

# Traffic and Road Safety Advisory Panel Agenda

**Date:** Wednesday 9 November 2022

**Time:** 6.30 pm

**Venue:** Council Chamber, Harrow Civic Centre, Station  
Road, Harrow, HA1 2XY

## Membership (Quorum 3)

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**Chair:** Councillor Ameet Jogia

**Conservative Councillors:** Nicola Blackman (VC)  
Thaya Idaikkadar  
Vipin Mithani

**Labour Councillors:** Shahania Choudhury  
Jerry Miles  
Phillip O'Dell

**Conservative Reserve Members:**

1. Nitesh Hirani
2. Kanti Rabadia
3. June Baxter
4. Kuha Kumaran

**Labour Reserve Members:**

1. Peymana Assad
2. Stephen Hickman
3. Asif Hussain

**Contact:** Kenny Uzodike, Senior Democratic & Electoral Services Officer  
E-mail: [kenny.uzodike@harrow.gov.uk](mailto:kenny.uzodike@harrow.gov.uk)

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**Agenda publication date: Tuesday 1 November 2022**

# Agenda - Part I

## 1. Attendance by Reserve Members

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the **whole** of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

## 2. Declarations of Interest

To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Panel;
- (b) all other Members present.

## 3. Minutes (Pages 7 - 20)

That the minutes of the meeting held 12 July 2022 on be taken as read and signed as a correct record.

## 4. Public Questions

To receive any public questions received in accordance with Executive Procedure Rule 49 (Part 4D of the Constitution).

Questions will be asked in the order in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

**[The deadline for receipt of public questions is 3.00 pm, 4 November 2022.**

**Questions should be sent to [publicquestions@harrow.gov.uk](mailto:publicquestions@harrow.gov.uk)**

**No person may submit more than one question].**

## 5. Petitions

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 47 (Part 4D of the Constitution).

## 6. Deputations

To receive deputations (if any) under the provisions of Executive Procedure Rule 48 (Part 4D of the Constitution).

## 7. Information Report - Petitions (Pages 21 - 34)

Report of the Interim Director of Environmental Services

## 8. Traffic Schemes and Parking Schemes Programme 2022/23 Update (Pages 35 - 58)

Report of the Interim Director of Environmental Services

9. **Marlborough School Streets Update (To Follow)**  
Report of the Interim Director of Environmental Services
10. **Road Fatalities Review (To Follow)**  
Report of the Interim Director of Environmental Services
11. **Safety Schemes Post Implementation Update (Pages 59 - 68)**  
Report of the Interim Director of Environmental Services
12. **Any Other Urgent Business**  
Which cannot otherwise be dealt with.

## **Agenda - Part II - Nil**

### **Data Protection Act Notice**

The Council will record the meeting and will place the recording on the Council's website.

**[Note:** The questions and answers will not be reproduced in the minutes.]



# Traffic and Road Safety Advisory Panel

## Minutes

# 12 July 2022

**Present:**

**Chair:** Councillor Ameet Jogia MBE

**Councillors:** Nicola Blackman  
Shahania Choudhury

Thaya Idaikkadar  
Jerry Miles

**In attendance  
(Councillors):** Nitin Parekh  
Krishna Suresh

**Apologies  
received:** Councillor Vipin Mithani  
Councillor Phillip O'Dell

**1. Attendance by Reserve Members**

**RESOLVED:** To note the attendance at this meeting of the following duly appointed Reserve Members:

Ordinary Member

Councillor Vipin Mithani  
Councillor Phillip O'Dell

Reserve Member

Councillor Nitesh Hirani  
Councillor Asif Hussain

**2. Declarations of Interest**

**RESOLVED:** To note that, during the course of the meeting, Councillor Ameet Jogia MBE declared a non-pecuniary interest in that he lived behind Culverlands Close. He would remain in the room whilst the reports were considered.

### 3. Appointment of Vice-Chair

**RESOLVED:** To appoint Councillor Nicola Blackman as Vice-Chair of the Traffic and Road Safety Advisory Panel (TARSAP) for the 2022/2023 Municipal Year.

### 4. Appointment of Advisers

**RESOLVED:** That the following nominees be appointed as Advisers to the Panel for the 2022/23 Municipal Year:

- Anthony Wood (Harrow Public Transport Users Advisory Association)
- Veronica Chamberlain (Harrow Cyclists)
- Louise Weldon (Harrow Association of Disabled People)
- John Hinkley (Harrow Resident Motorist)

### 5. Minutes

**RESOLVED:** That the minutes of the meeting held on 19 October 2021 and the Special meeting held on 7 December 2021, be taken as read and signed as correct records.

### 6. Public Questions

**RESOLVED:** To note that five public questions had been received and that a written response would be provided.

### 7. Petitions

Three petitions were submitted by local residents. The residents each read out the terms of reference of their petition as follows:

#### Petition 1.

A petition was received from the residents of Spencer Road stating “We the undersigned request the council change the parking restrictions from part time (CA) to full time (J) or (C1) from 7.00am to midnight for 7 days a week”.

#### Petition 2.

“A petition from the residents on Lucas Avenue, signed to have speed humps installed due to many cars speeding up and down, day and night.”

#### Petition 3.

The Chair had also submitted a petition on behalf of a resident which was for the installation of traffic lights and a pedestrian crossing outside Sandringham estate on Common Road.

**RESOLVED:** That the petitions be received and referred to the Corporate Director of Place for consideration.

## 8. Deputations

**RESOLVED:** That, in accordance with Executive Procedure Rule 48 the following deputation be received in respect of agenda item 9:

9 - Information Report - Petitions.

<b>Title of Deputation</b>	Petition on parking restrictions in Spencer Road, Harrow, HA3 7AN/P
<b>Reason for Deputation [11 Signatories]</b>	To comment on the report made to TARSAP in January 2022 and subsequent discussion and represent the petition.

Full details in relation to the deputations, including questions asked and answers given, are referenced, in brief, at Minute 9 of these minutes.

## Resolved Items

### 9. Information Report - Petitions

Prior to the consideration of the report of the Corporate Director of Place, the Panel received one Deputation (Minute 8 also refers).

<b>Title of Deputation</b>	Petition on parking restrictions in Spencer Road, Harrow, HA3 7AN/P
<b>Reason for Deputation</b>	To comment on the report made to TARSAP in January 2022 and subsequent discussion and represent the petition.

In summary, the two representatives outlined how the current CPZ (CA) between the High Street (clock tower) and 40 Spencer Road should be included in CPZ (C1). The Deputee described how this road was the only road near High Street, Wealdstone which had zone (CA) (Monday-Friday 10-11am and 2-3pm) restrictions whilst all other roads nearby had zone (C1) (Monday to Sunday 8am - Midnight) restrictions. This meant that Spencer Road was used by many to park their cars to access the high street's amenities and attracted displaced parking from other nearby roads, which created congestion and had made it difficult for residents to park their cars.

The Deputee noted that driveways had been blocked by those parking their cars on Spencer Road. It was emphasised that zone (CA) parking restrictions had made life challenging for residents. Between Friday 5pm to Monday morning residents are unable to park on Spencer Road. They feel trapped and unable to do everyday tasks using their cars for the fear of losing their parking spaces. In addition, it was explained that Spencer Road was like an overspill carpark. The available parking spaces would be taken by commuters after the zone (CA) ended at 3pm. The Panel thanked the Deputies for their presentation. The Panel asked the Deputies for clarification of the parking restrictions, to which it was explained by the

Deputee the controlled parking zone currently restricted parking on Monday to Friday between 10:00 – 11:00 and between 14:00 – 15:00.

Asked why residents of Spencer did not originally apply to be part of zone (C1) scheme, the Deputee explained that they had applied a few years ago to be included in a CPZ but the introduction of zone (CA) was only supported by the southern section of Spencer Road between High Street and 40 Spencer Road.

An Adviser also added that improvement to the nearby Peel Road car park needed to be made to make it more user friendly and to support the local area.

The Panel received a report which set out details of the petitions that have been received since the last TARSAP meeting and provided details of the Council's investigations and findings where these had been undertaken.

An officer reported that there had been twenty-one petitions since the last meeting and introduced each item:

1. Lucas Avenue, which requested traffic calming measures. It was explained that due to funding issues with Transport for London (TfL), any traffic calming scheme assessed as a priority could not be funded. In addition, it was clarified that enforcement of speeding was a duty carried out by the police.

The Chair of the Panel requested officers notify the Police and Members be put in touch with relevant Safer Neighbourhoods teams to enable speeds to be assessed so as to provide an evidence base for priority.

A back-benching Member commented that the Community Roadwatch had very limited resources.

2. Rayners Lane, which requested the removal of a speed table.

A back-benching Member sought to support the request and stated despite the speed table being approved in public and statutory consultation, the resulting speed table was causing great difficulties for residents nearby due to vibrations caused, disturbance and complaints over a number of years and lack of funding should not be a reason for inaction.

A Member of the Panel asked if any new technologies could be used or different materials for the speed tables so that unwanted vibrations and noises could be reduced.

