

Traffic and Road Safety Advisory Panel Agenda

Date: Wednesday 22 March 2023

Time: 6.30 pm

Venue: The Auditorium - Harrow Council Hub, Kenmore Avenue, Harrow, HA3 8LU

Membership (Quorum 3)

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

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Agenda publication date: Tuesday 14 March 2023

Agenda - Part I

1. **Attendance by Reserve Members**
To note the attendance at this meeting of any duly appointed Reserve Members.
2. **Declarations of Interest**
To receive declarations of disclosable pecuniary or non-pecuniary interests, arising from business to be transacted at this meeting, from all Members present.
3. **Minutes** (Pages 5 - 14)
That the minutes of the meeting held on 9 November 2022 be taken as read and signed as a correct record.
4. **Public Questions**
To receive any public questions received.

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, 17 March 2023. Questions should be sent to 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.
6. **Deputations**
To receive deputations (if any).
7. **Information Report - Petitions** (Pages 15 - 30)
Report of the Director of Environmental Services
8. **2022/23 Traffic Schemes and Parking Schemes Programme Update** (Pages 31 - 54)
Report of the Director of Environmental Services
9. **Parking Management Schemes Programme 2023/24** (Pages 55 - 96)
Report of the Director of Environmental Services.
10. **Road Fatalities Report** (Pages 97 - 104)
Report of the Director of Environmental Services.
11. **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

9 November 2022

Present:

Chair: Councillor Ameet Jogia

Councillors: Nicola Blackman
Shahania Choudhury
Thaya Idaikkadar
Vipin Mithani
Phillip O'Dell

Advisers: Ms V Chamberlain
Mr J Hinkley
Mr A Wood

**In attendance
(Councillors):** Simon Brown
Nitin Parekh

**Apologies
received:** Councillor Jerry Miles

13. Attendance by Reserve Members

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

Ordinary Member

Councillor Phillip O'Dell

Reserve Member

Councillor Asif Hussain

14. Declarations of Interest

RESOLVED: To note that, 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.

15. Minutes

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

16. Public Questions

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

17. Petitions

Four 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 residents requesting for speed calming measures on Rickmansworth Road because of over-speeding vehicles on Rickmansworth they expressed concerns about the timing and results of the speed survey.

Petition 2.

A petition was received from Residents requesting for the removal of the Marlborough School Streets Scheme and restore the use of normal traffic calming measures such as lollipop person.

Petition 3.

A petition was received from residents requesting improved and safer crossings around the two North Harrow junctions, main crossings at Station Road and Pinner Road and the main junction around Nower Hill School.

Petition 4.

A petition was received from Radnor Road residents requesting traffic calming measures on Radnor Road.

18. Deputations

There were none.

Resolved Items

19. Information Report - Petitions

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

An officer reported that there had been ten petitions since the last meeting which included:

Queens Avenue

A speed restriction of 20mph with the appropriate clear signage and speed ramps was requested.

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.

Victor Road

Prospective CPZ for Victor Road, Sidney Road, Edward Road, Albert Road, Pinner View, Fairfield Drive and Atherton Place.

The request will be assessed in accordance with agreed TARSAP criteria before it is prioritised on the parking programme for 2023-24.

Common Road

Signalised Pedestrian Crossing outside Sandringham Estate on Common Road.

officers to investigate complaint and identify short-term safety measures to address concerns in the interim. The request for the crossing will also be assessed and presented to the February 2023 TARSAP for consideration and prioritisation.

Cowbridge Road

Objection to the installation of Double Yellow Lines (DYLs).

Installation of DYLs was suspended until a decision on whether to proceed with scheme on road safety grounds was made.

Rickmansworth Road

20mph limit, a pedestrian crossing or speed reduction measures.

The speed survey results from October 2022 showed that the 85%ile speed in both directions was 32mph and 30mph respectively. Further investigation (site observation) was needed before next steps could be decided.

Evelyn Drive Pinner and Hatch End

Speed calming measures.

The speed survey results from September 2022 showed that the 85%ile was 29.5mph in both directions. This should not suggest excessive speeding monitoring would continue.

Oakleigh Avenue

Review existing CPZ (Zone X). After assessment, this would be added onto the parking programme register.

Kings Road, Rayners Lane and Roxbourne

- (1) Provision of pedestrian crossings,
- (2) reduce speed limit to 25mph,
- (3) provide school signs on Kings Road for Newton Farm School and
- (4) amend road humps between Malvern Avenue up to Eastcote Lane.

The issues would be investigated and addressed in accordance with current procedures. This would include a speed survey to determine the extent of the issues.

Mollison Way, Edgware

Speed calming measures. The speed survey result from September 2022 showed the 85%ile speed slightly exceeded 30mph. A site visit was conducted following the fatality in March 2020. The potential traffic-calming at that stage but could not be determined. The full police report before deciding on the best course of action.

Pangbourne Drive and Dalkeith Grove, Canons

- (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 would investigate requests 1 and 2 in accordance with current procedures. Request 3 had been forwarded to the Highways Team to investigate.

The Chair asked about what time of day the speed survey on Rickmansworth Road was done. The officer explained that she could not confirm. The chair was sympathetic and explained this to the Petitioner that this was often the case when the speed surveys were done.

Another member questioned speed controlling measures on king's road as residents had complained about speed cushions. The officer explained various speed calming options available to the council.

Several Members questioned about the timing, scheduling, and implementation of the 20mph borough wide scheme.

The officer responded that scheme had been amended and was for particular areas. Investigations were ongoing and findings would be presented in a report at the next meeting of the Panel in February and funding would be sought from TFL in 2023/2024. She further explained that schemes for this financial year were at full capacity. That all schemes were not previously agreed by the Panel at the start of the year would be moved to 2023/24.

Decisions would be made about new schemes in the meeting of the Panel in February 2023.

Councillor Simon Brown raised a concern about prospective CPZ for Victor Road. He explained that Kodak Sports Ground had led to traffic difficulties and one of the conditions of the planning permission for the development was to use the section 106 funds to seek an effective traffic management scheme for affected roads. The funding should have been ringfenced. This was 7 years ago. He said he was happy to liaise with officers to move things forward.

The officer confirmed the availability of the funds but explained that the delay was due to ongoing development in the area. She confirmed that the matter would be looked into and any mitigation options available would be included in the schedule from April 2023.

An Advisor raised a concern about the omission of a petition submitted by Councillor June Baxter about speeding on Whittington Way. The office would liaise to include the petition in the next report. The Chair asked to be copied into the discussion about the petition.

An advisor questioned about enforcement of the use of cycle lanes and if there was any plan for worn out cycle lanes especially in Pinner Ward. The officer explained that the council had powers to enforce parking on cycle lanes, but it had to be a dedicated cycle line before Council could enforce usage. The officer further explained that the Council was reviewing all signs and lines in the borough and that included a programme to remark cycle lanes.

RESOLVED: That the report be noted.

20. Traffic Schemes and Parking Schemes Programme 2022/23 Update

Members received the report on the progress with the 2022/23 traffic, cycle training and parking management programme of works which included schemes funded by Transport for London (TfL) and schemes in Harrow's Capital Programme with the following highlights:

In March 2022 the government approved an initial package of financial support to TfL to cover the period between March and June 2022. The Council had received a further £925,000 from TfL in October for schemes set out in the report. The grant must be spent by end of the financial year.

20 mph zone

Residents would be notified of the change in November and their views would be sought about the installation of the speed cushions, a slight adjustment of the inclusion of additional speed cushions from when that scheme will be delivered on the grounds by the 31st of March.

Station Road and Pine Road

There are junction improvement schemes. The addition of a pedestrian and cycle facilities to the junction, a feasibility study has been commissioned to explore the junction improvements. However, due to the concerns with the scope, the original project brief, as well as the quality of work undertaken so far, a review of the junction has now been undertaken.

George the fifth Avenue and Headstone drive

A local safety junction improvement scheme that must be consulted on this financial year and built before March 24. The scheme was at the feasibility and design stage
£20K worth of funding being spent on training for cycling locally, around schools and Appendix B goes into the detail of where both schemes are.

Electric Charging Points (EVs)

Currently there were 40 charging points in the borough. Funding has just been received for an additional 40. The Council is preparing a bid on a further 160 sites under the new levy funding the aim was to get 100% funded through negotiation with our suppliers. In addition, a new transport strategy that would go to Cabinet in January 2023 would include a borough-wide strategy for electric charging points across the borough, ideally, to get the council to net zero in line with climate change targets.

A Member asked if the 40 sites for the EV charging points have already been identified. The officers confirmed that the sites have been identified.

A Member asked how residents could let the Council know if they want an EV charging point located where they live. Implementation was demand led. The Council was putting them where residents want not where they think they might want them.

The officer explained that there was a list on the Council website, and they could add their local area to the list.

A Member questioned if there were any plans for cycle training for adults as had been for children. The officer responded that that with the council could not take on both Children and adults with the existing funding. The Member suggested that parents were more likely to let their children cycle if they could cycle with them.

A Member questioned about the rates. The officer explained that the rate was dependent on the contractor. Contractors for EVs had different models, some models allowed the use of your home electric tariff and with others there was a choice of different energy companies.

A Member asked how that would apply to a visitor to the borough. The officer explained that to access services, subscription was required. The subscriber would be provided with an account and a cable. Once in possession of the subscription, one could access the services just like a petrol station. The officer agreed to email further website details to Members.

A Member questioned if the 21 days consultation on the local large cycle parking programme would commence in January 2023. The officer confirmed that the consultation would commence in January 2023 but must be implemented by 31 March 2023.

An advisor questioned the current use of speed cushions which were considered as old fashioned. The officer explained that they were only used to address very specific issues on particular roads.

An Advisor questioned if there was any joint approach to ensuring that there was safe cycling provision round schools so that the children could actually be allowed to cycle to school. The officer explained that the funding for this year was limited to 20K but there were plans to approach different providers and new ideas around cycling such as sharing bikes across the borough and the implementation of school streets programme to increase safety.

An Advisor questioned if any consideration had been given to cycle parking schemes. The officer confirmed that the implementation of bike hangars across the borough was in consideration.

Councillor Simon Brown spoke on three schemes in Headstone. The A404 George V and Goodwill junction. He said that traffic had increased and there were safety concerns and suggested that section 106 funds could be used to mitigate the concerns. The officer confirmed that the whole area was being considered for safety improvements.

An advisor raised concerns about the junction between Station Road Parkside Way Kings Field Avenue and Southfield Park the speed of motorists and lack of protection for pedestrians. The officer explained that this would be considered though she was mindful of a scope creep.

RESOLVED: That the report be noted.

Councillor Shahania Choudhury left the meeting at this point at 7.45pm.

21. Marlborough School Streets Update

Members received the report which provided an update on the Marlborough School Streets Scheme consultation of 21 July 2022 to 9 October 2022 and the outcome of that consultation.

The consultation was originally scheduled to run from 21 July 2022 to 25 September, however, due to the Queen's passing, some engagement sessions were rescheduled and therefore the consultation was extended to 9 October 2022.

The officer informed the Panel that although the recommendation was to delete the scheme based on the consultation results, officers were still looking into suitable alternatives to address the issues on Marlborough Hill.

A Member thanked the officers, for carrying out the survey and commented that it was clear that local residents had voted against the scheme. He said it was apparent that the mitigation before the latest consultation had not had the desired effect due to long standing issues. 7% consultation response was normally too low to make recommendations perhaps this was due to the summer holidays. Assurance was needed to ensure that this would be a new low bar for decision making and hoped in the government was still funding school streets scheme and in future could still aim for a cleaner and pollution free environments in Harrow.

A Member questioned if any comments had been received from ward councillors on the proposal to delete the Scheme.

The Chair Cllr Ameet Jogia commented that he had not received any notice of any representations from the local ward councillors and would take that to mean that they had no objections to the officer's recommendations. The officer confirmed that no response had been received to the emails sent to ward councillors.

A Member confirmed that based on the results of the consultation that with regret the Ward Councillors had confirmed their agreement with the proposal to delete the scheme.

An Advisor questioned why the views of teachers from Newton Farm and Grimes Primary were not considered during the consultation and the officer explained that the consultation was for local residents and businesses in the area.

An Advisor commented that Harrow Cyclist's vision every child should cycle to school was unlikely to materialise if traffic was reintroduced on Marlborough Hill and as the recommendation was contrary to the equality impact assessment and many benefits of a school streets scheme to the elderly and disabled would be lost, she urged the Panel to refuse the officer's recommendation.

Another Advisor commented that School streets schemes could be successful as was the case in the Grimes Dyke School Scheme but that in this case it had not been successful.

A Member suggested that perhaps a review could be carried out to identify what went wrong and take those into consideration in the implementation of other street schemes in the future.

A Member commented that lessons could be learnt from the successful implementation of the implementation of Margaret school streets scheme and issues raised by residents about the Marlborough School streets scheme should have been mitigated. He suggested that a report to the Panel detailing lessons learnt could be beneficial.

RESOLVED: That the Panel noted the contents of the report and

recommended to the Portfolio Holder for Environment and Community Safety that the Marlborough School Streets Scheme be deleted.

22. Road Fatalities Review

Members received the report of the Interim Director of Environmental Services which provided Members with an update on the traffic related incidents which resulted in fatalities on borough roads in the last 18 months. The report also outlined the actions taken by officers following these incidents.

