

REPORT FOR: Traffic and Road Safety Advisory Panel

Date of Meeting: 24th July 2017

Subject: **INFORMATION REPORT**

Petitions relating to:

- 1) Hornbuckle Close, South Harrow - request for a Controlled Parking Zone (CPZ).
- 2) Vaughan Road – Controlled parking zone and traffic calming measures
- 3) Dorset Drive / Cavendish Drive – Parking by heavy vehicles from local garage
- 4) Howberry Road – request for parking controls
- 5) Courtens Mews – request for parking controls
- 6) The Grove / Warren Lane – request for double yellow lines
- 7) Park Mead – request for double yellow lines
- 8) Lower Road – request for parking controls
- 9) Boxtree Lane / Long Elms –request to remove free bay
- 10) Cecil Road- request to be included within existing 20 mph zone

Responsible Officer : Venetia Reid-Baptiste – Divisional Director, Commissioning & Commercial Services

Exempt: No

Wards affected: Harrow on the Hill, West Harrow, Canons, Belmont, Roxeth, Wealdstone

Enclosures: None

Section 1 – Summary

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council's investigations and findings where these have been undertaken.

FOR INFORMATION

Section 2 – Report

Petition 1 – Hornbuckle Close, South Harrow - Request for Controlled Parking Zone (CPZ)

- 2.1 A petition containing 21 signatures was received by the council on 24th January 2017. The petition states:

“After talking this afternoon 23/01/2017 with most of the Hornbuckle Close residents who have a car, about our road been regularly used by South Harrow Police staff, the hotel next to it and the staff from the nursery leaving no spaces available for our cars, been forced to park on yellow lines and get fined, we decided to sign this petition and ask Harrow council to take this matter seriously and make our road resident parking only. Some residents tried this before but nothing is been done (letters and email attached, hard copies also available).

Thank you very much and hope to hear from you!”

- 2.2 The request will be added to the list of requests to be presented to the panel in February 2018 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in Hornbuckle Close can then be reviewed.

Petition 2 – Vaughan Road area- Request for parking and speeding controls

- 2.3 A petition containing 101 signatures was received by the council at TARSAP on 9th February 2017. The petition states:

“Numerous residents are concerned about traffic issues on our road, in particular with regard to the potential development on the Vaughan road car park, and which have become worse due to the Controlled Parking Zone introduced on Whitmore road. We the undersigned residents urge Harrow Council to consult regarding the introduction a Control Parking Zone and speed calming measures.’

- 2.4 The Panel agreed in February to develop proposals for a 20 mph zone in the area surrounding Vaughan School from the Local Transport Fund provided by Transport for London. The scheme is currently in development. Residents and councillors will be consulted regarding the proposals, which are likely to contain traffic calming measures, later in the year.
- 2.5 Separate discussions have taken place with the Council's Regeneration Team. Officers from the traffic team have offered advice with regards to progressing a parking scheme in the Vaughan Road / Butler Road area, including advise such as initial costs and timescales for consultation. To date we are awaiting further instruction from the Regeneration team.

Petition 3 – Dorset Drive / Cavendish Drive – Parking by heavy vehicles from local garage

- 2.6 A petition containing 80 signatures was presented at TARSAP meeting on 9th February 2017. The petition states:

"We the duly undersigned demand Harrow Council to address the issue of heavy weight recovery and abandoned vehicles being parked on Dorset Drive and Cavendish Drive by local garages. It is not appropriate or safe for these vehicles to park on these roads. We propose Harrow Council to address this by:

- 1) Increasing the timings of the parking restrictions on these roads.*
- 2) Reducing the size of the bays to prevent recovery vehicles parking on these roads.*
- 3) Increasing parking restriction enforcement on these roads*
- 4) Providing signage to deter such vehicles parking on these roads.*