An officer explained that the council could not itself use cameras to enforce speed restriction but there were options regarding the road hump. Different materials can reduce vibrations but they cause other problems. The gradients of ramps can be reduced (as described in the report). Another approach taken by some councils was not to



introduce speed humps/tables but to have alternative traffic calming measures. Officers agreed to carry out speed surveys.

3. Ranmoor Gardens, which objected to the Marlborough School Street Scheme. The officer explained a later item would include discussions on this scheme and it was agreed for this to be discussed then.
4. Camrose Avenue, which highlighted safety issues including pedestrian crossing facilities at the junction with Burnt Oak Broadway (A5). The officer explained that the A5 formed the boundary with London Borough of Barnet and (all arms of) this junction was the responsibility of Barnet as the leading authority. Harrow were in contact with Barnet to chase where they are on the scheme as they will be the lead authority. The operation of all traffic signals in London are managed by TfL.

An invited Member explained he and previous Head of Service had observed the junction and great crossing difficulties. He requested officers follow up with Barnet council regarding developing a scheme along with TfL. The other issue is that of speeding and lack of crossings along Camrose Avenue and requested a speed survey.

A Panel Member also raised that traffic light timings had caused drivers to jump the lights in this area. The officer noted that TfL controlled traffic light timing but could raise this issue with TfL.

5. Pinner Road /Station Road which wanted a junction made safer. An officer explained that this scheme was in its development phase and was expected to be completed at the end of the next financial year.
6. Cherry Tree Way, which has objected to double yellow lines. An officer explained that this petition had been discussed with the Portfolio Holder and Ward Members and would be implemented subject to it being signed off this financial year 2022-23.
7. St Brides Avenue, which had raised safety issues. A Member of the Panel raised that the (flat white painted mini) roundabout had proven to be ineffective and had resulted in drivers not adhering to the road layout and that there was concern for public safety especially with proximity to Camrose Primary school. There was an original traffic triangle which appeared to offer crossing options. Residents would probably welcome the original layout being restored.

In response, an officer wanted to establish the history and reasoning for the current layout and investigate the best way of moving forward. We would then need to look at what TfL LIP funding might be required in relation to the current LIP programme.

8. Culverlands Close had objected to double yellow lines. The Officer explained that following consultation an amended scheme is planned for implementation by the end of August 2022. The officer also confirmed they had liaised with Ward Councillors on this matter.

9. Pangbourne Drive and Dalkeith Grove, which requested a formal crossing. The officer that the request would be investigated and TfL funding for any proposals sought as part of the LIP programme. Implementation of any scheme works would be subject to funding being granted by TfL.
10. Veldene Way, which requested double yellow lines. The officer explained that this would be implemented in August 2022, subject to any objections from the statutory TMO consultation.
11. Porlock Avenue, which requested for improved road safety measures. The officer explained that defective signage had been fixed, however consideration of any new measures would require resolution of the outstanding funding issue from TfL. Officers explained that this is highly unlikely to be this financial year due to the financial position of TfL.
12. Leeway Close, which requested for a new CPZ. An officer explained that due to delays this will be taken forward into next financial year 2023-24.
13. Merlin Crescent, which had addressed parking issues. An officer explained that this scheme was on the programme for the current financial year to be completed.

When an invited Member asked if this would be completed this financial year, an officer explained that all requests received are assessed and placed on a priority list of existing and new requests. Only the top scoring schemes subject to funding are recommended to taken forward and subsequently included in the parking programme for the coming financial year.

14. Kings Road/Drake Road junction, which requested the removal of a speed table.
15. Kings Road/Ravenswood Crescent, which also requested the removal of a speed table.

A back-benching Member spoke (regarding both petitions 14 and 15) strongly in favour of the immediate removal of the junction speed tables at both these junctions insisting traffic including buses and other large vehicles from early morning to late at night are causing great vibrations, also vehicles braking / accelerating and many complaints from residents needing priority action by the Panel.

An officer explained the council will look at the practicality of modifying the ramps of the speed tables probably reducing the gradient so that noise/ vibration effects can be mitigated. If this proves not sufficiently successful other options, even the complete removal of the speed humps would be considered. However, we would need to seek funding if removal was chosen as it is much more expensive.

The Chair of the Panel was interested at how the scheme with the road humps in Kings Road was instigated, as it surely would come from community demand and/or to address safety and have followed consultation. Whilst not ruling out removal in the future, he was concerned with the limited funding and demand for safety and traffic calming improvements across the borough, that schemes were put in only to be removed at significant waste of funding.

An Adviser commented that driver behaviour was an issue with people driving too fast over these traffic calming measures and with accelerating and decelerating. It was suggested that better signage and education including bus drivers would be beneficial for residents and road users.

16. Methuen Road, which requested the timing and duration of existing zone (O) be reviewed. An officer explained that this scheme has moved to the prioritisation stage and would be implemented subject to consultation in 2023-24.

A Member of the Panel asked of the origin of the parking restriction times of 08:30 to 20:30, Monday to Saturday, to which an officer explained that the parking controls that had been introduced were the result of earlier consultations undertaken in the area which were supported by the local residents.

The Member asked if the hours could be revisited, to which an officer explained that the cost and time involved in a review of a scheme previously supported by residents would be at cost of a potential new scheme. The Officer continued to explain that TARSAP had previously agreed that parking scheme reviews would no longer be undertaken after implementation due to the impact this would have on the parking programme and the number of new schemes that could be taken forward each year.

An officer raised that a review of the consultation process and how parking and traffic schemes were prioritised should be presented to the Panel.

In a discussion that followed, an invited Member raised concern over how many residents may have not known about the initial consultation of this scheme and a Member of the Panel also noted that phraseology of consultations should be clear and easy to understand. In addition, a Member of the Panel also raised that a minimum number of responses to particular consultations should be considered.

17. The Heights, which requested for improved road safety measures in order for speeding concerns to be addressed. An officer explained that speed enforcement was a responsibility of the Police, however, they had suggested a speed survey be undertaken.

A Member of the Panel noted that though a speed survey had taken place in the past, it was felt that speeding had recently become worse over time and that a speed survey would be welcomed. A later time for the new speed surveys was requested.

18. Merlin Crescent, which requested for road safety measures and a pedestrian crossing. An officer explained that investigation of the petition requests take place this financial year.

Member requested joint consideration with petition 7 of the report due to similar issues involved.

A Member of the Panel also suggested that petition 13 could also be combined with the consultation. An officer noted that the consultations would be assessing differing (road safety and parking) needs and the combination of consultations could risk fewer needs of residents being met.

19. Borrowdale Avenue and Grasmere Gardens, which requested that speeding concerns be addressed. An officer explained that investigation of the petition request would take place this financial year.
20. West Towers, Pinner, which requested that parking concerns be addressed. An officer explained that this was to be part of this year's programme to be investigated.
21. Brookshill, which requested for road safety measures (Hujjat Primary School). An officer explained that the scheme proposals particularly to install guard-railing had raised some concerns about cyclists being trapped between traffic and the guard railing so a road safety assessment needed to be completed and will be reported back.

**RESOLVED:** That the report be noted.

## **10. Traffic Schemes 2022-23 Programme Update**

The Panel received a report which was presented to members to provide an update on progress with the 2022/23 Traffic and Transportation programme of works, including ongoing schemes from 2021/22.

An officer outlined that this report explains current progress on traffic schemes and proposed schemes programme within the context of limited Transport for London (TfL) funding so far awarded for the 2022/23 financial year which was detailed in the Appendix.

The officer explained the context and outlined the main recommendations of the report which was regarding Marlborough School Street scheme.

## **Marlborough School Streets scheme**

The report recommended the normal suspension of the school street over the summer holiday period (starting on 21 July) be extended to allow a new consultation to take place and until the results of that consultation are brought to the Panel's next meeting in October 2022.

The consultation will start in July and run for ten weeks to take account of the summer holiday period.

A Member of the Panel commented that the feedback from residents would be listened to but was disappointed that another consultation would be undertaken as (only agreed by Cabinet in January 2022) extensive consultation had been carried out previously and that officers had assessed and actioned changes to address concerns raised as detailed in the report. It would mean that the scheme would be suspended until the Autumn half term and believed it would be difficult to gain responses over the summer holidays. School streets brought benefits including better air quality for children, fewer cars and improved safety and encouraged walking and cycling to school. Both the school and its pupils were very enthusiastic of the scheme and hoped that residents appreciated the benefits of the scheme being continued.

In response to a question from the Member on the extent of the consultation area, an officer confirmed a wider consultation area than before had been agreed, bounded by Station Road, Greenhill Way, Harrow View and Headstone Drive (and the railway line).

The Member commented that views would be sought from people living quite some way from the school.