- The Car-on-car collision on Mollison Way, Edgware on 20 March 2022 involving an elderly lady who subsequently passed away. Officers were awaiting the report from the Police before deciding what, if any, speed measures can be implemented.
- The incident involving a car and an elderly male pedestrian incident which occurred on 31 July 2022 at Uxbridge Road/Waxwell Lane Junction (Pinner) who passed away. Based on the outcome of a site visit, officers were recommending the junction be included in the TfL LIP programme for improvement commencing with the design of potential options this financial year and consultation and possible implementation in 23/24.
- The incident occurred at Culver Grove (near junction with St Andrew's Close) (Centenary) 7 August 2022 involving a car and a 62-year-old man who passed away at the location. Officers were awaiting the report from the Police before deciding what, if any, speed measures can be implemented.

The officer informed Members that the Council's killed and seriously injured stats were the lowest around our surrounding boroughs and a TFL dashboard of all the killed and seriously injured across all the London boroughs could be presented at the next meeting of the committee for comparison.

The officer that there was an issue with speeding across the borough that need to look at traffic calming measures, but speeding needed to be addressed because four was very high for the number of fatalities in a year

Chair expressed the Panel's condolences to the family of the bereaved residents and said one fatality was one too many.

A member questioned if the police's delay in provision of causation report has been escalated to the Borough Commander. The officer responded that the portfolio holder and Head of Community Safety had escalated it.

Another Member commented that the response rate of the police was unacceptable, something needed to be done to get a response perhaps a deadline.

Another Member questioned how long the Council would give the Borough Commander to comment on the cause of the accidents. The officer responded that it was a resourcing issue as only one officer was covering multiple

boroughs. The officer was overworked. In other boroughs it would have been resolved in 7 days instead of 4 months.

Another Member questioned if anything else could be done to reduce speed a perhaps a publicity campaign might work. The Panel needed to commit to working towards zero fatality on Harrow roads. The officer accepted that a publicity campaign would be of value.

An adviser commented that people were scared to cycle due to the fatalities. To improve active travel, this needed to change.

Another Member expressed concern at the lack of pedestrian crossing near Pinner Hill School. The officer responded that pedestrian crossing near Pinner Hill School could be added to school safety programme which was top priority next year would be included in the LIP. The Council will bid for funding to start the process

An adviser expressed concerns about the language used by an officer in an email to a resident indicating there had to be a fatality before officers could do something. He indicated that he was however encouraged by what was said and wish officers good luck as something had to be done. The officer explained that perhaps the officer was referring to the stance of the police that to get a speed camera installed, there must have been three fatalities.

The officer informed the committee that a report would be presented at the next meeting of the Panel in February 2023 on how programmes could be prioritised Fatality would be given top priority.

The Chair advised that the response rate of the Police was unacceptable and perhaps a deadline should be issued by end of next week.

RESOLVED: That the report and the recommendation to include the Uxbridge Road/Blythwood Road/Waxwell Lane in the TfL LIP submission be noted.

23. Any Other Urgent Business

There was none.

(Note: The meeting, having commenced at 6.30pm, closed at 8.43pm).

(Signed) Councillor Ameet Jogia MBE
Chair



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

Date of Meeting: 22 March 2023

Subject: **INFORMATION REPORT**
Petitions

1. Pinner Road – request for improved pedestrian crossings
2. Marlborough Hill – request to remove school street
3. Hutton Lane – opposing new housing development
4. Whittington Way – speeding
5. Pinner Park Avenue – request for traffic calming and 20mph zone
6. Manor Way – request for traffic calming and 20mph speed limit
7. Priory Way – traffic calming and 20mph speed limit

Key Decision: No

Responsible Officer: Cathy Knubley – 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: Harrow Weald, Headstone, Marlborough, North Harrow, Pinner.

Enclosures: Appendix A

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.

Recommendation:

That the report be noted.

Reason: (For recommendation)

None, 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 November 2022

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
1	Pinner Road	Pinner, North Harrow, Headstone	Resident	15/11/22	483	<p>This petition is asking for Harrow Council to listen to residents of North Harrow and the wider area in asking for improved and safer crossings for North Harrow. In particular at the Nower Hill High School and the main road junction at North Harrow where Station Road and Pinner Road cross.</p> <p>As residents we ask for the new innovative diagonal crossings at both sites with countdown timers, with all sides of traffic held for a period of time to allow crossing. This will create a safer area for all our local school children and pedestrians who regularly using these extremely busy junctions, and better signage nearer the school. These are similar to the Oxford</p>	<p>This junction has been added to the programme for 2023/24 for review.</p> <p>The latest three-year funding programme is currently with TfL for review and agreement.</p> <p>If TfL funding is secured, measures to improve crossing at these junctions will be investigated and introduced over the next two years.</p>

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
						Circus/"Tokyo crossings" designs.	
2	Marlborough Hill	Marlborough	resident	15/11/22	93	This petition is asking for Harrow Council to listen to residents of Marlborough Ward and the wider area, in asking for the Marlborough Hill School Street traffic scheme to be removed immediately and restore "usual crossing measures" at the school, such as a lollipop person.	Officers have noted the request. At the meeting of TARSAP in November 2022 it was agreed to remove the school street scheme. The school street has now been removed.
3	Hutton Lane	Harrow Weald	Resident	09/12/22	75	Main points against the proposed development: 1. Local area is already congested with vehicles. 2. Lack of on street parking for residents of Hutton Lane. More homes will create more parking. 3. Resident cars parked on the street are being damaged due to narrow road and at junction: (Hutton Lane and Langton Road).	Petitions confirmed that as the Planning proposal is not progressing, they are not seeking any further highway interventions.

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
						<p>4. Congested parking on Hutton Lane is already a problem for emergency services to get through for fire brigade & ambulance services!</p> <p>5. Those who rent and use garages will have to look for alternative storage. Some residents have had a garage for 15 years.</p> <p>6. We were told that parking would not be an issue when the flats were built on Boxtree pub site. Parking has got exponentially worse since completion of flats.</p> <p>7. Road is narrow, how are construction vehicles meant to drive into Hutton Lane and into the garage site? There will be no / limited parking for residents during construction,</p> <p>8. Road is narrow due. More homes mean more traffic and more parking. The current</p>	

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
						<p>situation is already dangerous for pedestrians when vehicles pass each other.</p> <p>Vehicles climb the pavement to let other vehicles through.</p> <p>9. The proposed 8 more spaces at each end of Hutton Lane are not enough for the displaced vehicles in the garage sites and for the proposed development. Each new house will have at least 2 cars. That is additional 10 cars minimum on Hutton Lane from the proposed development.</p> <p>10. Homes backing onto the garage site will lose their privacy in bedrooms and kitchens.</p>	
4	Whittington Way	Pinner	Cllr June Baxter	30/01/23	106	There's an increasing issue of cars and particularly motor bikes speeding and running extremely noisy engines up and down Whittington Way, and at unsociable hours.	Speed cameras are not installed by the Council however, we have made contact with TfL and the Police and have been advised that residents can report speeding concerns directly to the Police and

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
						<p>This needs addressing urgently from the obvious safety issue, along with the excessive and horrendous noise pollution.</p> <p>Pinner South Police are of the view that in such circumstances, speed cameras are better than speed humps to tackle the issue.</p> <p>Thus, this petition is to gain the necessary momentum to install speed cameras.</p> <p>We need as many signatures as we can get, of Harrow residents who live within the immediate area of Whittington away.</p> <p>Please support this and spread the word, so we can submit to the next Cabinet Council meeting in early September.</p> <p>If we don't get this resolved swiftly, it's only a matter of time</p>	<p>Highways officers can do the same. A report will be submitted on behalf of the petitioners. If this location is assessed to be appropriate a mobile speed camera may be deployed, alternatively a Police Officer may attend to carry out speed checks.</p>

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
						before something very nasty occurs.	
5	Pinner Park Avenue	Headstone	Cllr Simon Brown	21/02/23	28	Requests the Council to improve road safety and introduce traffic calming measures in the area.	<p>The panel may be aware that Transport for London (TfL) funds all of the council's 20 mph zones. Schemes are prioritised and agreed with them in advance of delivery.</p> <p>The latest three-year funding programme is currently with TfL for review and agreement.</p> <p>The council is currently reviewing the 20 mph zone locations for the 2023/24 financial year and this request will be assessed and prioritised along with all other areas.</p>
6	Manor Way	Headstone	Resident	21/02/23	81	Requests the Council to introduce full-width speedbumps or similar traffic calming measures in the area and expresses support for the re-introduction of 20mph speed limit	<p>The panel may be aware that Transport for London (TfL) funds all of the council's 20 mph zones. Schemes are prioritised and agreed with them in advance of delivery.</p>

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
							<p>The latest three-year funding programme is currently with TfL for review and agreement.</p> <p>The council is currently reviewing the 20 mph zone locations for the 2023/24 financial year and this request will be assessed and prioritised along with all other areas.</p>
7	Priory Way	Headstone	Cllr Sasikala Suresh	15/02/23	99	Requests the Council to introduce a 20mph speed restriction and other traffic calming measures in the area.	<p>The panel may be aware that Transport for London (TfL) funds all of the council's 20 mph zones. Schemes are prioritised and agreed with them in advance of delivery.</p> <p>The latest three-year funding programme is currently with TfL for review and agreement.</p> <p>The council is currently reviewing the 20 mph zone locations for the 2023/24 financial year and this request will be assessed</p>

	Location	Ward	Submitted by	Date received	No. of signatories	Request	Status
							and prioritised along with all other areas.
8.	Radnor Road	Greenhill	Adrian Jollife	3/11/22	119	Request for traffic calming measures and new signage, 20mph speed limit	<p>The panel may be aware that Transport for London (TfL) funds all of the council's 20 mph zones. Schemes are prioritised and agreed with them in advance of delivery.</p> <p>The latest three-year funding programme is currently with TfL for review and agreement.</p> <p>The council is currently reviewing the 20 mph zone locations for the 2023/24 financial year and this request will be assessed and prioritised along with all other areas.</p>

Staffing/workforce

- 2.4 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team with the support of technical consultants as required.

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, putting residents first.

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 of putting residents first

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 7 March 2023

Statutory Officer: Jimmy Walsh
Signed on behalf of the Monitoring Officer
Date: 7 March 2023

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta
Signed by the Head of Procurement
Date: 7 March 2023

Section 3 – Corporate Director Clearance

Statutory Officer: Dalton Cenac on behalf of Cathy Knubley
Signed by the Director of Environmental Services
Date: 7 March 2023

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**
EqIA carried out: **YES, as a part of LIP3**
EqIA cleared by: **Dave Corby, Community - Equality Task Group (DETG)**
Chair

Section 4 - Contact Details and Background Papers

Contact: Laura McIntosh – Interim Team Manager - Transportation
Email: laura.mcintosh@harrow.gov.uk

Background Papers:

Previous TARSAP reports
LIP3
Decision Records
Public and statutory consultation documents highlighted in the report
Petitions
PH Reports

APPENDIX A

Petitions and Actions from November 2022 TARSAP

No	Title	Agreed action	Actions completed / Further actions
1	Queens Avenue	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.	A boroughwide review of collisions and requests for traffic calming is currently being undertaken. This will help to prioritise locations that would benefit from 20mph zone introduction/extension.
2	Victor Road	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.	See parking programme 23-24
3	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 to the February 2023 TARSAP for consideration and prioritisation.	Subject to funding, walking schemes such as this may be investigated through a dedicated project in the 23/24 programme.
4	Cowbridge Road	Installation of DYLS suspended until decision made on whether to proceed with scheme on road safety grounds.	A revised scheme has been agreed with residents and statutory consultation is being undertaken in March.
5	Rickmansworth Road	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.	The survey undertaken in October was an automatic traffic count which was in place for a week, counting speeds and flows continuously. A boroughwide review of collisions and requests for traffic calming is currently being undertaken. This will help to prioritise locations that would benefit from 20mph zone introduction/extension.
6	Evelyn Drive	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.	A boroughwide review of collisions and requests for traffic calming is currently being undertaken. This will help to prioritise locations that would

No	Title	Agreed action	Actions completed / Further actions
		Therefore, officers will continue to monitor.	benefit from 20mph zone introduction/extension.
7	Oakleigh Avenue	Officers will assess and add onto the parking programme register.	See parking programme 23-24
8	Kings Road	Officers will investigate the issues and address in accordance with current procedures. This will include a speed survey to determine the extent of the issues. The surveys have not been undertaken as of the time of writing this report.	<p>Subject to funding, walking schemes such as this may be investigated through a dedicated project in the 23/24 programme.</p> <p>Subject to funding we will review the request for school signs in Kings Road.</p> <p>Re-profiling of speed tables to be undertaken in new financial year.</p> <p>A boroughwide review of collisions and requests for traffic calming is currently being undertaken. This will help to prioritise locations that would benefit from 20mph zone introduction/extension.</p>
9	Mollison Way	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.	A boroughwide review of collisions and requests for traffic calming is currently being undertaken. This will help to prioritise locations that would benefit from 20mph zone introduction/extension.
10	Pangbourne Drive and Dalkeith Grove	Officers will investigate requests 1 and 2 in accordance with current procedures. Request 3 has been forwarded to the Highways Team to investigate.	A boroughwide review of collisions and requests for traffic calming is currently being undertaken. This will help to prioritise locations that would benefit from 20mph zone introduction/extension.



Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	22 March 2023
Subject:	INFORMATION REPORT 2022/23 Traffic Schemes and Parking Schemes Programme Update
Key Decision:	No
Responsible Officer:	Cathy Knubley – 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:	All wards
Enclosures:	Appendix A – Traffic Schemes Programme 2022/23 Appendix B – Cycle Training Programme Appendix C - Parking Management Programme 2022/23 Appendix D – Local Safety Parking Programme (LSPP) 2022/23

Section 1 – Summary and Recommendation

This information report is presented to members to provide an update on progress with the 2022/23 traffic and parking management programme of works.

Recommendation:

The Panel is requested to note the report.