- 2.7 The request for a change in operational hours will be added to the list of requests to be presented to the panel in February 2018 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in Dorset Drive / Cavendish Drive can then be reviewed.
- 2.8 In addition the Panel should note that Harrow operates a borough wide overnight lorry and coach parking ban except in designated places identified throughout the borough. The ban covers any lorry over 5T and all coaches. In this instance all the vehicles identified in the photographs, from my experience, would likely be under this limit and I would further suggest they are under 3.5T so they could be driven on a standard cars drivers licence.
- 2.9 Without the actual registration numbers it is difficult to tell the weight and class of that vehicle. If the vehicles are over a certain weight (plated or unplated) then an operator's licence may be required. If they do require

an operator's licence then they may also be required to be in a depot or other compound

- 2.10 The current controlled parking zone (CPZ) TB operates Monday to Friday, 11 am to 12pm so any vehicle parking within the CPZ during these times will need a valid permit. If vehicles are parking within the CPZ without a valid permit during the control times then this can be reported to the council. As with any other CPZ, outside of the operating times any motorist can park on the public highway assuming the vehicle is taxed and roadworthy.
- 2.11 This problem is not unique to this area the council has received similar calls mainly concerning flatbed vehicle recovery vehicles or large vans, and these are also below the necessary weight limits. Other concerns are the size and number of large vans now parking in residential roads.
- 2.12 In all these cases there is nothing the council can do from a parking enforcement perspective, as they are legal and within their rights to park on the public highway. These reports have risen over the years partly due to the increase in the number of small businesses being operated near private residential properties.

Petition 4 - Howberry Road – request for parking controls

- 2.13 A petition containing 80 signatures was presented at TARSAP meeting on 9th February 2017. The petition states:

“The attached petition has been signed by approximately 65 residents of Howberry Road and surrounding turnings, to request the council to paint either double yellow lines along one side of Howberry Road – Canons Park End, or implement a similar “event day” measure to allow free movement of traffic along Howberry Road at all times and especially to allow ambulances and Fire Engines to pass safely in an emergency.

The problem will be particularly urgent during the coming year, while at least one, and possibly two, London football teams may be using Wembley stadium while their own football grounds are being rebuilt”

- 2.14 This request will be considered within the 2017-18 congestion relief programme funded from the TfL local implementation plan annual programme. Consideration will be given to implementing “no waiting at any time” (double yellow line) restrictions.

Petition 5 – Courtens Mews – request for parking controls

- 2.15 A petition containing 28 signatures was received by the council in March 2017. The petition states:

“Courtens Mews is a quiet residential cul-de-sac in Stanmore, only a few hundred metres away from the junction of Old Church Lane and Abercorn Road. The cul-de-sac is used by parents coming to drop off and pick up children from the local schools. For your information the Stanburn School and the Stanmore Baptist Preschool are within walking distance. We also

suspect that visitors and residents unable to find parking space in the nearby roads also contribute to the parking pressures here.

We, the residents of Courtens Mews, as a result of the inconsiderate use of narrow quiet cul-de-sac for parking suffer hardship. Access to our drives is restricted due to vehicles parked on the narrow roadway. Our legitimate visitors cannot find parking space.

We request Harrow Council to investigate and install appropriate parking controls in our street.”

- 2.16 The request will be added to the list of requests to be presented to the panel in February 2018 when the annual parking management report is considered. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in Courtens Mews can then be reviewed.

Petition 6 – The Grove/Warren Lane - request for double yellow lines

- 2.17 A petition containing 81 signatures was received by the council in March 2017. The petition states:

“We the duly undersigned demand Harrow Council to address the issue of inconsiderate parking by users of the Husaini Islamic Centre who are parkin on pavements and obstructing the road preventing access to pedestrians and vehicles. As a result the two main concerns are that pedestrians are forced onto the road and emergency vehicles cannot access the Bentley Grove development which composes of approximately 800-1000 occupant. We propose Harrow Council to address this by:

Introducing double yellow lines along Warren Lane and the Grove. This will address the safety issues highlighted above and allow the road to remain clear for emergency vehicles to pass. Commuters or residents do not park on the road, therefore double yellow lines can be introduced on safety grounds. Users of the Islamic Centre will still be able to park in the Ruby Club.”