**RESOLVED:** That the report and proposals be noted and that it be recommended to the Portfolio Holder for Environment and Community Safety that:

- (1) a new consultation with residents within the area of Marlborough Hill and Marlborough School be undertaken in order to gauge their views, including suggested improvements or whether there is still support for this scheme. This would include writing to all residents in the defined catchment area of the scheme to seek their views on the impact of the scheme so far to see if improvements could be made and whether there is support for the continuation of the scheme; and
- (2) the suspension of the Marlborough Hill School Streets scheme, which would have occurred during the school summer holidays, be extended until a decision has been made on the future of this scheme.

## **Other Issues raised regarding the report**

Questions from the Advisory Panel to which officers answered as followed:

An adviser noting Local Implementation Plan (LIP) objectives of encouraging more sustainable travel including those with mobility difficulties.

With reference to Howberry Road area and Royston Park Road traffic schemes (2.8 – 2.10), that speed cushions discriminate against disabled cyclists and would therefore not meet an equality impact assessment. Sinusoidal humps should be used for traffic calming so that disabled cyclists including those using adapted cycles/ trikes can be accommodated whereas speed cushions are dangerous to adapted cycles.

An Officer noted that sinusoidal humps had been proven to reduce vibrations, support cyclists and HGV movements. The type of road hump would be considered especially in regard to equality impact assessment and cost implications. We are also undertaking a wider review of all highway materials regarding accessibility and climate change.

The adviser raised, regarding the North Harrow Junction (between Station Road and Pinner Road 2.12 – 2.15), that a pedal cyclist was killed in 2021. Motor traffic volumes reflect the lack of safe cycle facilities. Will there be a green phase for cycling through this junction and can the junction proposals be shared with Harrow Cyclists, to allow input before decisions are taken?

An Officer confirmed Harrow cyclists would be fully consulted.

In relation to electric vehicle charging points (2.19 & 2.20) the Adviser raised concern for cyclist safety caused by the proposed (rapid) electric charging facility on Uxbridge Road (near Hatch End station). Electric vehicles were not a panacea for climate change and did not address the health issues of car dependency and the borough wanted to encourage the use of active travel. The Uxbridge Road facility had been promoted by officers at the Panel meeting in October 2021 despite the safety concerns raised. The Adviser requested the Panel agree that charging points would be installed at locations so that people using active travel, including children, were not put at risk and so planned or actual cycle routes would not be impeded.

The officer explained residential charging points would be in the form of overnight lamp column charging at the front of the footway, not the back, to avoid trip hazard for pedestrians or people with disabilities. In future, where we were considering daytime and rapid charging, we would avoid putting them in certain areas or on cycle lanes/routes.

A Member of the Panel requested whether of the locations of charging points could be highlighted in the form of signage so that they could be easily found.

## **11. Parking Programme 2022-23**

The Panel received a report which provided information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informed Members about requests for parking schemes received by the Council. The report also recommended the programme of work for 2022/23 based on the Council's agreed assessment criteria.

An officer gave a presentation in brief with the following being highlighted:

- There was a £300,000 revenue budget per annum for parking schemes across the borough, which was internal Council funding and not funding from TFL.

The Chair thanked the officer for their presentation and opened the floor to questions from the Advisory Panel to which officers answered as followed:

An Adviser raised that parking restrictions impacted the older demographic within Harrow and felt the 08:30 to 20:30 restrictions to be draconian and raised the mental health impacts that this could have on residents due to the complexity of parking restrictions. The Adviser challenged the usefulness of parking restrictions if residents were hindered. In addition, the Adviser welcomed hour parking as it would deter commuters but aided residents.

- An Adviser noted that parking restrictions were often taken advantage of by people whereby people periodically moved their cars according to the parking restrictions.
- An Adviser raised the issue of sustainability and that there should be efforts directed towards encouraging active travel and the reduction of car ownership and noted the report had not mentioned other types of parking such as parking for cycles. They noted that 6-8 traditional bicycles could be parked in a single car park space and would be particularly useful for those who lived in HMOs or Flats.
- In addition, the Adviser also raised the potential for car club initiatives and cargo bike rental points all of which would reduce congestion and promote sustainable and active travel. The adviser also noted that there were other modes of transport that could be utilised by the older generation to get around and raised that this had been the case in other countries.
- In regard to non-standard cycles, it was noted that there were no parking facilities in Harrow that supported non-standard cycles and that disabled cyclists had not been mentioned in the Equality Impact Assessment for this report. The adviser suggested that section 106 monies be used for new developments, such as cycle storage so that cycling to be encouraged.
- It was mentioned by an Adviser that footway parking had been proven to generate difficulties to those with prams as well as disabled people.

Another Adviser that represented HAD also emphasised that cars parked on pavements could result in the pavement being damaged, which could cause obstruction for wheelchair users.

The Chair thanked the advisers for their comments and sought clarification over the legality of cars being parked on pavements. An officer explained that within London, footway parking was not permitted unless signage allowed. A minimum of 1.5m of footway had to be

accessible and a review of footway parking within Harrow could be considered.

- Enforcement was raised by an Adviser by which it was emphasised that appropriate enforcement needed to be exercised in order for schemes to be truly effective.

An officer agreed that enforcement was an important factor that needed to be considered and that new technology such as digital permits could support Harrow Council with enforcement.

- A Member of the Panel proposed to add Gainsborough Gardens and Stag Lane to the list of schemes

**RESOLVED:** The Panel agreed:

That any substantive new requests received to undertake a controlled parking scheme or review that were not included within the agreed programme or priority list in Appendices B and C to the Parking Management Schemes Programme 2022/23 be referred to the Panel for consideration.

That it be recommended to the Portfolio Holder for Environment and Community Safety that:

- (1) the list of proposed parking management schemes for 2022/23 as shown in Appendix B be approved;
- (2) scheme design and public consultation on the parking management schemes listed in Appendix B and the plans detailed in Appendix E be undertaken;
- (3) the proposed parking management schemes listed in Appendix B be implemented subject to further reports being provided on the outcomes of public and statutory consultations and receiving approval from the Portfolio Holder to proceed;
- (4) Gainsborough Gardens, Stag Lane and Methuen Road, Edgware schemes be added to the parking list in Appendix B in replacement of schemes that are no longer being progressed, and Spencer Road, Wealdstone (north) be added to the Byron Road, Wealdstone (south) area parking review listed in Appendix B.

## **12. Any Other Urgent Business**

A Member raised that there had been a recent death on Mollison Way and wanted to know where fatalities could be added to the agenda.

The Chair expressed condolences to the family concerned and an officer suggested that a standard item be presented to the Panel in regard to a review of schemes where fatalities and serious injuries had occurred as well as a post 12-month safety review of schemes.



**RESOLVED:** That the panel received a standard report which reviewed schemes where fatalities and serious injuries had occurred as well as a post 12-month safety review of schemes.

(Note: The meeting, having commenced at 6.30 pm, closed at 8.27 pm).

(Signed) Councillor Ameet Jogia MBE  
Chair

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**Report for:** **TRAFFIC & ROAD SAFETY  
ADVISORY PANEL**

**Date of Meeting:** 9 November 2022

**Subject:** **INFORMATION REPORT**  
Petitions

1. Queens Avenue, Centenary – Speed Limit
2. Victor Road, Headstone – Controlled Parking Zone
3. Common Road, Stanmore and Harrow Weald – request for pedestrian crossing
4. Cowbridge Road, Kenton East – Objection to DYLS
5. Rickmansworth Road, Pinner – Speeding issues
6. Evelyn Drive, Pinner and Hatch End – Speeding
7. Oakleigh Avenue, Edgware – CPZ
8. Kings Road, Rayners Lane and Roxbourne Speeding issues
9. Mollison Way, Edgware – Speeding issues
10. Pangbourne Drive and Dalkeith Grove, Canons – Speeding and footway issues

**Key Decision:** No

**Responsible Officer:** Tony Galloway – Interim Director of Environmental Services

**Portfolio Holder:** Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety

**Exempt:** No

**Decision subject to Call-in:** No, the report is for information

**Wards affected:** Canons, Centenary, Edgware, Hatch End, Harrow on the Hill, Harrow Weald, Headstone, Kenton East Marlborough, North Harrow, Pinner, Pinner South, Rayners Lane, Roxbourne, Roxeth, Roxbourne and Canons Stanmore, Wealdstone South and West Harrow.

**Enclosures:** Appendix A

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

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.

This report also updates the panel on the actions taken on the petitions discussed at the last TARSAP meeting.

### **Recommendations:**

That the Panel notes the Report.

### **Reason: (For recommendations)**

The report is for information only.

## **Section 2 – Report**

### **Introduction**

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken. These are outlined in Table 1.
- 2.2 Updates on the progress made with previous petitions reported at the last meeting of TARSAP are attached in this report as Appendix A.