Reason: (For recommendation)

None, 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 transport schemes and initiatives funded in 2022/23. This includes schemes funded by Transport for London (TfL) grant and the 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.

Scope of programme

Options Considered

- 2.3 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

Howberry Road Area 20mph zone

- 2.4 Statutory consultation on this proposal is underway.
- 2.5 The plan is to deliver this scheme by the end of March 2023.

Royston Park Road, Hatch End - Traffic Calming Scheme

- 2.6 The scheme is now complete.

Alexandra Avenue/Eastcote Avenue, South Harrow

- 2.7 This is a local safety junction improvement scheme and currently at design stage expected to be complete by the summer.

OTHER EXTERNAL FUNDING AND DEVELOPER CONTRIBUTIONS

Electric Vehicle Charging Points (residential)

- 2.8 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.
- 2.9 It was intended to have these additional 40 sites installed before the end of 2022 however procurement issues have resulted in delay, but work will resume as soon as matters are settled. Implementation should start in the summer.
- 2.10 A further bid for up to 200 sites will be submitted for approval by 31st March 2023.

Harrow Capital 2022/23

Parking management programme

- 2.29 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

Localised Safety Parking Schemes Programme (LSPP)

- 2.30 This programme is concerned with localised sites where minor parking problems occur.
- 2.31 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.
- 2.32 The list of proposed schemes on the programme is outlined in **Appendix C**.

Staffing/workforce

- 2.33 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

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

Performance issues

- 2.35 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

- 2.36 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.
- 2.37 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

- 2.38 There are no data protection implications.

Risk Management Implications

- 2.39 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.40 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

- 2.41 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

- 2.42 There are no legal implications to be noted as the report is for information purposes only.
- 2.43 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

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

Equalities Implications / Public Sector Equality Duty

- 2.45 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.
- 2.46 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

2.47 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: 7 March 2023

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 7 March 2023

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 7 March 2023

Section 3 –Corporate Director Clearance

Statutory Officer: Director of Environmental Services

Signed by Dalton Cenac, Interim Head of Traffic, Highways and Asset Management on behalf of Cathy Knubley

Date: 7 March 2023

Mandatory Checks

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

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

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

Section 4 - Contact Details and Background Papers

Contact:

Laura McIntosh– interim Team Leader – Transportation

Email: laura.mcintosh@harrow.gov.uk

Background Papers:

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

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 £925k was awarded in October 2022, to develop and where required, implement the schemes listed below.

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

Scheme	Description	Status	Funding 22/23	Contact officer
Vision Zero - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore.	Statutory Consultation planned Feb/March 2023. Scheme to be implemented in 2023/24.	£57k	Laura McIntosh
Vision Zero - speed reduction – Royston Park Road, Hatch End	Royston Park Road – Speed reduction measures.	Scheme complete	£21k	Laura McIntosh
Vision Zero - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane – junction improvement.	Implementation 2023/24	£10k	Laura McIntosh
Vision Zero – Safety Scheme – Clamp Hill	Clamp Hill – speed reduction scheme	Design and consultation	£10k	Laura McIntosh

Scheme	Description	Status	Funding 22/23	Contact officer
Vision Zero – Safety Scheme – High Road, Harrow Weald	High Road/College Ave – junction improvement	Design and consultation	£10k	Laura McIntosh
SCN – Honeypot Lane	Safety and speed reduction scheme (40mph to 30mph)	Design and consultation	£10k	Laura McIntosh
SCN – Borough Wide 20 mph Zones	Speed reduction schemes in areas to be determined by prioritisation of requests	Feasibility/Design by April 2023	£70k	Laura McIntosh
SCN - 20mph Speed Limits – Stanmore Broadway/Northolt Road/Whitchurch Lane/Imperial Drive Station Road/Pinner Road	Speed reduction schemes	Feasibility study / design commissioned for 2023/24.	£45k	Laura McIntosh
SCN – Timber Carriage Junction	Improvements to junction/pedestrian crossing facilities	Feasibility and design	£10k	Laura McIntosh
SCN - A404 George V Avenue/ Headstone Drive	Junction improvement	Feasibility and design	£5k	Laura McIntosh

Scheme	Description	Status	Funding 22/23	Contact officer
SCN – Harrow View – Pedestrian Crossing	Pedestrian crossing on Harrow View near Marlborough Hill	Feasibility and design	£8k	Laura McIntosh
SCN – Old Church Lane – Pedestrian Crossing	Measures to improve pedestrian safety around Stanmore College	Feasibility and design	£8k	Laura McIntosh
SCN – Uxbridge Road/Blythwood Road	Crossing/junction improvement scheme	Feasibility and design	£15k	Laura McIntosh
SCN - Speed control initiatives	20mph limits zone in identified priority areas	Feasibility and design	£10k	Laura McIntosh
SCN - Pinner District walking study	Feasibility study to identify ped crossing improvements and walking interventions	Feasibility and design	£10k	Laura McIntosh
SCN - Boroughwide study of priority walking areas	Feasibility study to identify ped crossing improvements and walking interventions at priority locations	Feasibility and design	£15k	Laura McIntosh
SCN - Local Initiative Schemes	Local initiatives approved by TARSAP	On hold due to lack of personnel	£10k	Laura McIntosh
SCN - Boroughwide School Healthy Streets	Identify and consult on potential school streets	On hold due to lack of personnel	£36k	Laura McIntosh
SCN - Area Bounded by Harrow Town Centre	Study looking at network between Goodwill to All, George V Ave/Pinner Road and Station Road/Pinner Road junctions	Deferred until 2024/25	£50k	Laura McIntosh

Scheme	Description	Status	Funding 22/23	Contact officer
Bus Priority - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road – junction improvement	Feasibility and design	£37k	Laura McIntosh
Bus Priority – Uxbridge Road route study	Study to identify bus journey time improvements	Feasibility and design	£5k	Laura McIntosh
Bus Priority - Station Road between The Bridge and Sheepcote Road jcn	Develop proposals to address congestion and delay to buses, review of signals and controlled crossing and junction layouts	Feasibility and design	£5k	Laura McIntosh
Bus Priority - College Road, Harrow town centre	Study to improve route for buses improving reliability and bus journey times	Superseded by HSF public realm scheme	£5k	Laura McIntosh
Borough Cycling - Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	ongoing	£56k	Laura McIntosh
Borough Cycling – Northolt Park to Harrow to North Harrow	TfL Cycleway routes	Design and consultation	£10k £10k	Laura McIntosh

Scheme	Description	Status	Funding 22/23	Contact officer
Pinner to Harrow on the Hill				
Borough Cycling - Harrow Cycle Network	Overground route	Feasibility	£80k	Laura McIntosh
Borough Cycling - Boroughwide review of cycle routes	Study looking at cycle network and connections to transport hubs	Feasibility and design	£40k	Laura McIntosh

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APPENDIX B

Cycle Training Programme

Date of Training	Client	Level
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	Scheme carried over from 2021-22 New zone (GL) operational Mon-Sat 8am-6.30pm	Scheme operational 1 st September 2022.	LM/SAF	Completed
Grimsdyke Road, Hatch End	Scheme carried over from 2021-22 “At any time” waiting restrictions (double yellow lines)	Scheme operational 12 th September 2022.	LM/SAF	Completed
The Ridgeway / September Way Area Parking Review	Scheme carried over from 2021/22 New zone (B1) operational Mon – Fri 10am – 2pm	Scheme operational 3 rd October 2022.	LM/SAF	Completed
Northolt Road, Harrow (southeast side) between (345-191), Roxeth	Scheme carried over from 2021/22 Localised parking review – New zone (M3) operational Mon – Sat 8am – 6.30pm (outside numbers 191-345 Northolt Road -southeast side)	Scheme operational 3 rd October 2022.	LM/SAF	Completed
Courtenay Avenue (service roads) between Uxbridge Road	Scheme carried over from 2021/22 “At any time” waiting restrictions (double yellow lines).	TMO operational 3 rd October 2022.	LM/SAF	October 2022

Scheme	Details	Status	Contact officer	Planned finish
and Secker Crescent, Hatch End & Harrow Weald				
Roxborough Park, Harrow on The Hill	Scheme carried over from 2021/22 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. However, this is currently placed on hold until the Cashlite issues have been resolved in the area.	LM/SAF	2023-24
Kenton Road-service Road between 704 - 738, Kenton East	Scheme carried over from 2021/22 Proposed new (CPZ) and P & D bays in the service road.	Public consultation undertaken in September 2021. Scheme approved to proceed to statutory consultation. However, this is currently placed on hold until the Cashlite issues have been resolved in the area.	LM/SAF	2023-24
Canterbury Ave, Headstone,	Scheme carried over from 2021/22 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	LM/SAF	Abandoned
Chantry Rd area, Hatch End	Scheme carried over from 2021/22 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.	LM/SAF	Abandoned
Montgomery Rd, Gresham	Scheme carried over from 2021/22	Scheme abandoned due to no majority support following	LM/SAF	Abandoned

Scheme	Details	Status	Contact officer	Planned finish
Rd, Church Hill Rd, Edgware	Request to be omitted from zone (TB) & to have new zone with extended hours of control.	informal consultation in November 2021.		
Eastleigh Ave, Roxbourne	Scheme carried over from 2021/22 Request for new CPZ	Public consultation undertaken in December 2021. Statutory consultation undertaken early December 2022. PH report drafted and circulated for signatures and PH approval.	LM/SAF	2023-24
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 March/April 2023.	LM/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 April 2023.	LM/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 March 2023.	LM/SAF	2023-24
Local Safety Parking Schemes Programme (LSPP)	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	LM/NS	2023-24

Officers: LM – Laura McIntosh SAF – Sajjad Farid

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	Alexandra Avenue Service Road (between Somervell Road and Arundel Drive)	Double Yellow Lines (DYL's) as you enter the service road to improve access for larger vehicles, including refuse and emergency vehicles	14	LSPP	Roxeth
2	Aran Drive	DYL's at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Stanmore
3	Dalton Road – Athelstone Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Wealdstone North
4	Elm Park Road	Upgrading existing section of SYL (Mon to Fri, 11am-Noon) to DYL to deter obstructive parking taking place across access of 8a Elm Park Road	--	Yellow lines	Pinner
5	Fernleigh Court	Extension of existing DYL to improve access when entering/exiting driveway of No. 18 Fernleigh Court	--	Yellow lines	Headstone
6	George V Avenue	New DYL's at the informal crossing point close to Anglesmede Crescent, to improve visibility for pedestrians crossing the road	15	LSPP	Pinner and Headstone

7	Honeypot Lane Service Road	Replacement of small section of resident parking bay (location approx. outside Nos. 293-299 Honeypot Lane) with new DYL's to function as a passing place and allow more vehicles to enter the service road at one time	--	Congestion	Kenton East
8	Hutton Lane area	DYL's 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
9	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
10	London Road	Extension of existing DYL to improve visibility when exiting Cygnet Hospital	16	LSPP	Harrow-on-the Hill
11	Park View – Anselm Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
12	The Broadway – The Cross Way	Extension of existing DYL's at the junction to improve access for larger vehicles, including refuse and emergency vehicles	13	LSPP	Wealdstone North
13	Tintagel Drive	DYL's at strategic locations to improve access, visibility and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Canons
14	Ufford Road – Tillotson Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
15	Uxbridge Road area (near Bannister Sports Centre)	DYL's to improve access and visibility for vehicles	22	LSPP	Harrow Weald and Hatch End

16	Willowcourt Avenue – Becmead Avenue	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Kenton West
17	Woodlands Drive (including Coppice Close)	DYL's at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	14	LSPP	Stanmore
18	Woodway Crescent	DYL's on the inner side of the bend to improve access and visibility for larger vehicles, including refuse and emergency vehicles	13	LSPP	Greenhill

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Report for:	Traffic and Road Safety Advisory Panel
Date of Meeting:	22 March 2023
Subject:	Parking Management Schemes Programme 2023/24
Key Decision:	No
Responsible Officer:	Cathy Knubley – Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix A: Borough wide map of Controlled Parking Schemes Appendix B: Proposed priority list for 2023/24 Appendix C: Schedule of requests and significant Issues within borough Appendix D: Controlled Parking Schemes – Scheme Development Process Appendix E: Maps of areas to be considered on proposed priority list

Appendix F: List of CPZs and operating hours in the borough

Section 1 – Summary and Recommendations

This report provides information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informs Members about requests for parking schemes received by the Council and also recommends a programme of work for 2023/24.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety, that:

1. The list of parking management schemes for 2023/24 is as shown in **Appendix B**, subject to confirmation of the capital funding allocation for 2023/24 at Cabinet,
2. Officers be authorised to carry out scheme design and consultation on the parking management schemes listed in **Appendix B**,
3. Officers be authorised to implement the parking management schemes listed in **Appendix B** subject to further reports being provided on the outcomes of public and statutory consultation and receiving approval of Portfolio Holder to proceed,
4. Any substantive new requests received to undertake a controlled parking scheme or review that are not included within the agreed programme or priority list in **Appendices B and C** in this report be referred to the Panel for consideration.

Reason:

To recommend to the Panel a proposed Parking Management Schemes Programme for the 2023/24 financial year.

Section 2 – Report

Introduction

- 2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available resources, budgets, new contract rates and current issues.

