympic Games  
Ltd 2011