### **Options considered**

- 2.3 This report is provided only to update members on the status of petitions received by the Council that are within the terms of reference of TARSAP. **No recommendations will be made at this stage until the requests are assessed against agreed TARSAP criteria.**

**Table 1: List of Petitions received since July 2022**

	<b>Location</b>	<b>Ward</b>	<b>Submitted by</b>	<b>Date received</b>	<b>No. of signatories</b>	<b>Request</b>	<b>Status</b>
1	Queens Avenue	Centenary	Resident	20/06/22	34	Most of the traffic driving through Queens Avenue are exceeding the 30mph speed limit which is of great concern to the residents of the road. A serious accident is just waiting to happen. A speed restriction of 20mph should be introduced with the appropriate clear signage and speed ramps.	The speed survey results from September 2022 show that the 85%ile speed in both directions is 29.5mph and 29.2mph respectively. As this is slightly below 30mph, officers will need to investigate further to decide on the next course of action.
2	Victor Road	Headstone	Ward Member	24/06/22	13	Prospective CPZ for Victor Road, Sidney Road, Edward Road, Albert Road, Pinner View, Fairfield Drive and Atherton Place.	Officers have noted the request and added to the list of requests received. Following this TARSAP, the request will be assessed in accordance with agreed TARSAP criteria before it is prioritised on the parking programme for 2023-24.
3	Common Road	Stanmore and Harrow Weald	Resident	11/07/22	147	Signalised Pedestrian Crossing outside Sandringham Estate on Common Road	Officers to investigate complaint and identify possible short-term safety measures to address concerns in the interim. The request for the crossing will also be assessed and presented

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
							to the February 2023 TARSAP for consideration and prioritisation.
4	Cowbridge Road	Kenton East	Resident	01/09/22	31	Objection to the installation of Double Yellow Lines (DYLs).	Installation of DYLs suspended until decision made on whether to proceed with scheme on road safety grounds.
5	Rickmansworth Road	Pinner	Resident	05/09/22	25	20mph limit, a pedestrian crossing or speed reduction measures.	The speed survey results from October 2022 show that the 85%ile speed in both directions is 32mph and 30mph respectively. This will require further investigation i.e., site observations before officers can decide on next steps.
6	Evelyn Drive	Pinner and Hatch End	Resident	05/09/22	12	Speed calming measures	The speed survey results from September 2022 show that the 85%ile is 29.5mph in both directions. This however should not suggest that excessive speeding does not occur. Therefore, officers will continue to monitor.
7	Oakleigh Avenue	Edgware	Resident	08/09/22	19	Review existing CPZ (Zone X)	Officers will assess and add onto the parking programme register.
8	Kings Road	Rayners Lane and Roxbourne	Resident	05/10/22	202	(1) Provision of pedestrian crossings, (2) reduce speed limit to 25mph, (3) provide	Officers will investigate the issues and address in accordance with current procedures. This will include a speed survey to determine the extent

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
						school signs on Kings Road for Newton Farm School and (4) amend road humps between Malvern Avenue up to Eastcote Lane.	of the issues. The surveys have not been undertaken as of the time of writing this report.
9	Mollison Way	Edgware	Ward Member	05/10/22	101	Speed calming measures	The speed survey result from September 2022 show the 85%ile speed slightly exceeds 30mph. Officers have also conducted a site visit following the fatality in March 2020 and could not determine potential traffic-calming at that stage but will await the full police report before deciding on the best course of action.
10	Pangbourne Drive and Dalkeith Grove	Canons	Ward Member	05/10/22	47	(1) implement 20mph limit along Pangbourne Drive and Dalkeith Grove (2) install Stop or Give Way sign at same junction (3) replace all pavements on Pangbourne Drive and Heronslea Drive.	Officers will investigate requests 1 and 2 in accordance with current procedures. Request 3 has been forwarded to the Highways Team to investigate.

### **Staffing/workforce**

- 2.4 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

### **Ward Councillors' comments**

- 2.5 Ward Councillor's comments have not been requested for this report because it is for information only.

### **Performance issues**

- 2.6 The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current LIP and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

### **Environmental Implications**

- 2.7 The development of any schemes arising from petitions would support the wider aims and objectives of the current LIP. The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.8 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

### **Data Protection Implications**

- 2.9 There are no data protection implications.

### **Risk Management Implications**

- 2.10 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.11 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

### **Procurement Implications**

- 2.12 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.



## **Legal implications**

- 2.13 There are no legal implications to be noted as the report is for information purposes only.
- 2.14 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP are to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

## **Financial Implications**

- 2.15 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.

## **Equalities Implications / Public Sector Equality Duty**

- 2.16 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.17 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

## **Council Priorities**

- 2.18 Any findings or investigations in response to petitions detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities listed below:
- Improving the environment and addressing climate change
  - Tackling poverty and inequality
  - Building homes and infrastructure
  - Addressing health and social care inequality
  - Thriving economy

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

**Statutory Officer: Jessie Man**

Signed on behalf of the Chief Financial Officer

**Date: 17 October 2022**

**Statutory Officer: Jimmy Walsh**

Signed on behalf of the Monitoring Officer

**Date: 24 October 2022**

### **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 19 October 2022**

### **Section 3 – Corporate Director Clearance**

**Statutory Officer: Tony Galloway**

Signed by the Interim Director of Environmental Services

**Date: 26 October 2022**

### **Mandatory Checks**

Ward Councillors notified: **NO**, as the report is for information only

EqlA carried out: **YES**, as a part of LIP3

EqlA cleared by: **TBC, Community - Equality Task Group (DETG) Chair**

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

Contact:

Akin Akinrujomu – Interim Team Manager - Transportation  
Email: [akin.akinrujomu@harrow.gov.uk](mailto:akin.akinrujomu@harrow.gov.uk)

**Background Papers:**

None

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## APPENDIX A

### Petitions and Actions from July 2022 TARSAP

No	Title	Agreed action	Actions completed / Further actions
P1	Lucas Avenue – request for traffic calming (see also NP2).	Undertake speed survey.	Speed survey completed. 85%ile speed below 24mph so could be included in 20mph zone without calming measures but subject to consultation
P2	Rayners Lane – request to remove speed table.	Undertake speed survey.	Officer visited site and confirmed road hump compliant and gradients suitable for bus route public question received further response. Speed survey commissioned.
P3	Ranmoor Gardens – objection to school streets	Please see further actions column.	Covered by the Marlborough School streets consultation.
P4	Camrose Avenue – safety issues	Recontact Barnet for update.	Officers are in discussion with Barnet, who advise that upgrading pedestrian facilities is within their current three-year LIP running to 2024/25 but with no progress anticipated with 2022/23 expected due to limited TfL funding allocation.
P5	Pinner Rd / Station Road (North Harrow) - Bus/ped scheme	Noted as scheme in progress	Design options currently under review.
P6	Cherry Tree Way, Stanmore – Request to remove proposed DYLS	To remove proposed “At any time” waiting restrictions from The Ridgeway/September Way scheme.	Comments received during consultation have been taken on board and the scheme amended accordingly which has now been implemented.
P7	St Brides Avenue – safety issues (see also P18)	Get history present way forward proposals to ward councillors	As of the time of writing this report, a site meeting to investigate the issues affecting the location has been discussed with Cllr Blackman. Camrose Primary School is also on the list of schools being considered for a School Streets Scheme.
P8	Culverlands Close, Stanmore	To remove proposed “At any time” waiting	Comments received during consultation have been taken on

	– Request to remove proposed DYLS	restrictions in the cul-de-sacs as part of the Green Lane scheme.	board and the scheme amended accordingly which has now been implemented.
P9	Pangbourne Drive / Dalkeith Grove – request for crossing point	Investigation of possible crossing facilities.	Location added to list of sites where crossing points have been requested. Officers to assess site based on current criteria and present to February 2023 TARSAP for consideration/prioritisation.
P10	Veldene Way – request for Double Yellow Lines.	Request for “At any time” restrictions on one side of Veldene Way	Scheme completed.
P11	Porlock Avenue - request for improved road safety measures.	Investigation of further safety measures.	Location added to list of sites where crossing points have been requested. Officers to assess site based on current criteria and present to February 2023 TARSAP for consideration/prioritisation. Previous observations suggesting a practical location for a controlled crossing may be problematic.
P12	Leeway Close, Pinner - Request for CPZ	Request for a new CPZ for residents of Mentana Court & Olympic House	Officers to undertake assessment and rank against all other existing and new requests and then present to February 2023 TARSAP meeting for consideration/ prioritisation.
P13	Merlin Crescent, Edgware - Request for CPZ	Petition received raising parking concerns during school times. Following discussion with local ward councillor it was confirmed to consult on CPZ operational 10am to 2pm to address the problem	Undertake assessment and rank against all other existing and new requests and then to be presented to February 2023 TARSAP meeting for consideration/ prioritisation.
P14	Kings Road/ Drakes Rd – request to remove speed table.	Investigation over ramp gradients and	A site meeting with the Leader took place in July with instructions to officers to investigate and cost-up options so the Leader can source budget. Estimate sent to the Leader and officers are still awaiting confirmation as of the time of writing this update. Officers to update TARSAP if decision obtained before then.