- 2.2 The council's programme of CPZ schemes / reviews has historically been demand led and addresses parking pressures highlighted by local residents and businesses. This report includes assessments of existing CPZs and requests for new or extended CPZs, including petitions and other representations received in the last 12 months.
- 2.3 At the council's cabinet meeting in July 2019 cabinet agreed a new Parking Management and Enforcement Strategy (PMES). The strategy sets out the Council's approach to parking control and enforcement in the borough and will ensure that the parking policies in the approved third Transport Local Implementation Plan are effectively taken forward to address the significant environmental and economic challenges faced by Harrow residents and businesses.
- 2.4 **Appendix A** is a borough map showing the locations of existing CPZ's in the borough. CPZs cover approximately 48% of the length of roads in the borough's road network and have been developed over the last 29 years in response as a consequence of the increasing pressure to park on the highway.
- 2.5 **Appendix B** shows the programme of work recommended for 2023/24 which consists of on-going schemes that are carried forward from 2022/23 to completion, as well as new schemes added from the priority list following an assessment. The estimated cost of the programme is shown and takes into account the council's available staff resources and capital programme allocation for 2023/24.
- 2.6 **Appendix C** provides a priority list of areas in the borough with current parking issues and includes all areas which have not been included in the programme to date as well as any new issues that have been reported since February 2022.
- 2.7 Progress with implementing the 2022/23 CPZ programme of work agreed by this Panel in July 2022 is shown in a separate progress report on the agenda for this meeting.

Options considered

- 2.8 There are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Regional Transport Strategy and are an integral part of the Council's local transport strategy in the form of a Local Implementation Plan (LIP).

Background

- 2.9 CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper / visitor spaces are available. Restraint based parking standards in new developments, as required by national and regional policy cannot be effective unless on-

street parking controls exist, otherwise parking can simply take place in local streets rather than reducing car use. CPZs also allow the introduction of “resident permit restricted” developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport. **Appendix F** gives details of the current CPZ`s and their operational hours within the borough.

- 2.10 Introducing parking control schemes also has a beneficial effect on air quality and public health. Air quality modelling in Harrow has identified road traffic as the main source of nitrogen dioxide and a major source of fine particle emissions within the borough and measures to restrain unnecessary car journeys will therefore help to reduce emissions from road traffic as well as reducing public health issues related to poor air quality. In addition, parking restraint measures encourage greater use of sustainable transport modes which will increase the number of people walking and cycling and lead to more active and healthy lifestyles.
- 2.11 Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, conversion of dwellings, changes to rail fares, economic situation. Existing schemes designed over 10 years ago to mitigate the problems at that time may now no longer be appropriate for the area covered or times of control.
- 2.12 The best available option to address parking demand pressures is to take forward parking management schemes because they are a key component of local and national transport strategies. These schemes make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.
- 2.13 Any adverse impacts of introducing parking controls on the general public is mitigated by undertaking extensive public consultation and statutory consultation as required by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, namely advertising the intended proposal by way of a public notice published in the London Gazette, local press and at diverse visible locations on site where the measures are proposed, seeking majority support for the proposals and consulting with TARSAP prior to consideration by the Portfolio Holder for Environment.

Parking management schemes

Area based controlled parking zones – how they work

- 2.14 A CPZ is an area of highway where parking is restricted and controlled during a regular period of the day. At its simplest, a CPZ is usually a combination of yellow lines and parking bays. The operational hours are specified on traffic signs located in and around the CPZ indicating the nature of restrictions and parking areas. Other parking restrictions operating at different operational hours can also exist within the zone, for instance on main roads, which will have separate traffic signing.

- 2.15 The main benefit of CPZs is that they provide preferential parking access for permit holders (e.g. residents and their visitors) during the operational hours of the zone. Whilst the zone hours in some instances may be for a short period during the day, this can still have the effect of protecting residential areas from long stay duration parking by commuters or local workers. The longer the duration of the controls the more effective the CPZ will be.
- 2.16 Local residents who live within the designated CPZ boundary can apply for a parking permit to allow them to park in the CPZ during the days and hours of operation. Marked parking bays can also be used by visitors who are displaying a valid visitors parking permit which the eligible residents can purchase for their visitors to use.
- 2.17 In commercial areas or shopping centres “pay and display” bays are used which allow for short term paid parking for customers during the working day. For flexibility some bays are designated for shared use, which allow them to be used by both permit holders and non-residents who can purchase a “pay and display” ticket.
- 2.18 Businesses may also purchase permits for business operational purposes only. These are strictly controlled and are limited to vehicles connected to the business, such as delivery vans for example. In practice very few permits are issued for this purpose within CPZs. They cannot be used for employee’s workplace parking.
- 2.19 Other types of permit that can be issued are for doctors and health care workers but there are strict eligibility criteria in place to control their use.
- 2.20 Disabled blue badge holders are allowed by statute to park free of charge in all parking bays except those designated for a special purpose, such as doctor’s parking bays for example.

CPZs - schemes with waiting restrictions only

- 2.21 There are some schemes in the borough which have historically used waiting restrictions only (yellow lines) in situations where there is no demand for on-street residents’ parking. Whilst these schemes have the advantage of being cheaper because fewer signs are required (signs don’t need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points) such schemes can disadvantage residents who do need access to on-street parking for themselves or their visitors.
- 2.22 These types of scheme penalise anyone with a legitimate reason to park in the road including local residents and often generate complaints. There is in practice no difference between a scheme that has yellow lines only and one that includes yellow lines and permit parking bays because the impact on long stay parking is exactly the same. The difference is that a scheme with bays facilitates some parking during the controlled hours to benefit residents.

- 2.23 Therefore the PMES requires that any new schemes proposed will include parking bays where practicable to ensure all residents' needs are catered for as set out in the Parking Management & Enforcement Strategy 2019.

CPZs - standardisation of operational hours

- 2.24 There is an extensive amount of variation in CPZ operational hours which can often be confusing to the motorist therefore in the PMES it is required that parking schemes are standardised around three basic model schemes to resolve the main types of parking problems encountered.
- 2.25 The three basic standard solutions adopted within the Council's PMES are as follows:
- Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 2pm)
- Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm)
- Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – midnight)
- 2.26 All parking schemes are now developed around these three options. This policy will ensure that there is an on-going consistency in the schemes designed and will help to minimise any negative impacts of parking displacement between CPZ zones.
- 2.27 Any request for very short duration schemes operating between one to three hours a day over one or two separate periods during the day will no longer be taken forward. The PMES has highlighted this policy because there are a very high proportion of short duration schemes across the borough that create a significant problem for undertaking operational enforcement. This means that there is only a limited resource available to oversee a large area of restrictions in the borough within a limited timeframe. This is very impractical and ultimately leads to areas not receiving sufficient enforcement, higher non-compliance with parking controls and the inefficient deployment of enforcement resources.
- 2.28 Where requests for CPZs are received from streets to be added to an existing zone which already operates for one to three hours duration per day then any proposals must be taken forward using one of the standard operating hours indicated above. In this situation the opportunity to amend the hours in the existing zone will be taken in order to standardise hours and this will be offered to neighbouring streets. Any streets interested in changing should then be included within the proposed scheme under development.

- 2.29 It is understood that residents in neighbouring streets across the wider zone can only be consulted on the possibility of changing the operating hours and can choose not to change because this would be subject to statutory consultation; however, this approach does set out the only possible method for amending these very short duration zones to standardised operating hours.
- 2.30 It is expected that this will be a gradual process because of the need to undertake statutory consultations and the fact that residents will need to agree the changes before any changes are introduced.

CPZs – use of zones and sub zones

- 2.31 Sometimes areas with parking issues experience different types of problems within the same area and do often need different solutions. The creation of different sub zones within the same zone is one way to allow the containment of parking to a specific area and also to introduce different operational hours and times.
- 2.32 The design of multi zone schemes does need to be carefully considered as these can have unintended consequences such as causing parking displacement or can make understanding the regulations in force more confusing for motorists. Therefore, zone segregation needs to be based on a clear rationale that introduces controls that are relevant to the parking problems being encountered and does not cause any detrimental effects on existing CPZs or surrounding areas.
- 2.33 Another consideration is that resident / visitor permits can only apply to one specific zone and so the creation of a number of smaller zones within a scheme will limit the size of area that permit holders can park in and prevent them from parking in neighbouring zones. This will reduce any flexibility to accommodate variations in parking demand on-street and so very small zones are generally avoided as much as possible and only used in exceptional circumstances.
- 2.34 The main principle in designing zones is therefore to ensure that these are only used where it is necessary to separate different groups of permit holders in order to avoid parking problems. Typical examples are as follows:
- In residential areas with a station - a small subzone around the station may be created within the wider zone, this prevents resident permit holders from across the wider zone from internally commuting to the station and improves parking access for those residents living close to the station
 - Different operational hours are required within a zone – e.g. a large zone comprising of a commercial centre, and a wider surrounding residential area may need to be split into two subzones, the central commercial centre may have working day restrictions and the surrounding residential areas may have shorter duration parking restrictions required to deter workplace parking

CPZs - reducing street clutter

- 2.35 The council has implemented an alternative style of signing and lining for some CPZs where conventional signing and lining could have a detrimental impact on the street scene. This arrangement reduces the number of signs and road markings required and are suited to locations such as cul-de-sacs, short sections of road, streets with limited footway width and streets in conservation areas.
- 2.36 It is not necessary in these cases to include marked parking bays to indicate areas for permit parking because any unmarked areas of kerbside parking space within the zone are therefore deemed eligible for permit parking. The only signing and lining used in these schemes are the CPZ entrance / exit signing that indicates permit holders parking only past this point during the specified times of operation. Yellow lines are still used to indicate restricted areas where it is necessary to keep junctions, bends narrow sections of road and turning heads clear of parked vehicles.

CPZs - safety at road junctions

- 2.37 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from residents or businesses and continues to be of concern to the emergency services and council refuse collection service. Where these problems occur within CPZs it is typically because operational hours have a very short duration (e.g. limited to 1 -2 hours) and cannot provide controls throughout the busy times of the day or evenings and weekends.
- 2.38 To address this “at any time” waiting restrictions (double yellow lines) are now being proposed at all junctions within proposed zones and immediately surrounding CPZ zones.
- 2.39 The Highway Code states that drivers should not park within 10m of a junction and this distance is used as a guide to developing proposals. The actual distance required may vary subject to an assessment based on using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance so that only the necessary space is restricted.
- 2.40 Although the council is under no requirement to provide on-street parking this process allows the Council to maximise as much on-street parking as possible without causing any obstruction.

CPZs - public perception of schemes

- 2.41 There is a public perception that CPZs will increase on street parking provision when, in practice, as parking pressures increase it might not always be possible to make space for all the vehicles that residents' own. Whilst schemes are designed to maximise on street parking space, the overall quantity of spaces provided during the controlled

hours may actually reduce due to the need to apply design standards such as yellow lines at junctions for example. This is of course compensated for by the fact that demand to park also reduces because vehicles that are ineligible to obtain permits are excluded, meaning that the available space is dedicated to permit holders (residents).

- 2.42 This is of particular relevance in residential roads with private off-street parking where there are many vehicle crossovers. In these situations the application of the parking design standards may mean that a bay marked in between vehicle crossovers may only be able to accommodate one or two vehicles after taking account of the space required for vehicles manoeuvring in and out of accesses.
- 2.43 This, together with waiting restrictions (double yellow lines) at junctions, leads to CPZs being more contentious with residents wanting the beneficial effects but not wanting any disadvantages. Consequently, the development of CPZ schemes is very customer focussed and also resource intensive in order to deal with these issues.
- 2.44 Increasingly during consultation, residents respond that they consider the council is trying to make money from schemes rather than to try to assist those residents who are requesting help. It is observed in consultation responses in recent years that references to money have increased and this is influencing people's decision making.
- 2.45 However, the position nationally under UK legislation is that where Council's introduce CPZs they are entitled to levy reasonable charges to act as a form of parking demand management and are allowed to reinvest any revenue from charges or penalty charges into the operational management of the schemes in order to ensure that they work effectively. The council's parking enforcement activity is funded from this source of revenue.
- 2.46 Ultimately the public and statutory consultation processes ensure that residents can take account of the cost of having a scheme and decide if they are in favour or oppose proposals. Decisions are made on the basis of a majority view being demonstrated, unless other factors dictate.

Local Safety Parking Schemes Programme (LSPP)

- 2.47 In addition to the development and implementation of CPZs, an initiative to progress localised improvements (usually outside of the main CPZ areas) has been undertaken in recent years known as the Local Safety Parking Schemes Programme.
- 2.48 Examples of this type of initiative are where refuse vehicles and the emergency services have reported persistent access difficulties and "at any time" waiting restrictions (double yellow lines) at junctions and bends have been used as remedial measures. These schemes are generally outside of CPZs and are a valuable initiative primarily

targeted at improving road safety and facilitating adequate vehicular access.

Developer funded parking schemes

- 2.49 Additional funding that could support the parking management programme is possible through section 106 developer contributions via planning applications where parking controls to facilitate development are required. The Council reviews planning applications and takes opportunities to secure contributions from developers in order to address potential parking impacts and/or the public's aspirations for parking controls in the vicinity of development.
- 2.50 The Council reviews planning applications and takes opportunities to secure contributions from developers in order to address potential parking impacts and/or the public's aspirations for parking controls in the vicinity of development. These contributions can be used as set out in the legal agreement and are usually specific to the area around the development.
- 2.51 Additionally, members may consider that a particular parking issue in their ward is of high importance and may seek to take forward measures using Neighbourhood Community Infrastructure Levy funds (NCIL) independently of the capital funding allocation for the Parking Management Programme.
- 2.52 As members will be aware in 2017 the Major Developments Panel approved a policy of allocating 15% of CIL receipts raised in each ward (except where received from within the geographical definition of the Harrow and Wealdstone Opportunity Area), back to the respective ward in which it was generated to be used on infrastructure projects that take account of the views of the communities in which development has taken place. Parking is often an issue affected by development and of local importance.
- 2.53 Any projects put forward by ward members would need to be assessed against agreed criteria to show compliance with the CIL regulations and also demonstrate the extent of consultation and level of community support. The Planning Service would assess the suitability of any requests.