- 2.18 This request will be considered within the 2017-18 congestion relief programme funded from the TfL local implementation plan annual programme. Consideration will be given to implementing “no waiting at any time” (double yellow line) restrictions.

Petition 7 – Park Mead – request for double yellow lines

- 2.19 A petition containing 16 signatures was received by the council in March 2017. The petition states:

“We the undersigned are concerned residents who urge our council to act now to get either a double yellow line across these two raised kerbs,

where the most frequent violations happen or completely remove these raised kerbs, thus allowing easy access to our own driveways and the road in general. This problem has been happening too far too long now and quite frankly we are sick of this and something needs to be done now!"

- 2.20 This request will be assessed under the local safety parking schemes programme (LSPP). The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request. If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed.

Petition 8 – Lower Road – request for parking controls

- 2.21 A petition containing 11 signatures was received by the council in April 2017. The petition states:

"We the residents of the 72-94 Lower Road, petition the council to install resident only parking outside the three blocks of flats on Lower Road. There is insufficient parking for residents, local businesses and other members of the public. Because of this lack of parking, residents are being threatened and do not feel safe when coming back home. This costs both residents a great deal of time as we have to look for alternative parking often a long way from our own homes. This also costs the council a great deal of time and money in handling the complaints of residents.

We demand that the Council fully fund the instalment of resident only parking outside 72-94 Lower Road, which will provide a long-term solution for this problem.

- 2.22 The request will be added to the list of requests to be presented to the panel in February 2018 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in Lower Road can then be reviewed by the Panel.

Petition 9 – Long Elm / Boxtree Road – Request to remove free parking bays

- 2.23 A petition containing 28 signatures was received by the council in May 2017. The petition states:

"We, the undersigned request that the status of the parking bay between the car park of St Barnabas Court, Long Elmes, HA3 6NF, and Boxtree Lane be changed to double yellow lines or reduced to one cars length.

At the moment a motorist's view is obscured when exiting the car park and intending to turn left because cars are able to park right up to the dropped kerb which is parallel not splayed. There have been several near misses.”

- 2.24 The Council will assess the request in accordance with our localised safety parking programme (LSPP) criterion. The criteria focus on prioritising sites where safety or access is compromised.
- 2.25 Once this location has been assessed and if the required threshold score is met then the site will be included in our parking programme and progressed to the statutory consultation process to remove or reduce the size of the existing free parking bays.

Petition 10 – Cecil Road – Request to be included in existing Whitefriars School 20mph zone

- 2.26 A petition containing 32 signatures was presented to the May 2017 Cabinet meeting and referred to this panel for their information. The petition states:

“We the undersigned call upon Harrow Council to extend the 20 mph zone to the whole of Cecil Road, Wealdstone as we believe this will make it a safer road to use.”

- 2.27 The council’s programme of 20 mph zones is funded by Transport for London (TfL) through the councils Local Implementation Programme (LIP) and focusses on reducing speeds in roads close to or outside schools predominantly in residential areas. This is an on-going programme.
- 2.28 The existing Whitefriars School 20 mph zone includes a short section of Cecil Road near Graham Road and Wellington Road; most of the other roads around the school are within the zone. The existing Whitefriars School 20 mph zone boundary has been extended twice within the last three years as part of this programme.
- 2.29 For information there have been no recorded personal injury accidents in Cecil Road within the last three years and the council is not aware of any specific speeding issues.
- 2.30 We will however consider extending the zone further within next financial year’s 2018 /19 20 mph zone programme subject to further discussion with local councillors.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. No updates on the progress made with previous petitions will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

Section 4 – Financial Implications

- 4.1. There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

Section 5 - Equalities implications

- 5.1 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 10/07/07

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Background Papers:

Previous TARSAP reports

Decision Notices

Public and statutory consultation documents highlighted in the report