P15	Kings Road / Ravenscroft Crescent – request to remove speed table.	Any necessary modification	As above (P14)
P16	Methuen Road CPZ – request to review CPZ timings.	Agreed to be included on the parking programme for 2022-23 following TARSAP. Request to review existing operational hours of zone (O)	To be included in 2022-23 parking programme.
P17	The Heights - request to remove speed table.	Speed survey to be undertaken to determine the extent of speeding.	The 85%ile speed from the recently undertake survey is 28mph, which suggests the speeding in The Heights is not problematic although this may not be a true indication of the wider issues. Officers will continue to monitor and consider the location as part of the proposed boroughwide 20mph scheme.
P18	Merlin Crescent road safety - (Combined with P7)	Investigation along with P7 but focus here on pedestrian crossing	Linked with Petition 7.
P19	Borrowdale Avenue & Grasmere Gardens – request to address speeding issues.	Investigation this financial year (Speed surveys)	The 85%ile speed for both roads is under 30mph. However, officers will continue to monitor as well as consider the locations for the proposed 20mph scheme.
P20	West Towers, Pinner – request to address parking concerns.	Request to deal with dangerous/inconsiderate parking. At school pick up & drop off times (Cannon Lane Primary School) want increased frequency of enforcement (weekdays 8.30am and 3pm)	Officer had discussed with the lead petitioner the problems being experienced. The residents do not want a new CPZ but had requested that regular and more frequent enforcement be undertaken in the area. This request had been passed on to Parking Operations to respond to the concerns raised.
P21	Brookshill Roads - safety measures outside Hujjat Primary School.	Road safety audit on possible guard railing re cyclists and report back findings	Road Safety Audit commissioned and ongoing as at the time of producing this update. Officers are also considering a possible experimental 20mph speed limit

			along the section of road outside the school.
	Stag Lane – request for parking measures/CPZ.	Agreed to be included on parking programme 2022-23 following TARSAP 12/07/22	To be included in 2022-23 parking programme.
	Gainsborough Gardens – request for parking measures/CPZ.	Agreed to be included on parking programme 2022-23 following TARSAP 12/07/22	To be included in 2022-23 parking programme.
NP1	Spencer Road call for zone (C1) or (J) restrictions (7am – Midnight) - (also deputation)	Agreed to be included on the parking programme 2022-23 following TARSAP.	Officers to agree extents of consultation with local ward councillors. following TEAMS meeting with Chair.
NP2	Lucas Avenue	Actions agreed in P1 above	Please refer to Petition 1.
NP3	Sandringham Crescent, Common Road. - request for pedestrian crossing.	Received as petition following July TARSAP	Discussed in the main body of the report.





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<b>Report for:</b>	<b>TRAFFIC &amp; ROAD SAFETY ADVISORY PANEL</b>
<b>Date of Meeting:</b>	9 November 2022
<b>Subject:</b>	<b>INFORMATION REPORT</b> 2022/23 Traffic Schemes and Parking Schemes Programme update
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Tony Galloway – Interim Director of Environmental Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	All wards
<b>Enclosures:</b>	<b>Appendix A</b> – Traffic Schemes Programme 2022/23 <b>Appendix B</b> – Cycle Training Programme <b>Appendix C</b> - Parking Management Programme 2022/23 <b>Appendix D</b> – Local Safety Parking Programme (LSPP) 2022/23

## Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2022/23 traffic, cycle training and parking management programme of works. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. The information contained in this report reflects the latest position at the time of writing this report and includes ongoing schemes from 2021/22.

### **Recommendation:**

That the Panel note the report.

### **Reason: (For recommendation)**

The report is for information only.

## Section 2 – Report

### **Introduction**

- 2.1 This information report provides members with an update on the current programme of traffic and transport schemes and initiatives funded in 2022/23. This includes schemes funded by external grant from Transport for London (TfL) and Harrow capital programme. **Appendices A, B, C and D** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.
- 2.3 This report also provides an update on the ongoing cycling training and schemes implemented in 2022/23 but are still under review post-implementation.

## Scope of programme

### Options Considered

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan (LIP), which sets out the policies and objectives for taking forward a wide-ranging programme of investment.

### TFL LOCAL IMPLEMENTATION PLAN (LIP) PROGRAMME 2022/23

- 2.5 The coronavirus pandemic affected the reliability of funding from TfL since the start of the 2020/21 financial year. The loss of income from public transport created financial pressures within TfL and the government has intervened to provide negotiated funding support to ensure TfL can continue to deliver transport infrastructure and public transport systems in London. The involvement of the government has consequently affected the planned programme of works because TfL have had to agree how the funding support is used and to demonstrate how they will return to a more balanced and sustainable financial model over the next few years. This trend has continued into 2022/23 financial year which has affected funding to the London Boroughs through their LIPs.
- 2.6 In March 2022 the government approved an initial package of financial support to TfL to cover the period between March and June 2022 whilst discussions continued a longer-term funding package.
- 2.7 Boroughs received LIP allocations for this period to allow project development work to commence and an allocation of £190k was granted to Harrow up to June 24<sup>th</sup>, 2022. Only development and design work has been undertaken on new projects to date. The details of the LIP programme can be seen in **Appendix A**.
- 2.8 A further overall funding of £925k covering the remainder of the 2022/23 financial year was announced in late September 2022. The allocation for 2023/24 of £900k was also announced at the same time although it is expected this amount will be increased with separate funding for cycling and bus priority yet to be advised.

### Howberry Road Area 20mph zone

- 2.9 A public consultation on the proposed design was undertaken in 2021/22 and the result showed support for the scheme.
- 2.10 Scheme has been revised following a request to include a speed table on Howberry Road.
- 2.11 Officers intend to notify residents of this change in November 2022 as well as to seek their views on the installation of speed cushions on the roads that may not necessarily require them.
- 2.12 Scheme is on course to be implemented in 2022/23.

### **Royston Park Road, Hatch End - Traffic Calming Scheme**

- 2.13 Officers are planning to notify residents of the Council's intention to implement the scheme once PH and ward member approval to proceed is received.
- 2.14 The plan is to deliver scheme by the end of March 2023.

### **Alexandra Avenue/Eastcote Avenue, South Harrow**

- 2.15 This is a local safety junction improvement scheme and currently at design stage.
- 2.16 The plan is to deliver the improvements by the end of the 2022/23 financial year.

### **Station Road / Pinner Road, North Harrow - junction improvement**

- 2.17 The original aspiration for the scheme was to investigate (i) the widening of the southwestern arm of the junction near the library on Pinner Road to improve bus access/journeys times and (ii) the addition of pedestrian and cycle facilities to the junction.
- 2.18 We commissioned a feasibility study to explore the junction improvements as a part of the Harrow High Street Fund programme, however due to concerns with the scope of the original project brief as well as the quality of work undertaken so far, we are now undertaking a new review that will include input from key stakeholders and will extend to the Good Will to All junction.

### **A404 George V Avenue/Headstone Drive**

- 2.19 This is a local safety junction improvement scheme and currently at feasibility stage.

### **Cycle Training**

- 2.20 The Transportation Team is working to develop the Council's cycle training scheme.
- 2.21 The current scheme significantly reduces some of the challenges that prevent people from cycling, in turn encouraging the use of the bicycle, and with the right level of investment, cycling can become a significant method of transport in the borough.
- 2.22 All cycling training is currently ongoing and provided by an external training provided with the £20k secured from TfL in Q1. The additional funding secured for the rest of the financial year will ensure the training continues.
- 2.23 The list showing the training already undertaken is shown in **Appendix B**

## **OTHER EXTERNAL FUNDING AND DEVELOPER CONTRIBUTIONS**

### **Electric Vehicle Charging Points (residential)**

- 2.24 Following the success of the first tranche a second bid has been submitted for another 40 sites to the Department for Transport Office for Zero Emission Vehicles (OZEV). The application has been successful and an award of £109,900 made for Tranche 2.
- 2.25 Officers are working to have these additional 40 sites installed before the end of 2022.
- 2.26 A further bid for 160 sites will be undertaken once the new EV strategy setting out the Council's approach to EV infrastructure across the borough is approved in 2023.

### **Headstone Drive / Harrow View / Headstone Gardens – Traffic Signals improvement (Goodwill to All junction)**

- 2.27 This scheme is funded from section 106 developer contributions from the Kodak development to mitigate the impact of development by improving the capacity of the junction and pedestrian safety.
- 2.28 Various scheme options have subsequently been in development over the last few years and engagement with local ward councillors and the previous Portfolio Holder undertaken. A preferred scheme was agreed that involved introducing a pedestrian phase and two additional right turn restrictions at the junction.
- 2.29 Public consultation was undertaken on the scheme in the autumn 2019 and a lot of opposition was received from residents.
- 2.30 Following this, a second consultant with traffic signal and modelling expertise was engaged to review the existing designs and explore if any further options were possible.
- 2.31 The work was placed on hold due to Covid but has restarted this summer. However, due to the significant congestion occurring along the Harrow View, Headstone Gardens, Station Road, North Harrow, Pinner Road and Headstone Road/Greenhill Way corridors, it is recommended that these roads are modelled in conjunction with each other and not separately, if the network is to function effectively. This scheme and the North Harrow junction scheme have now been combined for a strategic review and consultation on both are due to take place this financial year.