Programme development

- 2.54 The programme of schemes in **Appendix B** is developed by including those projects where the greatest areas of need are identified and where the assessment indicates the highest score.

Assessment of service requests

- 2.55 To determine these areas of need, all requests for schemes or actions to tackle parking problems received by the Council are assessed against an agreed set of assessment factors. This allows the requests

to be assessed and prioritised in a consistent and fair manner. At the Panel meeting in November 2012, the Panel agreed the Transport Programme Entry Procedure which formalised these assessment factors and a methodology making the process more transparent.

- 2.56 The report sets out for each category of transport related work the key factors that are used in assessing and prioritising the requests for parking schemes. In summary these are as follows:

Area parking management schemes	
Assessment factor	Typical areas of priority
a) Key stakeholders	Emergency services / Local services / Residents petitions
b) External factors likely to increase demand for parking	Parking displacement, development impact, commercial activity, etc.
c) How long since the location was last considered for the programme	Longer duration since last evaluation
d) Position on the current programme	Longer duration without implementation
e) Number of requests in close proximity within the location	Higher number of requests

Minor localised parking issues (LSPP)	
Assessment factor	Typical areas of priority
a) Key stakeholders	Emergency services / Local services / Residents petitions
b) Traffic accidents and speed	High numbers of accidents / high vehicle speeds
c) Vehicle flows	High vehicular flows
d) Pedestrian flows	High flow areas like shopping parades, schools
e) Level of accessibility and visibility	Continuous obstruction of sightlines
f) Other local factors with an impact	Adverse impact on bus services, the disabled

Scheme reviews

- 2.57 The time taken to investigate and design a CPZ is influenced heavily by the extent of public and statutory consultation undertaken. A medium to large area scheme will typically take 12 -18 months from inception to completion.

- 2.58 In the past the Council had a policy of undertaking an automatic follow up review of a new scheme within 6-12 months in order to address any issues arising from implementation. However, the Panel agreed to abandon this process in February 2012. This was because the work involved in undertaking the follow up review was just as extensive as implementing the original scheme and was causing other areas on the priority list to wait an excessive amount of time to be included in the works programme.
- 2.59 Public concern continues to be expressed that it takes too long to implement measures and that the programme is slow to respond to specific needs. At the current level of funding (£300k per annum) the Panel therefore agreed that any follow up scheme reviews will now only be considered where substantive issues are reported to the Panel and the Panel agrees a change to the approved programme to include a review.
- 2.60 The reviews of existing schemes that are included in the programme will generally be areas where an existing CPZ has been operating for a long period of time and new parking pressures and operational issues are being highlighted. This is usually where the original scheme design is no longer suitable and circumstances have changed since the original implementation. Typical issues concern the extent of the zone, operational times and types of controls in place.
- 2.61 In February 2015 the Panel considered a review of the existing scheme development and implementation process for area-based parking management schemes and agreed a revised process. **Appendix D** shows the currently approved scheme development and implementation process.

Scheme design

- 2.62 The public consultation (stage 2 of the process in appendix D) is one of the most important steps in developing a scheme and is where residents receive a consultation leaflet explaining proposals, a questionnaire with a set of questions as well as being given an opportunity to give comments. The results of public consultations are used to develop the scheme design, particularly zone extents, sub zones and operational hours.
- 2.63 There are some established principles to analysing consultation results and using this information to develop schemes as follows:
- The proportion of people responding to a consultation varies significantly based on the type of area. In order to be representative a minimum of about 10% is required, however, if the response rate is lower than that then the PH will be consulted on how to proceed. Decisions on schemes will always be based on the information provided by those people that choose to respond to consultation.
 - The extents of a CPZ zone are established in an area that reflects where a majority of consultees support particular options. Roads

are analysed on a road by road basis initially to establish where areas of support for proposals are. One consultation response per property is permitted to ensure fairness.

- Zones need to be holistic and so need to be formed from groups of roads and part sections of roads that are grouped closely together and share similar views. The results in individual streets are therefore not intended as an absolute decision on whether a street is included in a scheme or not. The designers look for common areas of majority support to demonstrate a case to take forward a proposed scheme.
- Where the results indicate that a road does not support a scheme but also indicates that they would change their mind if a neighbouring road demonstrated support, then those roads may be included within a scheme. Questionnaires include a question to indicate this preference because it is recognised that parking displacement can occur from neighbouring roads with parking controls and it is better to include roads that are exposed to this risk rather than leave them out.

2.64 The analysis undertaken to recommend a particular scheme is therefore not an exact science. It is based on a combination of a technical review of the consultation results by officers and a meeting with members where they can exercise their discretion to review the results and take account of their own knowledge and understanding of community views.

Scheme Costs

2.65 The estimated costs of schemes shown in this report anticipate the likely costs of scheme development and implementation based on best practice and experience with delivering the programme in recent years. There is always a degree of variability in costs due to the requirement to take account of the results of public consultation and any resultant scheme design changes. The estimates take account of:

- a) Staff time in carrying out consultation and scheme designs including site surveys. This includes all correspondence, telephone and personal visits to the civic centre or site.
- b) The preparation, printing and distribution of all consultation material, analysis of data, updating of website.
- c) Arranging and staffing exhibitions where appropriate, including venue costs and display equipment.
- d) Preparation of reports and other documents such as briefing notes
- e) Drafting and advertising draft traffic orders and orders of making.

- f) Replacing existing CPZ signs (where relevant) that do not contain the operation times following the commitment by Cabinet a number of years ago.
 - g) Setting out and implementing scheme of lining and or signing.
 - h) Dealing with related complaints, freedom of information requests and comments both pre and post implementation.
- 2.66 There are significant costs associated with developing a scheme in terms of design and consultation in addition to the actual implementation of any physical works on the streets.

Footway parking

- 2.67 Parking on footways or footpaths (pavements, grass verges, alleyways, etc), or in front of dropped footways or raised carriageways (for example driveways or pedestrian crossings) is prohibited on almost all streets in London at all times, including at night and weekends. If drivers park in such a way then they could receive a Penalty Charge Notice (PCN) – even if only one or two wheels are on the footway.
- 2.68 There are a few streets where footway parking is prevalent and it will be necessary to either consider schemes to formalise footway parking where there is sufficient width to do so or enforce the prohibition. In many cases this will involve the implementation of formalised footway parking bays and associated signage which would be subject to consultation.

Parking management programme 2023/24

- 2.69 To summarise, this report provides a comprehensive explanation of the types of schemes, sources of funding, assessment processes, costs and development processes required to deliver the parking management programme and is intended to assist the Panel in understanding how the programme has been developed.
- 2.70 A summary of the current parking issues within the various locations of the borough highlighted in the proposed programme is shown in Appendix C and has been organised in order of priority based on the programme entry system of assessment factors. This will assist the panel to refer quickly to the relevant issues in each particular area and relative priority when considering the programme.
- 2.71 The proposed programme for 2023/24 can be seen in **Appendix B** and is based on completing on-going projects rolled over from last year and commencing new projects in priority order as allowed by the £300k budget. Maps of the new projects proposed to be added to the programme with indicative consultation areas are shown in **Appendix E**. Members are recommended to ask the Portfolio Holder to give approval to implement this programme and approve the consultation areas.

Staffing / workforce

- 2.72 The delivery of schemes in the programme of investment will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as required.

Ward Councillors' comments

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

Performance Issues

- 2.74 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the current Transport Local Implementation Plan 3 (LIP3) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Issues

- 2.75 The current Transport Local Implementation Plan 3 (LIP3) has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment.
- 2.76 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality.

Data Protection Implications

- 2.77 There are no data protection implications.

Risk Management Implications

- 2.78 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.79 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

- 2.80 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

- 2.81 The programme of schemes highlighted in this report will all involve introducing restrictions or controls on parking that require a legal process to be undertaken before they can be physically implemented.
- 2.82 Subject to statutory consultation requirements, the council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

Financial Implications

- 2.83 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs that have powers to raise income from the local administration and enforcement of parking schemes. Therefore, TfL only funds parking measures where they form a part of an identified traffic or transport scheme or initiative in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.84 The funding for 2023/24 from the Harrow Capital programme is £300k, which has been approved by Cabinet and Council in February 2023. The proposed programmed of CPZ schemes is shown in **Appendix B** and is divided between area controlled parking zones (£240k) and the local safety parking schemes programme (£60k).

Equalities Implications / Public Sector Equality Duty

- 2.85 The Transport Local Implementation Plan (LIP) sets out the relevant transport policies and objectives of the Council and was subject to an Equalities Impact Assessment which identified that there was no negative impact on any of the protected groups. The transport mitigations in the report accord with the principles of the Council's LIP. Typical benefits are as follows:

Protected characteristic	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.

Disability	<p>The retention of double yellow lines at junctions will ensure level crossing points are kept clear.</p> <p>Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.</p>
Age	<p>Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.</p>

Council Priorities

2.86 The parking programme detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Putting residents first	<p>By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling lessening the impact on the local environment.</p> <p>CPZs reduce the amount of long stay commuter or workplace parking and provide better access for residents and their visitors to park improving quality of life.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p> <p>Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.</p> <p>The scheme will improve access to the highway network and reduce obstruction from parking and improve the delivery of street based council services e.g. street cleaning / refuse collection and improve emergency vehicle response times</p> <p>The use of parking measures such as pay and</p>

	display facilities will support local businesses by creating a higher turnover of parking space for customers and improving access to shops.
--	--

- 2.87 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan 3.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 7 March 2023

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 7 March 2023

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 7 March 2023

Section 3 – Corporate Director Clearance

Statutory Officer: Dalton Cenac on behalf of Cathy Knubley

Signed by the Director of Environmental Services

Date: 7 March 2023

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: Equality Task Group (DETG) Chair as part of the Transport Local implementation Plan. A separate EqlA is therefore not necessary.

Section 4 - Contact Details and Background Papers

Contact:

Dalton Cenac – Head of Traffic, Highways and Asset Management
E-mail: dalton.cenac@harrow.gov.uk

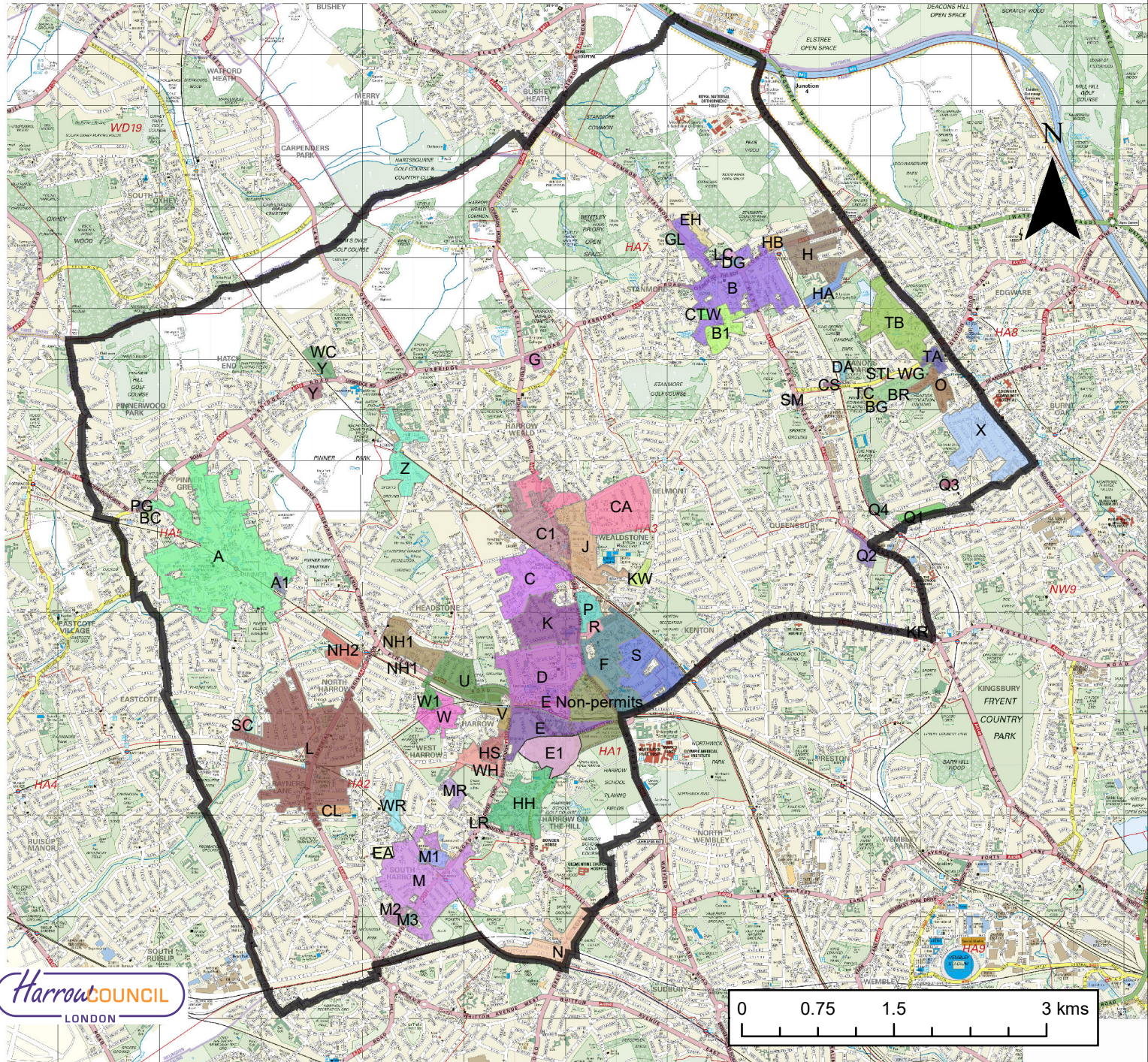
Laura McIntosh, Transportation Team Leader
E-mail: laura.mcintosh@harrow.gov.uk

Sajjad Farid, Infrastructure Engineer, Parking
E-mail: Sajjad.Farid@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan
Parking Management and Enforcement Strategy 2019
<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

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Borough boundary

Schemes carried forward from 2022/23

CPZ, TIMES

- E1, 8.30am - 6.30pm Mon - Sat
- EA, 8am - 6.30pm Mon - Fri
- KR, 10am - 2pm Mon - Fri

CPZ Zone boundaries

CPZ, TIMES

- A, 11am - 12pm Mon - Fri
- A1, 8.30am - 6.30pm Mon-Sat
- B, 3pm - 4pm Mon - Fri
- B1, 10am - 2pm Mon - Fri
- BC, 8am - 6.30pm Mon - Sat
- BG, 2 - 3pm Mon - Fri
- BR, 10am - 3pm Mon - Fri
- C, 10am - 11am Mon - Fri
- C1, 8am - Midnight Mon - Sun
- CA, 10am - 11am and 2pm - 3pm Mon - Fri
- CL, 10am - 3pm Mon - Fri
- CS, 8am - 6.30pm Mon - Sat
- CTW, 10am - 2pm Mon - Fri
- D, 8.30am - 6.30pm Mon - Sat
- DA, 8am - 6.30pm Mon - Sat
- DG, 10am - 11am & 3pm - 4pm Mon - Fri
- E, 8.30am - 6.30pm Mon - Sat
- EH, 8am - 6.30pm Mon - Sun
- F, 8.30am - 6.30pm Mon - Sat
- G, 10am - 11am & 2pm - 3pm Mon - Fri
- GL, 8-6.30 Mon - Sat
- H, 10am - 11am & 3pm - 4pm Mon - Sat
- HA, 2 - 3pm Mon - Fri
- HB, At any time
- HH, 10am - 2pm Mon - Fri
- HS, 10am - 11am & 2pm - 3pm Mon - Sat
- J, 7am - Midnight
- K, 8.30am - 6.30pm Mon - Sat
- KW, 10am - 3pm Mon - Fri
- L, 10am - 11am Mon - Fri
- LC, 10am - 11am & 3pm - 4pm Mon - Fri
- LR, At any time
- M, 10am - 11am and 2pm - 3pm Mon - Sat
- M1, 10am - 9pm Mon - Sat
- M2, 8am - 6.30pm Mon - Sat
- M3, Resident - 8-6.30 P&D 10-6.30 Mon - Sat
- MR, 10am-11am & 2pm-3pm & Sat-Sun 10am-11am Mon-Fri
- N, 11am - 12 noon Mon - Fri
- NH1, 10am - 11am & 2pm - 3pm Mon - Fri
- NH2, 10am - 11am Mon - Fri
- O, 8.30am - 8.30pm Mon - Sat
- P, 8.30am - 8.30pm Mon - Sun
- PG, 8.30am - 6.30pm Mon - Fri
- Q1, 11am - 12 noon Mon - Fri
- Q2, 6pm - Midnight Mon - Sun
- Q3, 11am - 12 noon Mon - Fri
- Q4, 11am - 12 noon & 3pm - 4pm Mon - Fri
- R, At any time
- S, 11am - 12 noon Mon - Fri
- SC, At any time
- SM, 8am - 6.30pm Mon - Fri
- STL, 10am - 3pm Mon - Fri
- TA, 8.30am - 8.30pm Mon - Sat
- TB, 11am - 12pm Mon - Fri
- TC, 2pm - 3pm Mon - Fri
- U, 10am - 11am & 2pm - 3pm Mon - Fri
- V, 10am - 11am & 2pm - 3pm Mon - Sat
- W, 10am - 11am Mon - Fri
- W1, 8am - 6.30pm Mon - Sat
- WC, 10am - 11am Mon - Sat
- WG, 10am - 3pm Mon - Fri
- WH, 10am - 1pm Mon - Fri
- WR, 9am - 10am & 3pm - 4pm Mon - Fri
- X, 10am - 11am & 2pm - 3pm Mon - Fri
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Z, 10am to 3pm Mon to Fri

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APPENDIX B

PROPOSED PARKING MANAGEMENT PROGRAMME 2023/24

Location	Scope of scheme	(£k)
On- going schemes carried over from 2022/23		Estimated cost
Roxborough Avenue, Roxborough Park, Pickwick Place, Grove Hill and Peterborough Road, Greenhill & Harrow on the Hill	<p>Following informal consultation there was support for the introduction for a new CPZ. The results were reported to the members and the PH and it was agreed to proceed to the next stage which is statutory consultation.</p> <p>The scheme is currently on hold pending Cashlite /Paybyphone Parking which has not yet been finalised in the area.</p> <p>This scheme involves the introduction of a resident permit scheme in Roxborough Park and existing pay and display bays and free bays in The Grove and Peterborough Road to be converted to shared use bays. The scheme will help remove all day non-resident/ commuter parking in the existing free bays and allow better use by residents and short-term visitors.</p>	30
Kenton Road – service road between 704-738, Kenton East	<p>Following the informal consultation, the results showed support for the introduction of parking controls in the service road in the form of pay by phone bays and shared use bays. The results were reported to the members and the PH who agreed for the scheme to proceed to legal notification (statutory consultation)</p> <p>The scheme is currently on hold pending Cashlite /Paybyphone Parking which has not yet been finalised in the area.</p> <p>The proposed measures will prevent long term commuter parking which will help local residents and businesses.</p> <p>Undertake statutory notification, and implementation.</p>	25
Eastleigh Avenue, Roxbourne	<p>Following informal consultation, the results were reported to the local members and the PH. As there was majority support for the scheme it was agreed for the scheme to proceed to the next stage which is the statutory consultation. The statutory consultation was carried out in December 2023 and the results will be reported to the local ward councillors and the PH in February 2023 for a decision as to how we proceed with the scheme.</p> <p>The proposed measures will result in the introduction of a new permit parking scheme with</p>	20

	introduction of no waiting "At any time" waiting restrictions (double yellow lines) to prevent dangerous/obstructive parking.	
Rainsford Close, Stanmore Park	Residents of Rainsford Close petitioned the council requesting they be omitted from zone (B) and be included in a new zone with extended hours of control. Undertake surveys, public consultation, statutory notification and implementation	20
Summit Close and Penylan Place, Edgware	Residents of Summit Close and Penylan Place submitted petitions to the council requesting parking controls be introduced in their roads to prevent non-resident parking taking limited parking spaces in the narrow cul-de-sacs. Undertake surveys, public consultation, statutory notification and implementation	20
Byron Rd Area, Spencer Road and Montrose Road, Wealdstone	Residents of Byron Road, Warham Road and Lorne Road submitted a petition to the council the residents of Spencer Road had also submitted a separate requesting the council to undertake a parking review of the existing parking controls in the area as they cannot find parking in the evenings. A situation which they feel has been exacerbated since the introduction of nearby zone (J).and nearby shops/businesses. Undertake surveys, public consultation, statutory notification and implementation	45

Proposed new schemes 2023 / 24		
Stanmore Hill, Stanmore	Petition received requesting the existing parking restrictions be reviewed along Stanmore Hill to free up on-street parking for local resident's demand for has increased due to new synagogue and Abercorn restaurant. Undertake surveys, public consultation, statutory notification in 2023-24, implementation 2024-25	35
Merlin Crescent, Edgware	Petition from residents of Merlin Crescent, Bransgrove Rd, St Brides Ave, St Davids Dr requesting a CPZ to help prevent non-resident and obstructive parking. Undertake surveys, public consultation, statutory notification in 2023-24, implementation 2024-25 and implementation	45
Local Safety Parking Schemes Programme	On-going programme of localised parking controls	60
Total		300**

* Section 106 funding contributing to scheme budget (not included in total)

** Anticipated overall budget (subject to confirmation by Cabinet)

Developer contributions funding (section 106 agreement) (release of funding subject to triggers in legal agreements as stipulated below)	20/21 (£k)
<p>The Matrix Pub – Eastcote Lane / Alexandra Avenue / Sandringham Crescent – The sum of ten thousand pounds was used towards the council’s costs in carrying out a parking survey to establish parking patterns around the development.</p> <p>A maximum sum of twenty thousand pounds is available for follow up surveys once the site is fully occupied to establish whether a CPZ is required around the site.</p>	20

*** Schemes are defined as Small (S), Medium (M) or Large (L) scale

Small less than 100 households

Medium between 100 - 500 households

Large schemes greater than 500 households

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Priority List of Borough Parking Issues

This list summarises the main areas where parking issues have been reported. The locations are shown in priority order based on the assessments undertaken in accordance with the assessment factors agreed by TARSAP. The list does not show each individual request received but aggregates all the requests into locations which share common issues suitable for a scheme.

Sites 1, 3 and 4 are the highest priorities that can be afforded within the allocated budget for next year and these schemes are proposed to be taken forward in the parking programme.

Site 2 will not be progressed due to regeneration works being undertaken in the area which will have an impact on these roads. The parking in these roads will be reviewed once the works have been completed.

Schemes in the list are defined as Small (S), Medium (M) or Large (L) scale in size. Size is defined as - Small less than 100 households, Medium between 100 - 500 households, Large schemes with greater than 500 households.

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Priority	Location	Issues	Ward	Size of Scheme
1	Dudley Road, Wesley Close, Franklins Mews. Grange Farm Close, Osmond Close, Grange Rd, Hornbuckle Close and Brigade Rd, Ashbourne Ave, Dudley Gardens, Roxeth Hill and Ashbourne Ave	The Council had previously received a petition from residents in Dudley Road as well as correspondence from nearby roads (Grange Farm Close and Osmond Close) requesting the Council introduce parking controls to address problems experienced due to long term non-resident parking in the area. The options to be considered will be the introduction of a CPZ including residents permit parking and “at any time” waiting restrictions to protect junctions turning heads and narrow sections of carriageway. <i>There is currently regeneration works being undertaken in the area and these roads will be affected by the works. It is therefore recommended not to take forward a parking review in this area until works have been completed.</i>	Harrow on The Hill	L

2	Stanmore Hill including Hill Close and Halisbury Close and Spring Lake, Heriots Close	Request to change existing operational hours of CPZ on Stanmore Hill, Hill Close and Halsbury Close, and Requests from residents of Spring Lane via a petition wanting extended hours of control and residents of Herriot Close wanting to be in a CPZ	Stanmore	L
3	Merlin Crescent	petition from residents of Merlin Crescent, Bransgrove Rd, St Brides Ave, St Davids Dr requesting a CPZ to prevent non-resident parking.	Edgware	L
4	Eliot Drive	Petition requesting zone (WR) to be extended to include Eliot Drive	Roxbourne	S
5	Buckingham Road & Salisbury Road	Request for CPZ in Buckingham Rd and Salisbury Rd	Marlborough	M
6	Imperial Close	Request for CPZ	Headstone North	S
7	Farmstead Road and Newton Road	Request from both roads for parking controls	Wealdstone	S
8	Chester Drive, The Ridgeway	Request from both roads for parking controls	Headstone North	S
9	Melrose Road and Kingsley Road	Request for CPZ	Headstone North	S
10	Gainsborough Gardens	Residents are concerned that parking by commuters is preventing residents and their legitimate visitors from parking near their homes. The Council has received a petition from residents requesting the introduction of parking controls.	Queensbury, Edgware	S
11	Wychwood Avenue, Wychwood Close, Wildcroft Gardens	Residents are concerned that unregulated parking by commuters is causing congestion and creating safety issues for pedestrians crossing the roads. The Council has received petitions from residents of these roads requesting a CPZ.	Canons	M
12	Victor Road Area - including Sidney Rd, Edward Rd, Albert Rd, Pinner View, Fairfield Dr, Atherton Place	Request for CPZ - Petition	Headstone	M

13	Harley Road	Request for CPZ - Petition	Marlborough	S
14	Bishop Ken Rd	Request for CPZ	Wealdstone North	S
14	Rufford Close	Request from a resident to introduce CPZ	Greenhill	S
15	Devonshire Road	Residents are concerned that uncontrolled parking is making difficulties for emergency service and council refuse collection vehicles to access properties in the area.	Hatch End	M
16	Ruskin Gardens, Repton Road,	Residents are concerned that unregulated parking in these roads is causing obstruction that may prevent access by the emergency services. The Council has received a request to introduce parking controls to address the situation.	Kenton East	M
17	Honeypot Lane	Request for permit parking outside Honeypot Lane	Queensbury	M
18	Wynlie Gardens, Latimer Close	Petition and letter requesting CPZ and footway parking exemption.	Pinner	S
19	Leeway Close	Request for new CPZ	Hatch End	S
20	Oakleigh Avenue	Request to review existing zone (X) on whether it can be removed.	Edgware	S
21	Welbeck Road, Chatsworth Gardens, Furness Road	Council service vehicles and other vehicles have been unable to access these roads due to inconsiderate parking on both sides of the road. It is further reported that the situation has been made worse because one section of Welbeck Close is located in a CPZ. The Council has received requests to investigate the situation with a view to introducing additional parking controls in the form of waiting restrictions or an extension of the CPZ. A petition had also been received from the residents of Furness Rd requesting the introduction of yellow lines to address concerns regarding obstructive parking.	West Harrow	M
22	Abercorn Road, Lansdowne Rd, Old Church Lane, Courtens Mews	Residents of these roads requested review/introduction of parking controls.	Belmont	M