### **Marlborough School Streets Scheme**

- 2.29 As part of the on-going monitoring of the Marlborough School Streets Scheme, officers have been engaging residents, Marlborough Hill Primary School and members of the public through 4 public engagements, which

commenced in on the 15<sup>th</sup> of August 2022, and concluded on the 9<sup>th</sup> of October 2022.

- 2.30 The purpose of the public engagement exercise was to gauge perception and attitudes towards the scheme and determine its success based primarily on the complaints received following its implementation.
- 2.31 Those wishing to comment on the scheme could submit their views online or via questionnaire.
- 2.32 A separate report discussing the scheme and outcome of the consultation will be presented at this TARSAP.

### **Harrow Capital 2022/23**

#### **Parking management programme**

- 2.33 The Parking Management Schemes Programme for 2022/23 was agreed and approved by Traffic and Road Safety Advisory Panel (TARSAP) in July 2022. The current status of each scheme in the programme can be seen in **Appendix C**.

The programme update is as follows:

- **Green Lane, Stanmore** – New CPZ implemented north of Culverlands Close, operational Mon-Sat 8am-6.30pm.
- **Grimsdyke Road, Hatch End** - “At any time” waiting restrictions (double yellow lines) have been implemented at various locations throughout the consultation area to help improve safety and access and to re-enforce the rules of the Highway Code.
- **The Ridgeway / September Way Area Parking Review** – New CPZ (B1) implemented operational Mon – Fri 10am – 2pm to include September Way, Bernays Close, Naresby Fold, and part of the following roads: Old Church Lane, The Ridgeway and Elm Park. Existing zone CTW (Cherry Tree Way) remains as zone (CTW) but now has extended hours of control operational Mon-Fri 10am – 2pm.
- **Northolt Road, Harrow (southeast side) between (345-191), Roxeth** - New CPZ implemented on the southeast side of Northolt Road between properties 345-391. permit bays operational Mon – Sat 8am – 6.30pm and Pay and Display bays operational Mon-Sat 10am– 6.30pm.
- **Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald** - “At any time” waiting restrictions (double yellow lines) have been agreed to proceed to

implementation in the service roads between Uxbridge Road and Secker Rd

- **Roxborough Park, Harrow on The Hill** – Scheme awaiting statutory consultation following implementation of “Cashless” parking
- **Kenton Road service road between 704-738, Kenton East** - Scheme awaiting statutory consultation following implementation of “Cashless” parking
- **Canterbury Ave, Headstone**, - Scheme has been abandoned due to no majority support. Letters will be sent out to everyone within the agreed consultation area informing them of the PH decision.
- **Chantry Rd area, Hatch End** - Scheme has been abandoned due to no majority support. Letters will be sent out to everyone within the agreed consultation area informing them of the PH decision.
- **Montgomery Rd, Gresham Rd, Church Hill Rd, Edgware** - Scheme has been abandoned due to no majority support. Letters will be sent out to residents within the agreed consultation area informing them of the PH decision.
- **Eastleigh Ave, Roxbourne** – Undertake statutory consultation on proposals to introduce new CPZ
- **Rainsford Close** – Undertake informal public consultation
- **Summit Close/Penylan Close** - Undertake informal public consultation
- **Byron Road/Lorne Road/Warham Road/Spencer Road area** - Undertake informal public consultation
- **Methuen Rd** - Undertake informal public consultation
- **Stag Lane** – Undertake informal public consultation
- **Gainsborough Gardens** - Undertake informal public consultation

### **Localised Safety Parking Schemes Programme (LSPP)**

- 2.34 This programme is concerned with localised sites where minor parking problems occur.
- 2.35 Typically, remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members, and the Portfolio Holder will be advised of the locations included in the programme during the year.
- 2.36 The list of proposed schemes on the programme is outlined in **Appendix C**.

### **Staffing/workforce**

- 2.37 The review of the schemes has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

### **Ward Councillors' comments**

- 2.38 Ward Councillors' comments have not been sought for this report because it is for information only.

### **Performance issues**

- 2.39 The development of any schemes would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

### **Environmental Implications**

- 2.40 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.41 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

### **Data Protection Implications**

- 2.42 There are no data protection implications.

### **Risk Management Implications**

- 2.43 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.44 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

### **Procurement Implications**

- 2.45 Where needed, consultants and contractors will be procured to investigate, develop and deliver proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

### **Legal implications**

- 2.46 There are no legal implications to be noted as the report is for information purposes only.



- 2.47 Under Part 3A of the Council’s Constitution, the terms of reference of TARSAP are to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

**Financial Implications**

- 2.48 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2021/22 and 2022/23 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

**Equalities Implications / Public Sector Equality Duty**

- 2.49 LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.50 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air

	pollution, to which children are particularly vulnerable.
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### **Council Priorities**

2.51 The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality
- Thriving economy

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

**Statutory Officer: Jessie Man**

Signed on behalf of the Chief Financial Officer

**Date: 17 October 2022**

**Statutory Officer: Jimmy Walsh**

Signed on behalf of the Monitoring Officer

**Date: 24 October 2022**

### **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 19 October 2022**

### **Section 3 –Corporate Director Clearance**

**Statutory Officer: Tony Galloway**

Signed by the Interim Director of Environmental Services

**Date: 26 October 2022**

## **Mandatory Checks**

Ward Councillors notified: **NO, as the report is for information only**

**EqlA carried out: YES, as a part of LIP3**

**EqlA cleared by: TBC, Community - Equality Task Group (DETG)  
Chair**

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

### **Contact:**

Akin Akinrujomu – interim Team Leader – Transportation

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### **Background Papers:**

Transport Local Implementation Plan <https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

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## APPENDIX A

### Transport Local Implementation Plan Programme Update - 2022/23

This is the current traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). An initial allocation of £230k was awarded in May 2022, to develop and where required, implement the schemes listed below.

An updated programme based on the recent allocation of £925k will be presented at the February 2023 TARSAP.

**Table 1 - TfL LIP programme 2022/23 – list of schemes / interventions.**

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Budget</b>	<b>Contact officer</b>
Vision Zero - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore.	Statutory Consultation planned before the end of 2022. Scheme to be implemented in 2022/23.	£57,000	Akin Akinrujomu
Vision Zero - speed reduction – Royston Park Road, Hatch End	Royston Park Road – Speed reduction measures.	Statutory Consultation planned before the end of 2022. Scheme to be implemented in 2022/23.	£21,000	Akin Akinrujomu
Vision Zero - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane - addition of pedestrian phase.	Implementation 2022/23.	£10,000	Akin Akinrujomu
Bus Priority - Station Road / Pinner Road, North Harrow -	Bus schemes – Station Road / Pinner Road - widening scheme	Design options review ongoing.	£12,000	Akin Akinrujomu

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Budget</b>	<b>Contact officer</b>
junction improvement				
A404 George V Avenue/ Headstone Drive	Junction improvement – addition of pedestrian phase.	Feasibility study ongoing.	£5,000	Akin Akinrujomu
Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	ongoing.	£20,000	Akin Akinrujomu
Core Staff Fees			£105,000	Akin Akinrujomu
			£230,000	

## APPENDIX B

### Cycle Training Programme

<b>Date of Training</b>	<b>Client</b>	<b>Level</b>
November 2021	St Joseph's Catholic Primary School	1/2
November 2021	Alexandra School	1/2
November 2021	Shaftesbury High School	1/2
November 2021	St John Fisher Catholic Primary School	1/2
November 2021	Elmgrove Primary School & Nursery	1/2
December 2021	Roxeth Primary School	1/2
January 2022	Stanburn Primary School	1/2
January 2022	Newton Farm Nursery, Infant and Junior School	1/2
January 2022	St Joseph's Catholic Primary School	1/2
January 2022	Stag Lane Primary School	1/2
February 2022	Krishna Avanti Primary School	1/2
February 2022	Vaughan Primary School	1/2
March 2022	Nower Hill High School	2/3
March 2022	St John's CofE School	1/2
April 2022	Weald Rise Primary School	1/2
May 2022	Pinner High School	2/3
May 2022	Whitchurch Primary School & Nursery	1/2
May 2022	Newton Farm Nursery, Infant and Junior School	1/2
May 2022	Grimsdyke School	1/2
June 2022	Pinner Park Primary School	1/2
June 2022	The Welldon Park Academy	1/2

June 2022	Pinner Park Primary School	1/2
June 2022	St Anselm's Catholic Primary School	1/2
November 2022	Krishna Avanti Primary School	1/2
November 2022	Pathways School	1/2
November 2022	St John Fisher Catholic Primary School	1/2
November 2022	Newton Farm Nursery, Infant and Junior School	1/2
December 2022	St John Fisher Catholic Primary School (2)	1/2
December 2022	Newton Farm Nursery, Infant and Junior School (2)	1/2
January 2023	Stanburn Primary School	1/2
January 2023	Newton Farm Nursery, Infant and Junior School (3)	1/2
February 2023	St Joseph's Catholic Primary School	1/2
February 2023	Alexandra School	1/2
March 2023	Cedars Manor School	1/2
March 2023	St John's CofE School	1/2
March 2023	Shaftsbury High School	1/2
March 2023	Heathland School	1/2

The Bikeability are split into 3 levels:

- Level 1 is for riders learning to better control their bike, all done off-road.
- Level 2 is for riders learning to cycle on quieter local roads and dealing with junctions.
- Level 3 is for more advanced riders learning to handle multi lane traffic, large gyratories.