23	Cunningham Park	concerns re parking/congestion, request for parking controls	Headstone South	S
24	Mead Road	Resident wants to be included in CPZ	Canons Park	S
25	Oldfield Close	Request for permit parking	Stanmore Park	S
26	Stag Lane	Request for CPZ	Edgware	M
27	Willows Close	Request for CPZ	Pinner	S
28	Du Cros Drive, Merrion Avenue,	Request for parking restrictions and concerns regarding Wembley event day congestion.	Canons	M
29	The Broadway	Request for changes to existing parking controls	Wealdstone	S
30	Tenby Road	Request for CPZ	Edgware	M
31	Park Drive and Farm Avenue	Currently in zone (L) requesting extended hrs of control in evening	North Harrow	S
32	260, Camrose Avenue (slip road)	Request for CPZ	Queensbury	M
33	Westfield Lane	Request for CPZ	Kenton East & Kenton West	S
34	Veldene Way	Request for parking controls	Roxbourne	S
35	South Hill Avenue	Request for permit parking	Harrow on The Hill	S
36	Methuen Road, Chandos Crescent, Milford Gdns	Request to review existing zone (O)	Edgware	M
37	Fernbrook Drive	Resident submitting a petition to be eligible to purchase resident permit to park in adjacent zone (L) and seeking if zone (L) could be extended to include Fernbrook Drive	West Harrow	M
38	Whitefriars Avenue	Review CPZ operating 8am to Midnight in Whitefriars, Graham Rd, Wolseley Rd and side roads	Wealdstone	M
39	Canons Drive (northern end)	Request to extend existing CPZ (TB) to outside property 72, Canons Drive, Apply single yellow line outside 45/47 Canons Drive	Canons	S
40	Coles Crescent, Swift Close	Request for CPZ to allow residents preference in parking.	Roxbourne	M
41	Uxbridge Road (HA3 6DN)	Request for off-street parking on Green Area, HA3 6DN	Harrow Weald	S

42	Holwell Place & Ashridge Gardens	undertake parking review of parking spaces zone (A) in Holwell Place and Ashridge Gardens	Pinner South	M
43	Common Road	Request for parking restrictions between 6-7am till 23-24 midnight	Harrow Weald, Stanmore Park	S
44	Wellesley Road	In existing zone(D) - request for extended controlled hours (pm & evenings)	Marlborough	S
45	Hilltop Way	Request for parking restrictions	Stanmore Park	S
46	College Close	Request for CPZ	Harrow Weald	S

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CONTROLLED PARKING SCHEMES – SCHEME DEVELOPMENT PROCESS

In February each year Traffic & Road Safety Advisory Panel (TARSAP) undertakes an annual review of parking issues in the borough and prioritises and agrees a work programme for the forthcoming year. All service requests, petitions and other issues identified and received during the year are considered and a priority list developed based on agreed assessment criteria (TARSAP November 2012) which are presented to the Panel for consideration. The programme of parking schemes approved all follow a standard scheme development process as follows:

Stage 1 – Stakeholder Engagement

Officers prepare a list all schemes in the programme and suggest the most suitable parking management solutions based on identified problems and define the consultation study area (including consideration of areas that are likely to be affected by displaced parking).



A stakeholder meeting will be convened for all large-scale projects (>500 properties) to discuss any relevant parking issues, suggest an initial consultation area and operational timings. The minutes of any stakeholder meeting will be sent to all attendees, Portfolio Holder (PH) for the Environment and local ward councillors for information.



Following any stakeholder meeting the public consultation area and possible solutions will be agreed with the PH and local ward councillors. For small or medium schemes (<500 properties), officers will liaise with the PH and local ward councillors accordingly to agree the public consultation area and possible solutions prior to undertaking the informal public consultation exercise. A suggested consultation area will be included in the annual parking programme review report to TARSAP in February for each scheme.

Stage 2 – Public Consultation

Officers will prepare consultation material / questionnaires and distribute to premises in the agreed consultation area specifying a deadline for responses. Consultations are typically arranged over a 3-4 week period to allow sufficient time for the local community to respond. Consultation material including background information, questionnaire and an Equalities Monitoring Form will be delivered to all premises in the consultation area with details of who to contact and where to respond. Consultation material will also be placed online via the Council's website with details of how to complete the questionnaires online. In all cases consultation material will be made available for inspection at the Civic Centre. Contact details will be provided on all consultation material to enable further information or clarification.



A report will be prepared by officers for the next available meeting of TARSAP or for the PH directly through a PH report which provides details of the public consultation, an analysis of the results of the consultation and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The PH and/ or local ward councillors will agree, amend or reject recommendations at their discretion. Generally, areas that demonstrate majority support for common geographical areas and common parking control measures will be approved to proceed to stage 3. More contentious consultations may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the delivery, budget and resources is required.



The PH approves the recommendations of TARSAP or through a PH report and this is recorded as a formal decision.

Stage 3 – Detail Design

Officers will prepare a detailed scheme design indicating the exact locations of parking bays, waiting and loading restrictions (yellow lines), pay and display machines and other required infrastructure.



The plans are refined accordingly and agreed with, the PH and local ward councillors.

The draft Traffic Regulation Order (TRO) will be prepared.



The Police and other statutory consultees will be consulted on draft TRO.

Stage 4 – Statutory Consultation

The TRO will be advertised in local papers and London Gazette and statutory notices will be erected on site,



Officers will then prepare legal notification (statutory consultation) material and distribute to all premises in the original consultation area specifying a deadline for any representations or objections. The statutory consultation period advertised to the public is 21 days this is a fixed time period in law and is not subject to change. The material will be delivered at or around the same time as the adverts are placed on street. Statutory consultation is different from public consultation. It is notifying the public that an approved scheme will be implemented and offers the public a statutory right to make representations if they feel they may be materially affected by the proposals.



A meeting is arranged with the PH and ward councillors to review the outcome of the statutory consultation. Any final revisions to the scheme will be reported through a PH or Formal Decision Record at the discretion of the PH in consultation with the Head of Traffic and Highway Asset Management.



A PH or Formal Decision Record is prepared by officers which provides details of the statutory consultation, an analysis of any representations received and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The PH will agree, amend or reject recommendations at their discretion. Generally, objections and representations will either be overruled because they are of a minor consequence or minor reductions in the extent of the scheme will be agreed to mitigate the impact (e.g. reducing the length of a yellow line or reducing the hours of operation if not significant). However, no additions to the content of the TRO can be made. More contentious consultations with high levels of objections may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances, consideration of the impact on the deliver, budget and resources is required.



The PH formally approves the recommendations through a PH report or Decision Record and this is recorded as a formal decision.

Stage 5 – Implementation

Construction drawings and estimates are finalised and a works package is prepared and issued to contractors for implementation of the scheme. The implementation dates are dependent on available contractor resources, road space permits and arranging any temporary TROs required for restricting on-street parking to allow road markings to be laid subject to weather.



The TRO is formally made specifying the operational date once the implementation completion date is known. Information about the operation of the scheme, including any application forms for permits, is distributed to premises in the scheme area in advance of the operational date so that applications can be processed.

Notes

Where there is a high degree of confidence about the design of a scheme for a particular area, initial consultation (stage 1 and/or 2) can be omitted. However, this is usually not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community.

The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus concerning the design of controlled parking schemes. It is therefore inevitable that some people will object to proposals. It would be very difficult for the Council to deal with these objections if it could not demonstrate knowledge of the wider community's views.

*** Schemes are defined as Small (S), Medium (M) or Large (L) scale

Small less than 100 households

Medium between 100 - 500 households

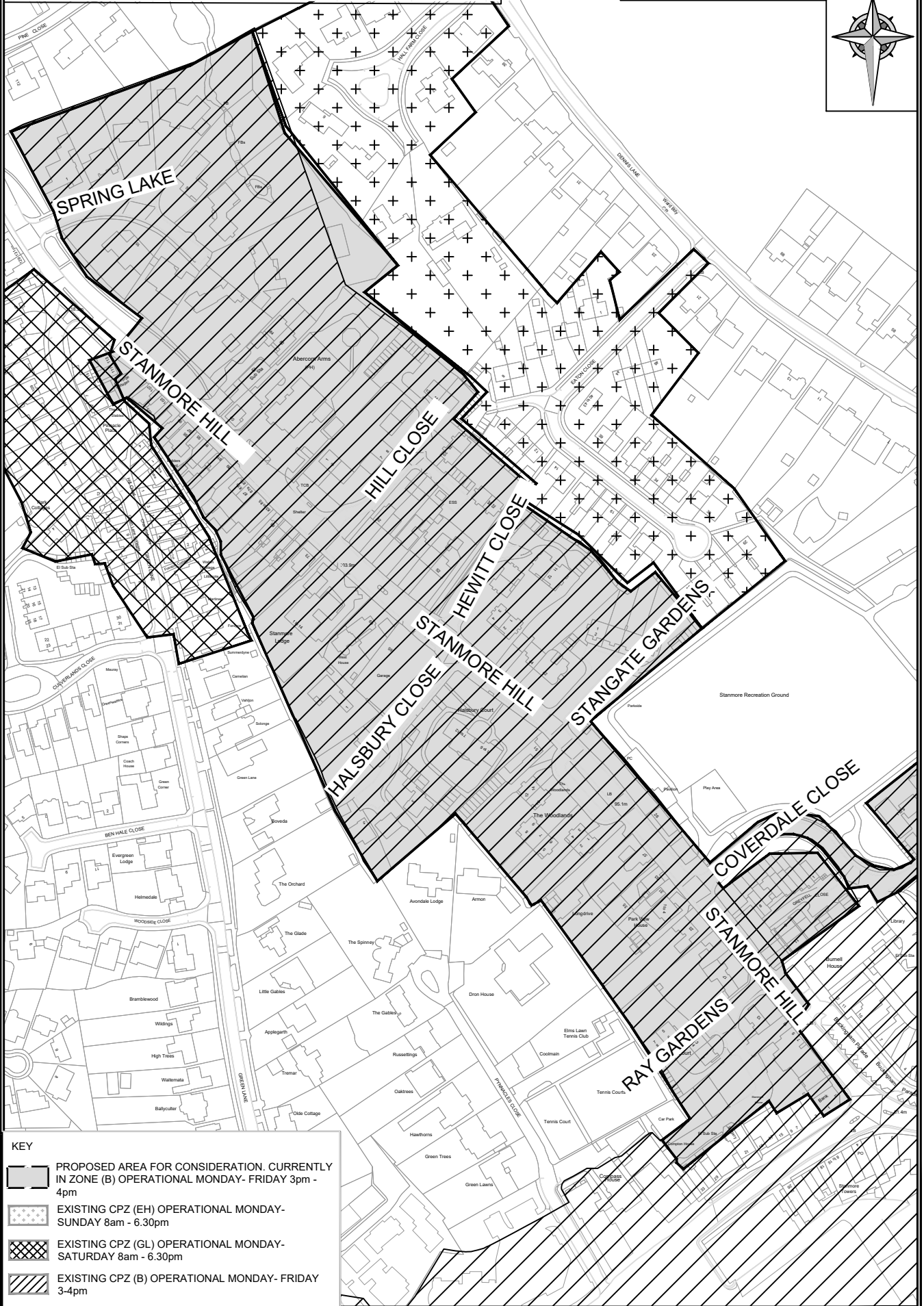
Large schemes greater than 500 households

It should be noted that during the Covid-19 pandemic the social distancing requirements from government will mean that some of the procedure outlined may be modified to achieve this, for example arranging virtual meetings rather than person to person to minimise social contact.