## APPENDIX C

### Harrow Capital, Parking Management Schemes Update – 2022/23

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2022/23 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	Status	Contact officer	Planned finish
Green Lane, Stanmore –New CPZ	<b>Scheme carried over from 2021-22</b> New zone (GL) operational Mon-Sat 8am-6.30pm	Scheme operational 1 <sup>st</sup> September 2022.	AA/SAF	Completed
Grimsdyke Road, Hatch End	<b>Scheme carried over from 2021-22</b> “At any time” waiting restrictions (double yellow lines)	Scheme operational 12 <sup>th</sup> September 2022.	AA/SAF	Completed
The Ridgeway / September Way Area Parking Review	<b>Scheme carried over from 2021/22</b> New zone (B1) operational Mon – Fri 10am – 2pm	Scheme operational 3 <sup>rd</sup> October 2022.	AA/SAF	Completed
Northolt Road, Harrow (southeast side) between (345-191), Roxeth	<b>Scheme carried over from 2021/22</b> Localised parking review – New zone (M3) operational Mon – Sat 8am – 6.30pm (outside numbers 191-345 Northolt Road -southeast side)	Scheme operational 3 <sup>rd</sup> October 2022.	AA/SAF	Completed
Courtenay Avenue (service roads) between Uxbridge Road	<b>Scheme carried over from 2021/22</b> “At any time” waiting restrictions (double yellow lines).	TMO operational 3 <sup>rd</sup> October 2022.	AA/SAF	October 2022

Scheme	Details	Status	Contact officer	Planned finish
and Secker Crescent, Hatch End & Harrow Weald				
Roxborough Park, Harrow on The Hill	<b>Scheme carried over from 2021/22</b> New Zone (E1) existing free bays to be converted to shared use bays	Public consultation undertaken in November 2020. Scheme approved to proceed to statutory consultation and will be implemented in January 2023 as part of the Cashlite Parking scheme.	AA/SAF	Jan 2023
Kenton Road-service Road between 704 - 738, Kenton East	<b>Scheme carried over from 2021/22</b> Proposed new (CPZ) and P & D bays in the service road.	Public consultation undertaken in September 2021. Scheme approved to proceed to statutory consultation and will be implemented in January 2023 as part of the Cashlite Parking scheme.	AA/SAF	Jan 2023
Canterbury Ave, Headstone,	<b>Scheme carried over from 2021/22</b> Localised parking review – request to be included in existing zone (NH1) operational Mon-Fri 10am – 11am & 2pm -3pm	Scheme abandoned due to no majority support following informal consultation in September 2021	AA/SAF	Abandoned
Chantry Rd area, Hatch End	<b>Scheme carried over from 2021/22</b> Request to be included in existing zone (Z) operational Mon-Fri 10am – 3pm	Scheme abandoned due to no majority support following informal consultation in October 2021.	AA/SAF	Abandoned
Montgomery Rd, Gresham Rd, Church Hill Rd, Edgware	<b>Scheme carried over from 2021/22</b> Request to be omitted from zone (TB) & to have new zone with extended hours of control.	Scheme abandoned due to no majority support following informal consultation in November 2021.	AA/SAF	Abandoned
Eastleigh Ave, Roxbourne	<b>Scheme carried over from 2021/22</b> Request for new CPZ	Public consultation undertaken in December 2021.	AA/SAF	2023-24

Scheme	Details	Status	Contact officer	Planned finish
		Scheme approved to proceed to statutory consultation, which will be undertaken early December 2022.		
Rainsford Close	Request to be omitted from zone (B) and be included in a new zone with extended hours of control.	Public consultation to be undertaken Jan 2023.	AA/SAF	2023-24
Summit Close/Penylan Close	Request for parking controls be introduced in these roads to prevent non-resident parking taking limited parking spaces in the narrow cul-de-sacs.	Public consultation to be undertaken Jan 2023.	AA/SAF	2023-24
Byron Road/Lorne Road/Warham Road/Spencer Road	Requesting the council to undertake a review of the existing parking controls in the area as they cannot find parking in the evenings with a view to extending the controlled hours as per zone (J)	Public consultation to be undertaken Jan/Feb 2023.	AA/SAF	2023-24
Methuen Rd	Requesting the council to undertake review of existing CPZ (O)	Public consultation to be undertaken Feb 2023.	AA/SAF	2023-24
Stag Lane	Agreed to be included on parking programme following TARSAP 12/07/22	Awaiting clarification/details from ward councillor. Public consultation to be undertaken Feb/Mar 2023.	AA/SAF	2023-24
Gainsborough Gardens	Agreed to be included on parking programme following TARSAP 12/07/22	Awaiting clarification/details from ward councillor. Public consultation to be undertaken March 2023.	AA/SAF	2023-24
Local Safety Parking Schemes Programme (LSP)	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	On-going prioritisation / implementation of requests for yellow lines. Please refer to Appendix D	AA/NS	2023-24

**Officers:**

AA – Akin Akinrujomu

SAF – Sajjad Farrid

NS – Nabeel Shahid

## APPENDIX D

### List of approved Localised Safety Parking Programme (LSPP) / Congestion sites approved for 21-day legal statutory consultation

	Location	Proposals	Score	Programme	Ward
1	Mollison Way	New Single Yellow Lines (SYLs) proposed Monday to Saturday, 8.00am-6.30pm) between Nos. 212 and 234 Mollison Way, to address localised congestion issues near the two bus stops and help deter long-term parking	- -	Congestion	Edgware
2	Stanmore Hill	Extension of existing Double Yellow Lines (DYLs) to improve visibility when exiting driveway of No. 168 Stanmore Hill	--	Yellow lines	Stanmore
3	Brember Road	Conversion of selected free bays to DYL's in order to facilitate HGV access near Orthene	13	LSPP	Roxeth
4	Cannonbury Avenue (near to Rushdene Road)	DYLs at the junction to improve access and visibility for vehicles leaving Rushdene Road	13	LSPP	Pinner South
5	Dalton Road – Athelstone Road	DYLs at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Wealdstone North
6	Dudley Gardens	DYLs on one side of road to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	13	LSPP	Harrow-on-the Hill

	<b>Location</b>	<b>Proposals</b>	<b>Score</b>	<b>Programme</b>	<b>Ward</b>
7	Landseer Close	Sections of DYL on one side of road to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	13	LSPP	Edgware
8	Park View – Anselm Road	DYLs at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
9	Risingholme Road	DYLs at the junctions of Risingholme Road with Newton Road and Risingholme Close to improve access and visibility for vehicles turning in & leaving roads	13	LSPP	Wealdstone North
10	Shepherds Close	DYLs on the inner side of the bend to improve access and visibility for larger vehicles, including refuse and emergency vehicles	13	LSPP	Stanmore
11	Streatfield Road	DYLs near to the pedestrian refuge to improve access and visibility for larger vehicles, including refuse and emergency vehicles	13	LSPP	Kenton East
12	The Broadway – The Cross Way	Extension of existing DYLS at the junction to improve access for larger vehicles, including refuse and emergency vehicles	13	LSPP	Wealdstone North
13	Ufford Road – Tillotson Road	DYLs at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End

	Location	Proposals	Score	Programme	Ward
14	Uppingham Avenue	DYLs at the junctions of Uppingham Avenue with Jersey Avenue, Queens Avenue, Hiliary Gardens, Ennerdale Avenue, Formby Avenue and Dudley Avenue to improve access and visibility for vehicles turning in & leaving adjoining roads	13	LSPP	Centenary
15	Willowcourt Avenue – Becmead Avenue	DYLs at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Kenton West
16	Woodway Crescent	DYLs on the inner side of the bend to improve access and visibility for larger vehicles, including refuse and emergency vehicles	13	LSPP	Greenhill
17	Alexandra Avenue Service Road (between Somervell Road and Arundel Drive)	DYLs as you enter the service road to improve access for larger vehicles, including refuse and emergency vehicles	14	LSPP	Roxeth
18	Aran Drive	DYLs at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Stanmore
19	Cody Close – Waghorn Road	DYLs at the junction to improve access and visibility for vehicles turning in & leaving road	14	LSPP	Kenton East

	Location	Proposals	Score	Programme	Ward
20	Kenton Lane (between Richmond Gardens and Gordon Avenue)	Yellow lines to improve access/visibility, address localised congestion issues and help deter vehicles driving on footway due to parking taking place outside The Seven	14	LSPP	Harrow Weald
21	Hutton Lane	DYLS at the junctions of Hutton Lane with Langton Road and Mepham Crescent to improve access and visibility for vehicles turning in & leaving roads	14	LSPP	Harrow Weald
2 2	Tintagel Drive	DYLS at strategic locations to improve access, visibility and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Canons
23	Twickenham Gardens	DYLS at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Harrow Weald
24	Woodlands Drive (including Coppice Close)	DYLS at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Stanmore
25	London Road	Extension of existing DYL to improve visibility when exiting Cygnet Hospital	16	LSPP	Harrow-on-the Hill





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<b>Report for:</b>	<b>TRAFFIC &amp; ROAD SAFETY ADVISORY PANEL</b>
<b>Date of Meeting:</b>	3rd November 2022
<b>Subject:</b>	<b>INFORMATION REPORT</b> Safety Schemes Post Implementation Review
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Tony Galloway – Interim Director of Environmental Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	Centenary, Kenton East, Stanmore, Rayners Lane, Roxbourne, Kenton West and Kenton East
<b>Enclosures:</b>	None

## Section 1 – Summary and Recommendation

### Recommendations:

That the Panel note the report.

### Reason: (For recommendation)

The report is for information only.

## Section 2 – Report

### Introduction

- 2.1 This information report provides members with an update on local safety schemes implemented in the last 3 years and to determine whether the measures have achieved their objectives.
- 2.2 The review will also assist officers in developing a more strategic approach where the road safety measures are deemed inadequate or have not addressed the issues as expected.
- 2.3 More detail on specific schemes is provided below in the body of the report.

### SCHEMES

#### Streatfield Road – Local Safety Scheme

- 2.4 Several turning collisions were identified at the junction of Streatfield Road, Langland Crescent and Portland Crescent, and proposals were recommended to address these issues.
- 2.5 The aims of this scheme/proposals were to:
  - Reduce the risk and likelihood of personal injury collisions within the area;
  - Improve pedestrian and cycle comfort and safety;
  - Encourage walking and cycling in the area; and,
  - Discourage rat-running through the area.
- 2.6 The scheme details included:
  - **Reducing the number of side roads at this location** – in order to reduce the number of possible turning movements that may occur. This would reduce the number of potential conflict points, at which collisions may occur.

- **Raised junctions – the raised junction / entry treatments** to encourage a more cautious approach to accessing and exiting these junctions.
- **Double yellow lines** – waiting restrictions to prevent obstructive parking and ensure that there was adequate road space for emergency vehicles as well as space for turning vehicles.

2.7 This scheme was formally implemented in June 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 1 year and 11 months will be utilised pre-and-post implementation.

2.8 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (June 2018 – May 2020)</b>	<b>Post-implementation (June 2020 – May 2022)</b>
One slight collision	Two slight collisions

### **The Broadway, Stanmore – Local Safety Scheme**

2.9 The Broadway, Stanmore was identified as a location where pedestrian / vehicle conflict caused issues. This proposal was intended to help reduce these collisions / conflicts.

2.10 A short median strip was proposed on The Broadway, Stanmore to prevent three lanes of traffic queuing in this location. It was observed that there was a pedestrian desire to cross the road in this location. There are controlled crossings to the east and west of this location, however this island, whilst not being a formal crossing point, will assist pedestrians who choose to cross away from the formalised controlled crossing locations.

2.11 This scheme was formally implemented in June 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 1 year and 11 months will be utilised pre-and-post implementation.

2.12 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (June 2018 – May 2020)</b>	<b>Post-implementation (June 2020 – May 2022)</b>
Three slight collisions and one serious collision	One slight collision and two serious collisions

### **Clitheroe Avenue Area – 20mph zone**

2.13 The Council was successful in securing funding from Transport for London (TfL) to introduce a new 20mph zone in the area around Clitheroe Avenue.

2.14 The roads affected by the scheme included: Clitheroe Avenue, Fairview Crescent, Goldsmith Close, Karma Way, Oxleay Road, Providence Avenue, Goodwill Drive, Rayners Lane, and Tranquil Lane.

2.15 The aim of this scheme was to create a 20mph zone which would:

- Reduce the risk of personal injury accidents within the area;
- Improve pedestrian and cycle safety;
- Encourage walking and cycling in the area; and,
- Discourage rat-running through the area.

2.16 The scheme details included:

- **20mph roundels** – These are a form of road markings used to remind drivers of the speed limit. They are used where either existing traffic speeds are relatively low or where it is difficult to locate physical traffic calming measures.
- **Speed cushions** – These are a traffic calming feature which are narrow enough to allow a wide wheel-based vehicle such as a fire engine or ambulance to pass relatively unhindered. However, a smaller wheelbase vehicle, such as a car, would have to have at least one set of wheels on some part of the cushion, thereby forcing the driver to reduce their speed.
- **Raised junction** – Raised junctions reduce traffic speeds on all approaches and make it safer for pedestrians to cross the carriageway. They are more acceptable to bus operators than standard humps, especially if the height does not exceed 75mm and the gradients of the on and off ramps are shallow. As part of the proposals, we removed the two ineffective mini roundabouts on Rayners Lane junction with Fairview Crescent and replaced them with conventional priority junctions.

2.17 The traffic management orders were made in February 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 2 years and 3 months will be utilised pre-and-post implementation.

2.18 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (November 2017 – January 2020)</b>	<b>Post-implementation (February 2020 – May 2022)</b>
Two slight collisions	One slight collision

2.19 The results above suggest that the location has had a slight improvement in safety.

## **Kingshill Avenue Area – 20mph zone**

- 2.20 The council carried out a public consultation exercise in July 2019 to obtain residents views regarding proposals to introduce a Low Traffic Neighbourhood in the Kingshill Avenue area.
- 2.21 The results from the informal consultation showed that most residents were against this (options 1 & 2). Furthermore, a petition containing 133 signatures was received against both traffic management options (i.e., the point no entries and road closures).
- 2.22 The petition and the results of the informal public consultation were discussed with ward members and the Portfolio Holder for Environment at that time, and it was agreed to take only the 20mph zone proposals forward to the next stage of the process.
- 2.23 For a 20mph zone to be self-enforcing, speed reducing measures were necessary which included speed cushions and 20mph roundels which were shown in the original proposals. In addition, the proposals also included a traffic island and associated double yellow lines on Alicia Avenue to ensure vehicles travelled on the correct side of the carriageway.
- 2.24 The traffic management orders were made in March 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 2 years and 2 months will be utilised pre-and-post implementation.
- 2.25 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (December 2017 – February 2020)</b>	<b>Post-implementation (March 2020 – May 2022)</b>
Six slight collisions	Seven slight collisions and one serious collision

### **Officer Comments**

- 2.26 The accident data for the Streatfield Road, The Broadway and the Kingshill area schemes clearly shows there have been no notable improvement to safety, which suggests the schemes have not achieved their desired objectives. However, it should be noted that officers have not been able to determine the factors responsible for these collisions from the data obtained and are still investigating.
- 2.27 Therefore, as a result of this review and the observations made, officers will continue to monitor these sites with the aim of developing additional measures to aid improved road safety.

### **Staffing/workforce**

- 2.28 The review of the schemes has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

### **Ward Councillors' comments**

- 2.29 Ward Councillor comments have not been sought for this report because it is for information only.

### **Performance issues**

- 2.30 The development of any schemes arising from this review would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

### **Environmental Implications**

- 2.31 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.32 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

### **Data Protection Implications**

- 2.33 There are no data protection implications to be noted as the report is for information purposes only.

### **Risk Management Implications**

- 2.34 There are no risk management implications to be noted as the report is for information purposes only.

### **Procurement Implications**

- 2.35 There are no procurement implications to be noted as the report is for information purposes only.

### **Legal implications**

- 2.36 There are no legal implications to be noted as the report is for information purposes only.

## Financial Implications

- 2.37 There are no financial implications to be noted as the report is for information purposes only.

## Equalities Implications / Public Sector Equality Duty

- 2.38 LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.39 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly vulnerable.

## Council Priorities

- 2.40 The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality
- Thriving economy

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

**Statutory Officer: Jessie Man**

Signed on behalf of the Chief Financial Officer

**Date: 18 October 2022**

**Statutory Officer: Jimmy Walsh**

Signed on behalf of the Monitoring Officer

**Date: 24 October 2022**

### **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 19 October 2022**

### **Section 3 –Corporate Director Clearance**

**Statutory Officer: Tony Galloway**

Signed by the Interim Director of Environmental Services

**Date: 26 October 2022**

### **Mandatory Checks**

Ward Councillors notified: **NO, as the report is for information only**

EqlA carried out: **YES, as a part of LIP3**

EqlA cleared by: **TBC, Community - Equality Task Group (DETG)  
Chair**



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

**Contact:** Akin Akinrujomu – Interim Team Leader – Transportation  
Email: [akin.akinrujomu@harrow.gov.uk](mailto:akin.akinrujomu@harrow.gov.uk)

### **Background Papers:**

Transport Local Implementation Plan <https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