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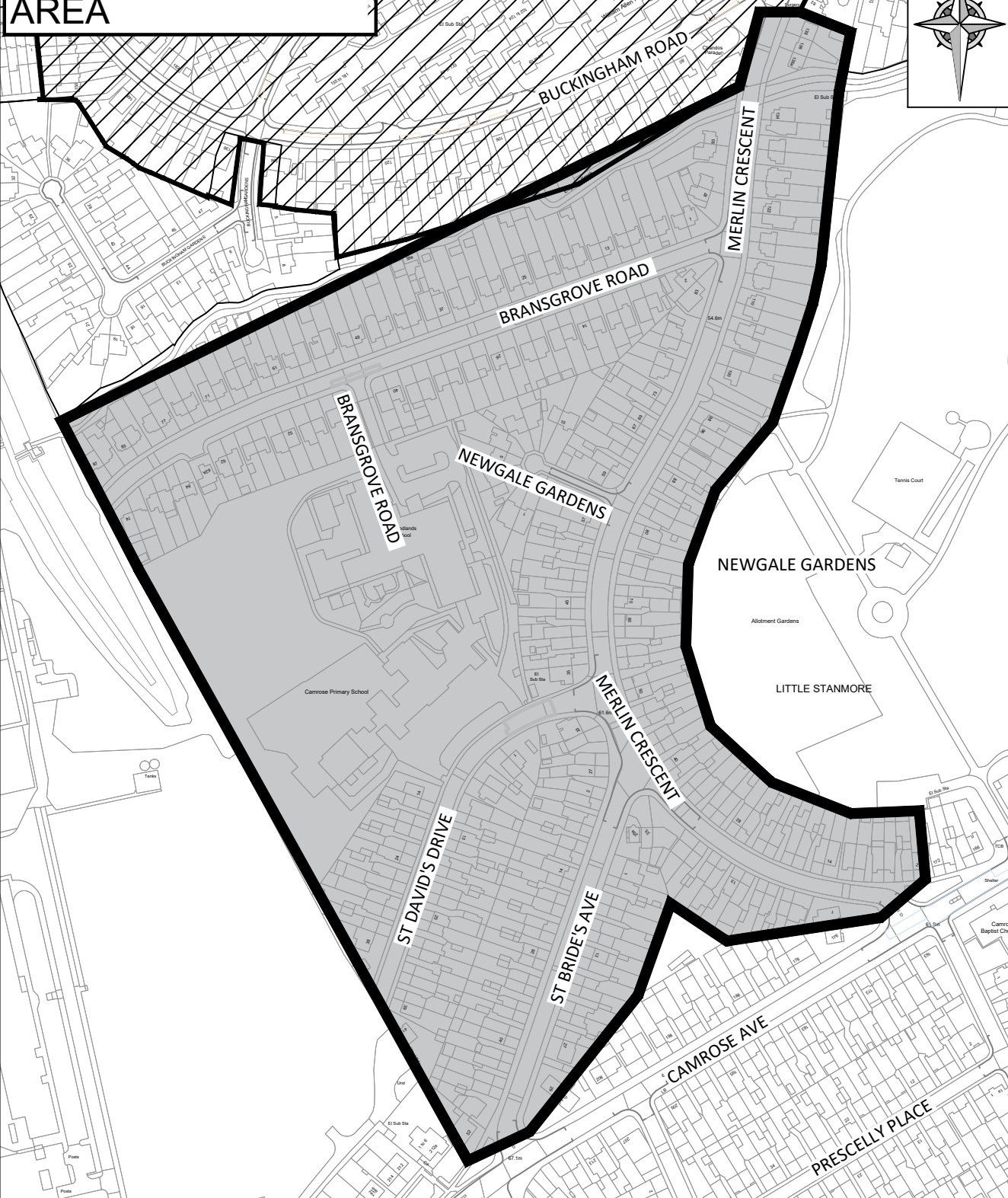
STANMORE HILL AREA

APPENDIX-E



MERLIN CRESCENT AREA

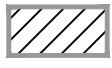
APPENDIX-E



KEY



PROPOSED AREA FOR CONSIDERATION



EXISTING CPZ (BR) OPERATIONAL MONDAY- FRIDAY 10-3pm

APPENDIX F

London Borough of Harrow Controlled Parking Zones – times of operation

ZONE	AREA	TIMES ENFORCEABLE	PERMIT PARKING ARRANGEMENT
A	Pinner	Mon - Fri 11:00 –12:00	Marked bays
A1	The Chase	Mon – Sat 08:00 –18:30	Marked bays
B	Stanmore	Mon - Fri 15:00 –16:00	Marked bays
B1	September Way/The Ridgeway	Mon - Fri 15:00 –14:00	Marked bays
BC	Bell Close	Mon – Sat 08.00 – 18.30	Past this point parking
BG	Buckingham Gardens	Mon – Fri 14:00 – 15:00	Past this point parking
BR	Buckingham Road	Mon - Fri 10:00 –15:00	Marked bays
C	Wealdstone	Mon - Fri 10:00 –11:00	Marked bays
C1	Wealdstone	Mon – Sun 8am - Midnight	Marked bays
CA	Wealdstone East	Mon - Fri 10:00 –11:00 & 14:00 –15:00	Marked bays
CL	Clitheroe Avenue	Mon - Fri 10:00 –15:00	Marked bays
CS	Canons Park Station	Mon – Sat 08:00 –18:30	Marked bays
CTW	Cherry Tree Way	Mon - Fri 10:00 –11:00 & 15:00 –16:00	Past this point parking
DA	Donnefield Avenue	Mon – Sat 08:00 –18:30	Marked bays
D E F	Harrow Town Centre	Mon - Sat 08:30 –18:30	Marked bays
DG	Dennis Gardens	Mon - Fri 10:00 –11:00 & 15:00 –16:00	Past this point parking
EH	Eaton Close and Hall Farm Close	Mon – Sunday 8am – 6.30pm	Past this point parking
G	Fontwell Close	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
GL	Green Lane	Mon - Sat 08:00 – 18:30pm	Past this point parking
H	Stanmore Station	Mon – Sat 10:00 –11:00 & 15:00 –16:00	Marked bays
HH	Harrow on The Hill	Mon - Fri 10:00 –14:00	Past this point parking
HA	Dalkeith Grove	Mon – Fri 14:00 – 15:00	Marked bays

ZONE	AREA	TIMES ENFORCEABLE	PERMIT PARKING ARRANGEMENT
HB	Kerry Court	At any time	Marked bays
HS	Charles Crescent	Mon – Sat 10:00 –11:00 & 14:00 –15:00	Permit H.P.P.
J	Leisure Centre	Mon – Sun 07:00 – 24:00	Marked bays
K	Harrow	Mon – Sat 08:30 –18:30	Marked bays
KW	Kenton West	Mon – Fri 10:00 – 15:00	Marked bays
L	Rayners Lane	Mon - Fri 10:00 – 11:00	Marked bays
LC	Laburnum Court	Mon - Fri 10:00 –11:00 & 15:00 –16:00	Past this point parking
LR	Lower Road	At any time	Marked bays
M	South Harrow	Mon – Sat 10:00 –11:00 & 14:00 –15:00	Marked bays
M1	South Harrow	Mon – Sat 10:00 – 21:00	Marked bays
M2	South Harrow	Mon – Sat 08:00 –18:30	Marked bays & Past this point parking
M3	South Harrow	Mon – Sat 08:00 –18:30	Marked bays
MR	Melrose Road	Mon - Fri 10:00 –11:00 & 14:00 –15:00	Past this point parking
N	Sudbury	Mon – Fri 11:00 – 12:00	Marked bays
NH1	North Harrow (North)	Mon - Fri 10:00 –11:00 & 14:00 –15:00	Marked bays
NH2	North Harrow (South)	Mon - Fri 10:00 –11:00	Marked bays
O	Chandos Crescent	Mon – Sat 08:30 –20:30	Marked bays
P	Harrow Town Centre (Rosslyn Crescent)	Mon – Sun 08:30 – 20:30	Marked bays
PG	Pinner Green	Mon – Fri 08:30 –18:30	Marked bays
Q1	Reynolds Drive	Mon - Fri 11:00 –12:00 noon	Marked bays
Q2	Honeypot Lane	Mon – Sun 18:00 - Midnight	Marked bays
Q3	Millais Gardens	Mon - Fri 11:00 –12:00 noon	Past this point parking
Q4	Turner Road	Mon - Fri 11:00 –12:00 noon & 15:00 –16:00	Marked bays

ZONE	AREA	TIMES ENFORCEABLE	PERMIT PARKING ARRANGEMENT
R	Woodlands Road	At any time	Marked bays
S	Flambard Road (<i>& surrounding area</i>)	Mon – Fri 11:00 – 12:00	Marked bays
SC	Southbourne Close	At any time	Past this point parking
SM	Stanmore Marsh	Mon – Fri 08:00 – 18:30	Marked bays
STL	St. Lawrence Close	Mon – Fri 10:00 – 15:00	Past this point parking
TA	Edgware (south)	Mon – Sat 08:30 – 20:30	Marked bays
TB	Edgware (north)	Mon – Fri 11:00 – 12:00	Marked bays
TC	Torbridge Close	Mon – Fri 14:00 – 15:00	Past this point parking
U	Pinner Road & County Roads	Mon – Fri 11:00 – 12:00	Marked bays
V	Vaughan Road	Mon – Sat 10:00 – 11:00 & 14:00 – 15:00	Marked bays
W	West Harrow	Mon - Fri 10:00 – 11:00	Marked bays
W1	West Harrow	Mon – Sat 08:00 – 18:30	Marked bays
WC	Walpole Close	Mon – Sat 10:00 – 11:00	Past this point parking
WG	Winton Gardens	Mon – Fri – 10:00 – 15:00	Past this point parking
WH	Whitmore Road	Mon - Fri 10:00 – 13:00	Marked bays
WR	Welbeck Road	Mon – Fri 09:00 – 10:00 & 15:00 – 16:00	Marked bays
X	Edgware South	Mon - Fri 10:00 – 11:00 & 14:00 – 15:00	Marked bays
Y	Hatch End	Mon – Sat 10:00 – 11:00 & 15:00 – 16:00	Marked bays
Z	Headstone Lane	Mon - Fri 10:00 – 15:00	Marked bays & Past this point parking

Marked bays – Permit parking bays marked in road with associated parking sign plate

Past this point parking – CPZ zone entry signs indicates that permit parking can take place past this point, there are no marked bays and permit holders can park in any unmarked areas of the street without yellow lines.

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Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	22 March 2023
Subject:	INFORMATION REPORT Information - Road Fatalities Review
Key Decision:	No
Responsible Officer:	Cathy Knubley – 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:	North Harrow, Edgware, Pinner, Centenary
Enclosures:	None

Section 1 – Summary

This information report is presented to members to provide an update

Recommendation:

The Panel is requested to note the contents of 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 traffic related incidents resulting in fatalities on borough roads in the last 18 months.
- 2.2 The report also outlines the actions taken by officers following these incidents.
- 2.3 It should be noted that Harrow Council as the Highway Authority has a statutory duty to investigate casualties and where appropriate, introduce change to address the risk of further occurrences.
- 2.4 The report is an update on each incident following receipt of the Police report.

Pinner Road/Station Road Junction (North Harrow)

- 2.5 The incident was an HGV on cyclist collision which occurred on Saturday the 21st of August 2021 at 1518hrs at the Pinner Road/Station Road junction.
- 2.6 The male cyclist passed away at the scene.
- 2.7 Prior to the incident, officers had been looking at improving the junction for pedestrians and buses. However, the scope has changed to include cycle facilities, which is currently being investigated and designed.
- 2.8 The Police report confirms that no highway factors were identified in relation to this incident however, it is suggested that it is considered whether cyclists can share footway space on all approaches to the junction, in particular the south-eastern arm.

- 2.9 Schemes on the programme for 23/24 include reviewing this junction and designs will prioritise measures to aid cyclists and pedestrians.

Mollison Way (Edgware)

- 2.10 The incident was a car-on-car collision which occurred on Sunday the 20th of March 2022 at 0830hrs.
- 2.11 The victim was an elderly female in a vehicle coming out of a driveway and was hit by a speeding vehicle. It was initially reported that she suffered severe injuries but passed away later. The driver of the other vehicle was arrested.
- 2.12 Officers have undertaken speed surveys and met with the Leader on site to determine the factors that led to the incident.
- 2.13 The speed data shows that the 85th percentile speed is 31mph while no obvious factors were identified from the site visit. However, officers are still awaiting the report from the police before deciding on the next course of action.
- 2.14 The Police report confirms that speed was a factor in the collision. It also notes that visibility is obscured by on-street parking. The recommendation is to examine the speed survey information to confirm the degree of speeding vehicles. Consider whether some additional horizontal deflections might be reintroduced, not reliant on parked vehicles being present. If more generalised are-wide 20mph restrictions were applied to Mollison Way then some vertical deflection traffic calming might be appropriate.
- 2.15 A review of the borough is currently underway which will prioritise locations for 20mph zones and limits.

Uxbridge Road/Waxwell Lane Junction (Pinner)

- 2.16 The incident occurred on Sunday the 31st of July 2022 at 1823hrs involving a car and an elderly male pedestrian.
- 2.17 The man was attended to on site by the emergency services but sadly passed away.
- 2.18 As of the time of writing this report, numerous efforts have been made to meet with the police on site to discuss causation and determine whether the layout of the highway was a factor in the accident.
- 2.19 However as of the time of writing this report, officers have met the Leader on site to discuss the possible factors that led to the incident and if possible, recommend solutions.
- 2.20 Based on the outcome of the site visit, officers recommended at the last meeting of the Panel, that the junction be included in the TfL LIP programme for improvement commencing with the design of potential

options this financial year and consultation and possible implementation in 23/24.

- 2.21 The Police report recommends repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.
- 2.22 At present, options to improve pedestrian crossing at this location are being investigated and will be reviewed by the Leader of the Council.

Culver Grove (near junction with St Andrew's Close) (Centenary)

- 2.23 The incident occurred on Sunday the 7th of August 2022 at 00:15hrs involving a car and a 62-year-old man who passed away at the location.
- 2.24 Officers have not met with the Police on site either to determine whether the incident was caused by speeding or the layout of the road. Nonetheless, officers have undertaken speed surveys to determine the extent of the speeding at this location, which showed that the 85percentile speed was 30mph.
- 2.25 A site meeting with the Leader did not identify obvious issues or factors that could have led to the incident. However, officers will await the report from the Police before deciding what, if any, speed measures can be implemented.
- 2.26 The Police report did not identify any highway factors and recommended clearing back any foliage from street lighting. This took place during the site visit.

Staffing/workforce

- 2.23 This review has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

Ward Councillor comments

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

Performance issues

- 2.25 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 the Vision Zero Strategy.

Environmental Implications

- 2.26 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.
- 2.27 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

- 2.28 There are no data protection implications.

Risk Management Implications

- 2.29 There are no data protection implications.

Procurement Implications

- 2.30 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

- 2.31 There are no legal implications to be noted as the report is for information purposes only.
- 2.32 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is 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

- 2.33 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

2.34 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.

2.35 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

2.36 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: 7 March 2022

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 7 March 2022

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 7 March 2022

Section 3 –Corporate Director Clearance

Statutory Officer: Dalton Cenac on behalf of Cathy Knubley

Signed by the Director of Environmental Services

Date: 7 March 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: **Dave Corby, Community - Equality Task Group (DETG) Chair**

Section 4 - Contact Details and Background Papers

Contact:

Laura McIntosh – Interim Team Leader – Transportation

Email: laura.mcintosh@harrow.gov.uk

Background Papers:

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

